

- 1.5 There is currently no off road provision for cyclists or equestrians in the vicinity of the site, although it is noted that there is a shared use cycleway/footway on the southern side of the A27 as indicated by the use of 'shared use' type signs approximately 100m to the west of the A27/Arundel Road junction.
- 1.6 As part of the development proposals it is not proposed to make any physical changes to the A27/ Arundel Road junction. However, Highways England (HE) have requested that a WCHAR is undertake at the aforementioned junction to assess the potential for a change in pedestrian, cyclist or equestrian movements at the junction as a result of the proposed residential development.
- 1.7 In accordance with HD 42/17, the scale of the scheme has been assessed (by the designers and HE) and is considered to qualify as a 'small' scheme for the purposes of this assessment. Therefore, the scheme will be subject to a Walking, Cycling & Horse-Riding Assessment (this document) during the options stage of the proposed highway scheme; this will then be followed by Walking, Cycling & Horse-Riding Review at the detailed design stage.

Proposed Development Scheme

- 1.8 It is proposed that the scheme will include the development of up to up to 160 residential units and 557m² B1 office use. The site will be accessed via a new priority controlled 'ghost island' right turn lane junction at its northern extent and through modifications to the existing site access that takes the form of a priority controlled 'T' Junction to the south of the site. Both points of access will be via Arundel Road.
- 1.9 An illustrative layout of the scheme is shown in **Figure 2**.

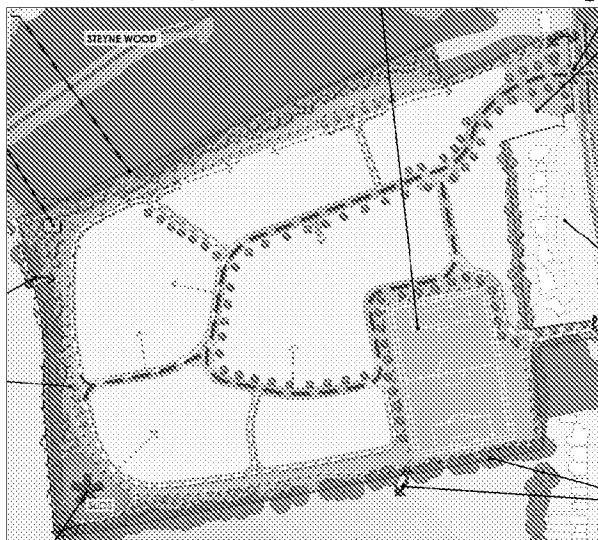


Figure 2: Illustrative site layout.



Study Area

- 1.10 The scope of the assessment area is limited to the A27/ Arundel Road junction and within its immediate vicinity and corresponds with HE specific scoping requirements for the proposed development and the strategic highway network under their control. It is noted that where considered necessary information relating to walking, cycling and equestrians has been provided to provide context to the WCHAR.

2 WALKING, CYCLING AND HORSE RIDING ASSESSMENT

- 2.1 This Chapter summarises the findings of the assessment as set out in Chapter 4 of HD 42/17. The findings under each topic area are summarised in an individual table and any potential opportunities for improvements are noted in each table and then summarised in **Chapter 3**.

2-1 - Review of walking, cycling & horse-riding policies and strategies

The following documents have been reviewed as part of the Assessment:

- National Planning Policy Framework.
- DfT - Cycling and Walking Investment Strategy – 2017.
- Making Ways for Horses – Equestrian Access Forum – Aug 2012.
- Angmering Neighborhood development Plan (Jan 2015)
- West Sussex County Council Rights of Way Management Plan (2018-2028).
- West Sussex Walking and Cycling Strategy (2016-2026).

2-2 – Collision Data

A review of the Personal Injury Collisions (PIC) data between 01/07/2008 and 30/06/2018 (based on information received from the Sussex Safer Roads Partnership) has indicated that during this period there have been 5 PICs at the A27/Arundel Road junction, of which 4 resulted in injuries that slight in severity and 1 that resulted in a fatality

A review of the collision descriptions has indicated the following:

- The fatality occurred when a pedestrian travelling northbound slipped in the carriageway and was struck by a vehicle travelling westbound on the A27. At the time of the collision the road surface was dry and it was dark.
- Of the 4 PICs that resulted in slight injuries all involved vehicles;
- 3 occurred during the hours of daylight and one during the hours of darkness;
- 1 occurred when the road conditions were wet;

- 1 of the collisions involved a shunt, 2 involved loss of control and 1 failure to give way type collision;
- All of the slight collisions involved vehicles travelling in a westbound direction on the A27; and
- There was no apparent pattern with regard to the year, day or time the PICs occurred.

2-3 – Public Transport Services and interchange Information

There are currently no bus stops within the vicinity of the A27/ Arundel Road junction. It is noted that the nearest bus stop to the proposed development site is located approximately 500 metres to the south of the site on Arundel Road and serves bus service 9 which is operated by Stagecoach South.

The no. 9 service operates between Shoreham (via Angmering) and Arundel. The service operates 6 days a week, with hourly services Monday to Saturday. No services are provided on a Sunday.

Weekday services commence from Worthing at 6:35am with the last service at 5:38pm.

Weekday services commence from Arundel at 6:54am with the last service at 6:14pm.

Services on a Saturday operate between 7:38 am and 6:32pm (from Worthing) and 7.25am and 7:22pm (from Arundel).

2-4 – Trip Generators/Attractors

Key Trip Generators and Local Amenities

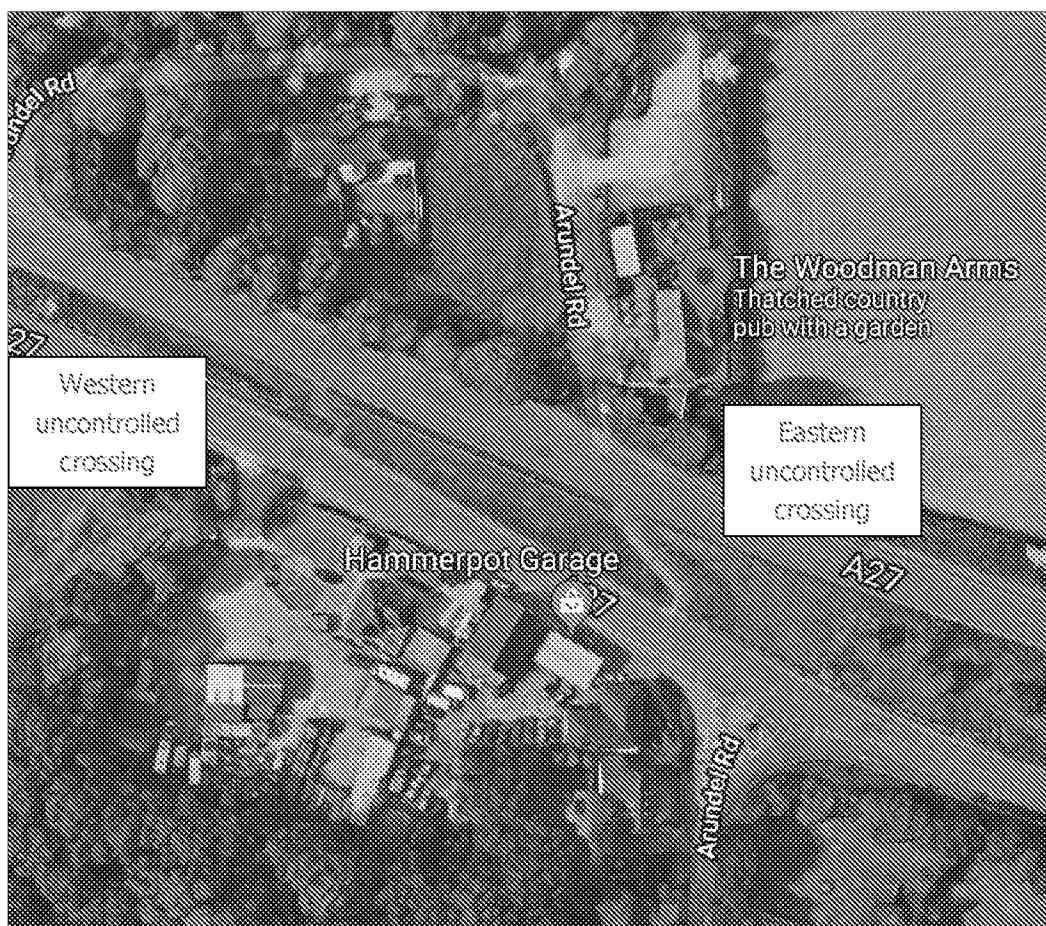
It is considered that there are very few trip attractors between the proposed development site and north of the A27 which could attract Non-Motorised Users (NMUs) i.e.

Pedestrians, cyclists or equestrians to cross the A27 in the vicinity of its junction with Arundel Road.

The only trip attractor identified as part of this assessment is the Woodman Arms public house that is located on the northern side of the A27.

NMU surveys were undertaken on Thursday 6th September 2018 at the two uncontrolled crossing points on the A27 in the vicinity of the junction with Arundel Road (Ref: **Figure 3**) . The surveys were undertaken between 07:00 and 19:00.

Figure 3: Uncontrolled pedestrian crossing locations on A27.



A summary of the survey data of the existing use of the uncontrolled crossing points to the north of the site on the A27 are shown in **Table 1**.

Table 1 – Summary of NMU surveys (two way movements) – 07:00-19:00

User Classification	Eastern Uncontrolled crossing Point	Western Uncontrolled crossing Point
Pedestrians	7	1
Cyclists	7	2
Equestrians	0	0

Future Trip Generation

Trip generation information has been obtained from the Transport Assessment in support of the proposed development. **Tables 2 and 3** summarise the forecast pedestrian and cycle trips associated with the proposed development.

Table 2 – Forecast AM & PM pedestrian trip generation to/from the proposed development.

Land Use:	Houses	AM Peak 0800 to 0900		PM Peak 1700 to 1800	
No. of Units	200	Arrivals	Departures	Arrivals	Departures
Trip rate per unit		0.048	0.161	0.081	0.042
Development Trips		10	32	16	8
Two Way		42		24	

Table 3 – Forecast AM & PM cyclist trip generation to/from the proposed development.

Land Use:	Houses	AM Peak 0800 to 0900		PM Peak 1700 to 1800	
No. of Units	200	Arrivals	Departures	Arrivals	Departures
Trip rate per unit		0.002	0.016	0.017	0.009
Development Trips		0	3	3	2
Two Way		3		5	

The design team have forecast that the majority of pedestrian and cycle trips to/from the site will be to the south between the site and village of Angmering.

The design team have advised the assessors that based on the above forecast pedestrian and cyclist trip distribution, trips by NMUs that would require them to cross the A27 to the north of the site would be negligible, based on the potential trip attractors to the north of the A27 for residents of the site.

2-5 – Site Visit

The site visit was undertaken by Tristan Brooks (Lead Assessor) on Monday 1st October during the hours of daylight i.e. between 13:00 am and 13:50. During the site visit both the weather and road surface were dry. Traffic on the A27 was considered to be moderate.

No pedestrians, cyclists or equestrians were observed using the network during the site visit.

The site visit included a walk and drive through of the highway network in the vicinity A27/ Arundel Road junction.

The primary findings of the site visit were:

- The inter-visibility to the east (at the eastern uncontrolled crossing) if crossing in a southerly direction on the A27 (westbound carriageway) is considered to be insufficient (due to vegetation within the central reservation – Ref: **Photograph 1**) for the vehicle speeds approaching the crossing and generally only allows approximately 5-6 seconds before a vehicle is sighted by a pedestrian and reaches the crossing point. This made it difficult to cross the carriageway at this location.

Photograph 1 – Visibility to the east from uncontrolled crossing.



- There are no 'look left/right' highway markings (at the eastern uncontrolled crossing) if crossing the A27 (westbound carriageway);
- The height of the dropped kerbs at the uncontrolled crossings on the A27 on the southern side of the eastern and western crossings are considered to be excessive i.e. in excess of 6mm;

- There are no advance pedestrian crossing type warning signs in advance of the uncontrolled crossings on the A27; and
- There is no lighting provision in the vicinity of the crossing points.

2-6 – Consultation with Key Stakeholders

Consultation has been undertaken with key stakeholders i.e. HE, West Sussex County Council and Arun District Council as part of the planning application process.

2-7 – Existing Pedestrian, Cyclist and equestrian facilities within the local area

Provision for pedestrians to/from the site is provided by a footway on the western side of Arundel Road which provides a pedestrian link between the site and village of Angmering and the local facilities and services within the village. To the north of the site the footway provides a link to the A27.

There are also number of Public Rights of Way (PRoW) in the vicinity of the site as shown in **Figure 3**.

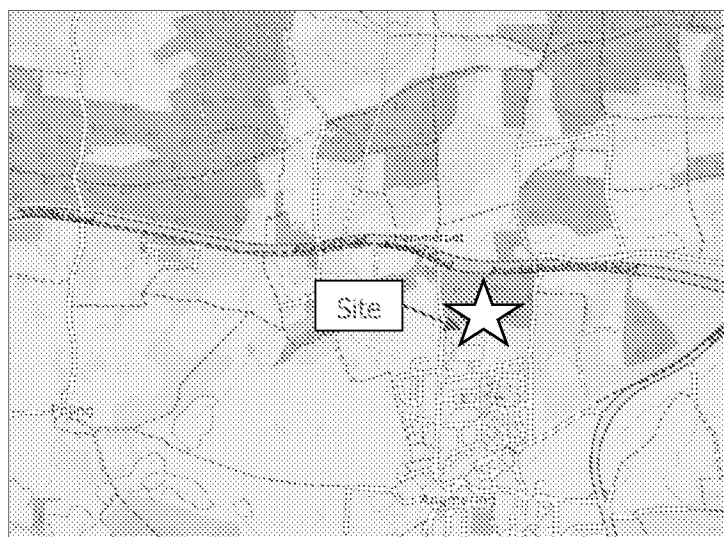


Figure 3: PRoW network in the vicinity of the proposed development.



2-8 – Consultation with local user groups and wider public.

The proposed scheme has been open to full consultation by local user groups and the wider public as part of the planning application process, with feedback considered by the Arun District Council (as the planning authority), West Sussex County Council (as the Highway Authority) and Gladman Developments Ltd (as the developer of the scheme).

3 USER OPPORTUNITIES

- 3.1 The opportunities highlighted below are considered to be relevant to the forecast change in use of the uncontrolled pedestrian crossings as a result of the proposed development and should be considered by the design team throughout the progression of the development, in addition to any further opportunities that may arise through the ongoing development of the design phase(s).

Pedestrian/cyclist Opportunities
Opportunity 1
Provision of pedestrian warning crossing signs in advance of the uncontrolled crossings.
Opportunity 2
Inclusion signing/ markings e.g. look left/right within the footways. (It is noted that such markings are already provided at the western crossing)
Opportunity 3
Inclusion of lighting provision at the uncontrolled pedestrian crossings.
Opportunity 4
Reduce the height of the dropped kerbs at the uncontrolled crossings on the southern side of the A27.
Opportunity 5
Improve the visibility to the east at the eastern uncontrolled crossing if crossing in a southerly direction on the A27 (westbound carriageway).



4 WALKING, CYCLING & HORSE-RIDING ASSESSMENT TEAM STATEMENT

4.1 As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Report has been compiled in accordance with DMRB HD 42/17 and thus contains the appropriate information for the wider design team.

4.2 The Walking, Cycling & Horse-Riding Assessment was undertaken by the following:

Signed:

Date: 31 July 2019

Walking, Cycling and Horse-Riding Lead Assessor

T Brooks – BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,
HE RSA Cert of Competency
go-surveys Ltd
72 Plasturton Avenue
Cardiff, CF11 9HJ

Signed:

Date: 31 July 2019

Walking, Cycling and Horse-Riding Assessor

R Lister - BSc (Hons), MSc, MRTPI, MILT, MCIHT, MSoRSA
go-surveys Ltd
72 Plasturton Avenue
Cardiff,
CF11 9HJ

4.3 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process.

4.4 I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in HD 42/17.

Signed:

Date: 31 July 2019

Design Team Leader

M Rae – Senior Consultant
Croft Transport Solutions
9 Jordon Street
Manchester
M15 4PY



Croft Transport Solutions

Hill Quays, 9 Jordan Street, Manchester, M15 4PY

Tel: 0161 667 3746 Email: info@crofts.co.uk www.crofts.co.uk

Registered in England Number: 7373729

APPENDIX 3

Traffic Survey Data

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 / A280 / B2140 OLD WORTHING ROAD ROUNDABOUT

	A259 EAST LEFT TURN TO B2140 OLD WORTHING RD SOUTH							A259 EAST STRAIGHT AHEAD TO A259 ROUNDSTONE BY-PASS WEST							A259 EAST RIGHT TURN TO A280 NORTH							A259 EAST RIGHT TURN TO CHIPS AWAY ACCESS							A259 EAST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	24	2	1			27		213	9	4	3	1	230		17				17		0				0		2				2			
0745-0800	35	3	1			39		203	1	4	2		210		20	1			21		0				0		3				3			
0800-0815	28	2	1			31		214	3		2	4	223		17				17		0				0		4				4			
0815-0830	25		1			26		201	5		3		209		21	2	1		24		0				0		5				5			
0830-0845	33		1			34		192	7	1	1	2	203		30	2	1		33		0				0		6				6			
0845-0900	40	2	3			45		193	4	1	1		199		28	2			30		0				0		7				7			
0900-0915	30		2			32		178	7	3	1		189		17	2			19		0				0		4				4			
0915-0930	25		2			27		198	3		2	1	204		20	2			22		0				0		5				5			
0730-0930	240	9	12	0	0	261		1592	39	13	15	8	1667		170	11	2	0	0	183		0	0	0	0	0	36	0	0	0	0	36		
0730-0830	112	7	4	0	0	123		831	18	8	10	5	872		75	3	1	0	0	79		0	0	0	0	0	14	0	0	0	0	14		
0745-0845	121	5	4	0	0	130		810	16	5	8	6	845		88	5	2	0	0	95		0	0	0	0	0	18	0	0	0	0	18		
0800-0900	126	4	6	0	0	136		800	19	2	7	6	834		96	6	2	0	0	104		0	0	0	0	0	22	0	0	0	0	22		
0815-0915	128	2	7	0	0	137		764	23	5	6	2	800		96	8	2	0	0	106		0	0	0	0	0	22	0	0	0	0	22		
0830-0930	128	2	8	0	0	138		761	21	5	5	3	795		95	8	1	0	0	104		0	0	0	0	0	22	0	0	0	0	22		

	A259 EAST LEFT TURN TO B2140 OLD WORTHING RD SOUTH							A259 EAST STRAIGHT AHEAD TO A259 ROUNDSTONE BY-PASS WEST							A259 EAST RIGHT TURN TO A280 NORTH							A259 EAST RIGHT TURN TO CHIPS AWAY ACCESS							A259 EAST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	35	1	2	3		41		205	1		2		208		28				28		3				3		15				15			
1645-1700	31		1	1		33		206	2		4	2	214		20		1		21		2				2		17				17			
1700-1715	40		4			44		220	2	2	4		228		32	1			33		2				2		20				20			
1715-1730	32		3			35		176	1		2		179		32			1	33		1				1		18				18			
1730-1745	39		1		1	41		223	1		1	1	226		36				36		1				1		24				24			
1745-1800	30		1			31		210		1	4		215		43	1			44		3				3		23				23			
1800-1815	35		2			37		210	1	1	5		217		36		1		38		1				1		17				17			
1815-1830	15		1			16		180		1			181		43				43		1				1		12				12			
1630-1830	257	1	15	4	1	278		1630	8	5	22	3	1668		270	2	2	1	1	276		14	0	0	0	0	146	0	0	0	0	146		
1630-1730	138	1	10	4	0	153		807	6	2	12	2	829		112	1	1	1	0	115		8	0	0	0	0	70	0	0	0	0	70		
1645-1745	142	0	9	1	1	153		825	6	2	11	3	847		120	1	1	1	0	123		6	0	0	0	0	79	0	0	0	0	79		
1700-1800	141	0	9	0	1	151		829	4	3	11	1	848		143	2	0	1	0	146		7	0	0	0	0	85	0	0	0	0	85		
1715-1815	136	0	7	0	1	144		819	3	2	12	1	837		147	1	1	1	1	151		6	0	0	0	0	82	0	0	0	0	82		
1730-1830	119	0	5	0	1	125		823	2	3	10	1	839		158	1	1	0	1	161		6	0	0	0	0	76	0	0	0	0	76		

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 / A280 / B2140 OLD WORTHING ROAD ROUNDABOUT

B2140 OLD WORTHING RD SOUTH LEFT TURN TO A259 ROUNDSTONE BY-PASS WEST							B2140 OLD WORTHING RD SOUTH STRAIGHT AHEAD TO A280 NORTH							B2140 OLD WORTHING RD SOUTH STRAIGHT AHEAD TO CHIPS AWAY ACCESS							B2140 OLD WORTHING RD SOUTH RIGHT TURN TO A259 EAST							B2140 OLD WORTHING RD SOUTH U TURNS						
CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT					
0730-0745	5					5	15	1	1			17	0						0	106	1			107	0						0			
0745-0800	3					3	15	1				16	0						0	119	2	1	1	123	0						0			
0800-0815	4					4	7						7	0						0	87	2	1	1	91	0						0		
0815-0830	4					4	19						19	0						0	112	2			114	1						1		
0830-0845	4					4	13	1			14	0						0	64	3	1				68	0						0		
0845-0900	3					3	10						10	0						0	81	1	2				84	0						0
0900-0915	3					3	26	1	1			28	0						0	62	1			63	0						0			
0915-0930	2					2	14						14	0						0	35	2			37	0						0		
0730-0930	28	0	0	0	0	28	119	3	1	2	0	125	0	0	0	0	0	0	666	8	11	2	0	687	1	0	0	0	0	1				
0730-0830	16	0	0	0	0	16	56	2	0	1	0	59	0	0	0	0	0	0	424	4	5	2	0	435	1	0	0	0	0	1				
0745-0845	15	0	0	0	0	15	54	1	1	0	0	56	0	0	0	0	0	0	382	7	5	2	0	396	1	0	0	0	0	1				
0800-0900	15	0	0	0	0	15	49	0	1	0	0	50	0	0	0	0	0	0	344	6	6	1	0	357	1	0	0	0	0	1				
0815-0915	14	0	0	0	0	14	68	1	1	1	0	71	0	0	0	0	0	0	319	4	6	0	0	329	1	0	0	0	0	1				
0830-0930	12	0	0	0	0	12	63	1	1	1	0	66	0	0	0	0	0	0	242	4	6	0	0	252	0	0	0	0	0	0				

B2140 OLD WORTHING RD SOUTH LEFT TURN TO A259 ROUNDSTONE BY-PASS WEST							B2140 OLD WORTHING RD SOUTH STRAIGHT AHEAD TO A280 NORTH							B2140 OLD WORTHING RD SOUTH STRAIGHT AHEAD TO CHIPS AWAY ACCESS							B2140 OLD WORTHING RD SOUTH RIGHT TURN TO A259 EAST							B2140 OLD WORTHING RD SOUTH U TURNS							
CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT						
1630-1645	5					5	3	1					4	0						0	35	2			37	0						0			
1645-1700	9					9	9						9	0						0	43	1			1	45	0						0		
1700-1715	4					4	7	1					8	0						0	35	1			1	37	0						0		
1715-1730	3					3	5						5	0						0	30	1						31	0						0
1730-1745	0					0	9						9	0						0	32	3						35	0						0
1745-1800	1					1	6						6	0						0	28	1						29	0						0
1800-1815	4					4	6						6	0						0	31	1						32	0						0
1815-1830	9					9	8						8	0						0	47	1			1	49	0						0		
1630-1830	35	0	0	0	0	35	53	0	0	2	0	55	0	0	0	0	0	0	281	0	11	1	2	295	0	0	0	0	0	0					
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1645-1745	16	0	0	0	0	16	30	0	0	1	0	31	0	0	0	0	0	0	140	0	6	0	2	148	0	0	0	0	0	0					
1700-1800	8	0	0	0	0	8	27	0	0	1	0	28	0	0	0	0	0	0	125	0	6	0	1	132	0	0	0	0	0	0					
1715-1815	8	0	0	0	0	8	26	0	0	0	0	26	0	0	0	0	0	0	121	0	6	0	0	127	0	0	0	0	0	0					
1730-1830	14	0	0	0	0	14	29	0	0	0	0	29	0	0	0	0	0	0	138	0	6	1	0	145	0	0	0	0	0	0					

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 / A280 / B2140 OLD WORTHING ROAD ROUNDABOUT

	A259 ROUNDSTONE BY-PASS WEST LEFT TURN TO A280 NORTH						A259 ROUNDSTONE BY-PASS WEST STRAIGHT AHEAD TO CHIPS AWAY ACCESS						A259 ROUNDSTONE BY-PASS WEST STRAIGHT AHEAD TO A259 EAST						A259 ROUNDSTONE BY-PASS WEST RIGHT TURN TO B2140 OLD WORTHING RD SOUTH						A259 ROUNDSTONE BY-PASS WEST U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	24	4		1		29	0					0	289	9	1	8	1	308	0					0	0					0	
0745-0800	20	3				23	0					0	270	8	2	3	1	284	0					0	1					1	
0800-0815	27	2		1		30	1			1		2	278	8	4	2	1	293	0					0	2					2	
0815-0830	33	4		3		40	2					2	221	6	6	2		235	3					3	2					2	
0830-0845	56	4				60	4					4	232	4	3	2	1	242	5					5	3					3	
0845-0900	41	4		1		46	2					2	252	7		1		260	1					1	1	1				2	
0900-0915	39	4	1			44	2					2	222	9	2	2	1	236	1					1	1					1	
0915-0930	35	3	1			39	1					1	236	15	1	1		253	0					0	1					1	
0730-0930	275	28	2	6	0	311	12	0	0	1	0	13	2000	66	19	21	5	2111	10	0	0	0	0	10	11	0	1	0	0	12	
0730-0830	104	13	0	5	0	122	3	0	0	1	0	4	1058	31	13	15	3	1120	3	0	0	0	0	3	5	0	0	0	0	5	
0745-0845	136	13	0	4	0	153	7	0	0	1	0	8	1001	26	15	9	3	1054	8	0	0	0	0	8	8	0	0	0	0	8	
0800-0900	157	14	0	5	0	176	9	0	0	1	0	10	983	25	13	7	2	1030	9	0	0	0	0	9	8	0	1	0	0	9	
0815-0915	169	16	1	4	0	190	10	0	0	0	0	10	927	26	11	7	2	973	10	0	0	0	0	10	7	0	1	0	0	8	
0830-0930	171	15	2	1	0	189	9	0	0	0	0	9	942	35	6	6	2	991	7	0	0	0	0	7	6	0	1	0	0	7	

	A259 ROUNDSTONE BY-PASS WEST LEFT TURN TO A280 NORTH						A259 ROUNDSTONE BY-PASS WEST STRAIGHT AHEAD TO CHIPS AWAY ACCESS						A259 ROUNDSTONE BY-PASS WEST STRAIGHT AHEAD TO A259 EAST						A259 ROUNDSTONE BY-PASS WEST RIGHT TURN TO B2140 OLD WORTHING RD SOUTH						A259 ROUNDSTONE BY-PASS WEST U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	45	4		1		50	0					0	259	4	3	9	1	276	6		1			7	5			1		6	
1645-1700	47	3	1			51	0					0	239	1	1	1		242	4					4	6					6	
1700-1715	47	1				48	0					0	237	5	1	5	1	249	18					18	7		1			8	
1715-1730	54	2	1	1		58	0					0	236	2	1	4	1	244	8					8	11					11	
1730-1745	50	1				51	0					0	239	1		3		243	15					15	15		1	1		17	
1745-1800	42	2	2			46	0					0	220	1		1	2	224	9					9	15					15	
1800-1815	44					44	0					0	229	1	1	2		233	14					14	16					16	
1815-1830	25				1	26	0					0	187	1	3			191	15					15	7					7	
1630-1830	354	13	4	2	1	374	0	0	0	0	0	0	1846	16	10	25	5	1902	89	0	0	1	0	90	82	0	2	2	0	86	
1630-1730	193	10	2	2	0	207	0	0	0	0	0	0	971	12	6	19	3	1011	36	0	0	1	0	37	29	0	1	1	0	31	
1645-1745	198	7	2	1	0	208	0	0	0	0	0	0	951	9	3	13	2	978	45	0	0	0	0	45	39	0	2	1	0	42	
1700-1800	193	6	3	1	0	203	0	0	0	0	0	0	932	9	2	13	4	960	50	0	0	0	0	50	48	0	2	1	0	51	
1715-1815	190	5	3	1	0	199	0	0	0	0	0	0	924	5	2	10	3	944	46	0	0	0	0	46	57	0	1	1	0	59	
1730-1830	161	3	2	0	1	167	0	0	0	0	0	0	875	4	4	6	2	891	53	0	0	0	0	53	53	0	1	1	0	55	

TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 / A280 / B2140 OLD WORTHING ROAD ROUNDABOUT

		A280 NORTH LEFT TURN TO CHIPS AWAY ACCESS						A280 NORTH LEFT TURN TO A259 EAST						A280 NORTH STRAIGHT AHEAD TO B2140 OLD WORTHING RD SOUTH						A280 NORTH RIGHT TURN TO A259 ROUNDSTONE BY-PASS WEST						A280 NORTH U TURNS					
		CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745		0					0	7	1				8	18					18	44	5				49	0					0
0745-0800		0					0	2					2	14					14	47	4	1	1		53	0					0
0800-0815		1					1	13					13	20					20	65	3				68	0					0
0815-0830		1			1		2	5	1				6	12					12	50	3				53	0					0
0830-0845		0					0	8					8	11		1			12	76	6	1			83	0					0
0845-0900		1					1	19	1				20	14	1				15	70	4	1			75	0					0
0900-0915		0					0	10					10	11	3				14	56	6				62	0					0
0915-0930		0					0	6	2				8	10	2				12	55	7				62	0					0
0730-0930		3	0	0	1	0	4	70	5	0	0	0	75	110	6	1	0	0	117	463	38	3	1	0	505	0	0	0	0	0	0
0730-0830		2	0	0	1	0	3	27	2	0	0	0	29	64	0	0	0	0	64	206	15	1	1	0	223	0	0	0	0	0	0
0745-0845		2	0	0	1	0	3	28	1	0	0	0	29	57	0	1	0	0	58	238	16	2	1	0	257	0	0	0	0	0	0
0800-0900		3	0	0	1	0	4	45	2	0	0	0	47	57	1	1	0	0	59	261	16	2	0	0	279	0	0	0	0	0	0
0815-0915		2	0	0	1	0	3	42	2	0	0	0	44	48	4	1	0	0	53	252	19	2	0	0	273	0	0	0	0	0	0
0830-0930		1	0	0	0	0	1	43	3	0	0	0	46	46	6	1	0	0	53	257	23	2	0	0	282	0	0	0	0	0	0

		A280 NORTH LEFT TURN TO CHIPS AWAY ACCESS						A280 NORTH LEFT TURN TO A259 EAST						A280 NORTH STRAIGHT AHEAD TO B2140 OLD WORTHING RD SOUTH						A280 NORTH RIGHT TURN TO A259 ROUNDSTONE BY-PASS WEST						A280 NORTH U TURNS					
		CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645		0					0	13					13	23					23	58	4		1		63	0					0
1645-1700		0					0	8					8	27					27	62					62	0					0
1700-1715		0					0	7	1				8	26					26	63	4		1		68	0					0
1715-1730		0					0	4					4	30		1	1		32	59		1			60	0					0
1730-1745		0					0	4			1		5	37					37	70			1		71	0					0
1745-1800		0					0	8			1		9	44					44	78	2		4		84	0					0
1800-1815		0					0	10					10	34					34	79	1		1		81	0					0
1815-1830		0					0	6					6	38					38	90		1	1		92	0					0
1630-1830		0	0	0	0	0	0	60	1	0	2	0	63	259	0	1	1	0	261	559	11	2	9	0	581	0	0	0	0	0	0
1630-1730		0	0	0	0	0	0	32	1	0	0	0	33	106	0	1	1	0	108	242	8	1	2	0	253	0	0	0	0	0	0
1645-1745		0	0	0	0	0	0	23	1	0	1	0	25	120	0	1	1	0	122	254	4	1	2	0	261	0	0	0	0	0	0
1700-1800		0	0	0	0	0	0	23	1	0	2	0	26	137	0	1	1	0	139	270	6	1	6	0	283	0	0	0	0	0	0
1715-1815		0	0	0	0	0	0	26	0	0	2	0	28	145	0	1	1	0	147	286	3	1	6	0	296	0	0	0	0	0	0
1730-1830		0	0	0	0	0	0	28	0	0	2	0	30	153	0	0	0	0	153	317	3	1	7	0	328	0	0	0	0	0	0

LOCATION : ANGMERING, WEST SUSSEX

	<table><tr><th colspan="7">CHIPS AWAY ACCESS LEFT TURN TO A259 EAST</th></tr><tr><th>CAR</th><th>HGV</th><th>BUS</th><th>MCY</th><th>PCY</th><th>TOT</th></tr><tr><td>0730-0745</td><td colspan="5">0</td><td>0</td></tr><tr><td>0745-0800</td><td colspan="5">0</td><td>0</td></tr><tr><td>0800-0815</td><td colspan="5">0</td><td>0</td></tr><tr><td>0815-0830</td><td colspan="5">1</td><td>1</td></tr><tr><td>0830-0845</td><td colspan="5">5</td><td>5</td></tr><tr><td>0845-0900</td><td colspan="5">1</td><td>1</td></tr><tr><td>0900-0915</td><td colspan="5">1</td><td>1</td></tr><tr><td>0915-0930</td><td colspan="5">1</td><td>1</td></tr><tr><td>0730-0930</td><td>9</td><td>0</td><td>0</td><td>0</td><td>0</td><td>9</td></tr><tr><td colspan="6"></td><td></td></tr><tr><td>0730-0830</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td></tr><tr><td>0745-0845</td><td>6</td><td>0</td><td>0</td><td>0</td><td>0</td><td>6</td></tr><tr><td>0800-0900</td><td>7</td><td>0</td><td>0</td><td>0</td><td>0</td><td>7</td></tr><tr><td>0815-0915</td><td>8</td><td>0</td><td>0</td><td>0</td><td>0</td><td>8</td></tr><tr><td>0830-0930</td><td>8</td><td>0</td><td>0</td><td>0</td><td>0</td><td>8</td></tr></table>	CHIPS AWAY ACCESS LEFT TURN TO A259 EAST							CAR	HGV	BUS	MCY	PCY	TOT	0730-0745	0					0	0745-0800	0					0	0800-0815	0					0	0815-0830	1					1	0830-0845	5					5	0845-0900	1					1	0900-0915	1					1	0915-0930	1					1	0730-0930	9	0	0	0	0	9								0730-0830	1	0	0	0	0	1	0745-0845	6	0	0	0	0	6	0800-0900	7	0	0	0	0	7	0815-0915	8	0	0	0	0	8	0830-0930	8	0	0	0	0	8	<table><tr><th colspan="7">CHIPS AWAY ACCESS STRAIGHT AHEAD TO B2140 OLD WORTHING RD SOUTH</th></tr><tr><th>CAR</th><th>HGV</th><th>BUS</th><th>MCY</th><th>PCY</th><th>TOT</th></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td colspan="6"></td><td></td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr></table>	CHIPS AWAY ACCESS STRAIGHT AHEAD TO B2140 OLD WORTHING RD SOUTH							CAR	HGV	BUS	MCY	PCY	TOT	0						0	0						0	0						0	0						0	0						0	0						0	0						0	0						0	0						0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<table><tr><th colspan="7">CHIPS AWAY ACCESS RIGHT TURN TO A259 ROUNDSTONE BY-PASS WEST</th></tr><tr><th>CAR</th><th>HGV</th><th>BUS</th><th>MCY</th><th>PCY</th><th>TOT</th></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td 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TURNS</th></tr><tr><th>CAR</th><th>HGV</th><th>BUS</th><th>MCY</th><th>PCY</th><th>TOT</th></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td colspan="5"></td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td colspan="6"></td><td></td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr></table>	CHIPS AWAY ACCESS U TURNS							CAR	HGV	BUS	MCY	PCY	TOT	0						0	0						0	0						0	0						0	0						0	0						0	0						0	0						0	0						0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
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TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 NEW ROAD / STATION ROAD / A259 ROUNDSTONE BY-PASS / B2140 ROUNDABOUT

A259 ROUNDSTONE BY-PASS EAST LEFT TURN TO B2140 SOUTH							A259 ROUNDSTONE BY-PASS EAST STRAIGHT AHEAD TO A259 NEW ROAD WEST							A259 ROUNDSTONE BY-PASS EAST RIGHT TURN TO STATION ROAD NORTH							A259 ROUNDSTONE BY-PASS EAST U TURNS						
CAR HGVS BUS MCY PCY						TOT	CAR HGVS BUS MCY PCY						TOT	CAR HGVS BUS MCY PCY						TOT	CAR HGVS BUS MCY PCY						TOT
0730-0745	15 2					17	238	10	4	3		255	8						8	0						0	
0745-0800	13					13	225	8	3	3	2	241	9						9	0						0	
0800-0815	8 1					9	252	3		1	2	258	5						5	0						0	
0815-0830	9 1					10	248	8		2	2	260	6						6	0						0	
0830-0845	13					13	231	10	2	4	1	248	4						4	0						0	
0845-0900	8					8	273	6	2	1	1	283	3						3	0						0	
0900-0915	14 2					16	271	11	2	1		285	6						6	1						1	
0915-0930	12 1					13	241	5	1	2	1	250	6						6	0						0	
0730-0930	92	6	0	1	0	99	1979	61	14	17	9	2080	47	0	0	0	0	0	47	1	0	0	0	0	1		
0730-0830	45	3	0	1	0	49	963	29	7	9	6	1014	28	0	0	0	0	0	28	0	0	0	0	0	0		
0745-0845	43	1	0	1	0	45	956	29	5	10	7	1007	24	0	0	0	0	0	24	0	0	0	0	0	0		
0800-0900	38	1	0	1	0	40	1004	27	4	8	6	1049	18	0	0	0	0	0	18	0	0	0	0	0	0		
0815-0915	44	2	0	1	0	47	1023	35	6	8	4	1076	19	0	0	0	0	0	19	1	0	0	0	0	1		
0830-0930	47	3	0	0	0	50	1016	32	7	8	3	1066	19	0	0	0	0	0	19	1	0	0	0	0	1		

A259 ROUNDSTONE BY-PASS EAST LEFT TURN TO B2140 SOUTH							A259 ROUNDSTONE BY-PASS EAST STRAIGHT AHEAD TO A259 NEW ROAD WEST							A259 ROUNDSTONE BY-PASS EAST RIGHT TURN TO STATION ROAD NORTH							A259 ROUNDSTONE BY-PASS EAST U TURNS						
CAR HGVS BUS MCY PCY						TOT	CAR HGVS BUS MCY PCY						TOT	CAR HGVS BUS MCY PCY						TOT	CAR HGVS BUS MCY PCY						TOT
1630-1645	11					11	265	5	1	6		277	6						6	0						0	
1645-1700	13					13	290	1	2	9		302	7	1					7	0						0	
1700-1715	14					14	266	6	1	5	1	279	6						6	0						0	
1715-1730	15					15	302	3	1	4		310	4						4	0						0	
1730-1745	15 1					16	271	1		1		273	5	1					5	0						0	
1745-1800	16					16	289	2	1	7	1	300	2						2	0						0	
1800-1815	12 1					13	289	4		5	1	299	2						2	0						0	
1815-1830	29					29	289	1		2		292	3						3	0						0	
1630-1830	125	0	0	0	2	127	2261	23	6	39	3	2332	33	0	1	0	1	35	0	0	0	0	0	0	0		
1630-1730	53	0	0	0	0	53	1123	15	5	24	1	1168	22	0	1	0	0	23	0	0	0	0	0	0	0		
1645-1745	57	0	0	0	1	58	1129	11	4	19	1	1164	22	0	1	0	1	22	0	0	0	0	0	0	0		
1700-1800	60	0	0	0	1	61	1128	12	3	17	2	1162	17	0	0	0	1	17	0	0	0	0	0	0	0		
1715-1815	58	0	0	0	2	60	1151	10	2	17	2	1182	13	0	0	0	1	13	0	0	0	0	0	0	0		
1730-1830	72	0	0	0	2	74	1138	8	1	15	2	1164	12	0	0	0	1	12	0	0	0	0	0	0	0		

TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 NEW ROAD / STATION ROAD / A259 ROUNDSTONE BY-PASS / B2140 ROUNDABOUT

	B2140 SOUTH LEFT TURN TO A259 NEW ROAD WEST							B2140 SOUTH STRAIGHT AHEAD TO STATION ROAD NORTH							B2140 SOUTH RIGHT TURN TO A259 ROUNDSTONE BY-PASS EAST							B2140 SOUTH U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	23	3				26		23	1				24		18					18		0					0	
0745-0800	28	1				29		36			1		37		12					12		0					0	
0800-0815	37	1			1	39		40		1			41		22			1		23		1					1	
0815-0830	33	2				35		53		1			54		14	2				16		0					0	
0830-0845	31	1				32		33					33		19					19		0					0	
0845-0900	50	2				52		17					17		16	1				17		0					0	
0900-0915	45	3	1		1	50		24		1			25		26					26		0					0	
0915-0930	45					45		25	1	1			27		14			1		15		1					1	
0730-0930	292	13	1	0	2	308		251	2	4	1	0	258		141	3	0	2	0	146		2	0	0	0	0	2	
0730-0830	121	7	0	0	1	129		152	1	2	1	0	156		66	2	0	1	0	69		1	0	0	0	0	1	
0745-0845	129	5	0	0	1	135		162	0	2	1	0	165		67	2	0	1	0	70		1	0	0	0	0	1	
0800-0900	151	6	0	0	1	158		143	0	2	0	0	145		71	3	0	1	0	75		1	0	0	0	0	1	
0815-0915	159	8	1	0	1	169		127	0	2	0	0	129		75	3	0	0	0	78		0	0	0	0	0	0	
0830-0930	171	6	1	0	1	179		99	1	2	0	0	102		75	1	0	1	0	77		1	0	0	0	0	1	

	B2140 SOUTH LEFT TURN TO A259 NEW ROAD WEST							B2140 SOUTH STRAIGHT AHEAD TO STATION ROAD NORTH							B2140 SOUTH RIGHT TURN TO A259 ROUNDSTONE BY-PASS EAST							B2140 SOUTH U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	48	2				50		16					16		21	1				22		0					0	
1645-1700	42			1		43		21					21		23			1		24		0					0	
1700-1715	26	1		1		28		10		1			11		16			1		17		0					0	
1715-1730	48					48		23					23		21					21		0					0	
1730-1745	35				3	38		14					14		18					18		0					0	
1745-1800	29			2		31		11					11		11		1			12		0					0	
1800-1815	52					52		26		1			27		20					20		0					0	
1815-1830	46					46		22					22		8					8		0					0	
1630-1830	326	3	0	4	3	336		143	0	2	0	0	145		138	1	1	2	0	142		0	0	0	0	0	0	
1630-1730	164	3	0	2	0	169		70	0	1	0	0	71		81	1	0	2	0	84		0	0	0	0	0	0	
1645-1745	151	1	0	2	3	157		68	0	1	0	0	69		78	0	0	2	0	80		0	0	0	0	0	0	
1700-1800	138	1	0	3	3	145		58	0	1	0	0	59		66	0	1	1	0	68		0	0	0	0	0	0	
1715-1815	164	0	0	2	3	169		74	0	1	0	0	75		70	0	1	0	0	71		0	0	0	0	0	0	
1730-1830	162	0	0	2	3	167		73	0	1	0	0	74		57	0	1	0	0	58		0	0	0	0	0	0	

TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 NEW ROAD / STATION ROAD / A259 ROUNDSTONE BY-PASS / B2140 ROUNDABOUT

A259 NEW ROAD WEST LEFT TURN TO STATION ROAD NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	75		1		76	
0745-0800	79	2			81	
0800-0815	91	4		4	99	
0815-0830	116				116	
0830-0845	151	1		1	153	
0845-0900	55	1	1	3	60	
0900-0915	60	2		2	64	
0915-0930	87	4		1	92	
0730-0930	714	14	1	3	9	741
0730-0830	361	6	0	1	4	372
0745-0845	437	7	0	1	4	449
0800-0900	413	6	1	1	7	428
0815-0915	382	4	1	1	5	393
0830-0930	353	8	1	2	5	369

A259 NEW ROAD WEST STRAIGHT AHEAD TO A259 ROUNDSTONE BY-PASS EAST						
CAR	HGV	BUS	MCY	PCY	TOT	
230	9	1	2		242	
245	10	2	3		260	
276	10	4	3	1	294	
244	10	6			260	
235	9	4	3		251	
220	11	1	1		233	
254	14	2	1		271	
250	17	1	2		270	
1954	90	21	15	1	2081	
995	39	13	8	1	1056	
1000	39	16	9	1	1065	
975	40	15	7	1	1038	
953	44	13	5	0	1015	
959	51	8	7	0	1025	

A259 NEW ROAD WEST RIGHT TURN TO B2140 SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
63	1				64	
59					59	
89	2				91	
72	2				74	
61	2				63	
38					38	
25	3				28	
32	1				33	
439	11	0	0	0	450	
283	5	0	0	0	288	
281	6	0	0	0	287	
260	6	0	0	0	266	
196	7	0	0	0	203	
156	6	0	0	0	162	

A259 NEW ROAD WEST U TURNS						
CAR	HGV	BUS	MCY	PCY	TOT	
0					0	
1					1	
2	1				3	
3					3	
4	1				5	
4					4	
3	1				4	
2	1				3	
19	4	0	0	0	23	
6	1	0	0	0	7	
10	2	0	0	0	12	
13	2	0	0	0	15	
14	2	0	0	0	16	
13	3	0	0	0	16	

A259 NEW ROAD WEST LEFT TURN TO STATION ROAD NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	70				70	
1645-1700	92	1			93	
1700-1715	62		1		63	
1715-1730	68	1		1	70	
1730-1745	63	2		1	66	
1745-1800	74		1		75	
1800-1815	71			1	1	73
1815-1830	59				59	
1630-1830	559	4	1	4	1	569
1630-1730	292	2	1	1	0	296
1645-1745	285	4	1	2	0	292
1700-1800	267	3	1	3	0	274
1715-1815	276	3	0	4	1	284
1730-1830	267	2	0	3	1	273

A259 NEW ROAD WEST STRAIGHT AHEAD TO A259 ROUNDSTONE BY-PASS EAST						
CAR	HGV	BUS	MCY	PCY	TOT	
254	2	2	6	2	266	
259	3	2	3		267	
255	3	2	6		266	
295	5	2	3	1	306	
286	4	1	3		294	
256	2	2	4	3	267	
257	1	2	2		262	
216	2	1	1	1	221	
2078	22	14	28	7	2149	
1063	13	8	18	3	1105	
1095	15	7	15	1	1133	
1092	14	7	16	4	1133	
1094	12	7	12	4	1129	
1015	9	6	10	4	1044	

A259 NEW ROAD WEST RIGHT TURN TO B2140 SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
33					33	
43					43	
51					51	
53					53	
38			1		39	
48					48	
27	1				28	
37					37	
330	1	0	1	0	332	
180	0	0	0	0	180	
185	0	0	1	0	186	
190	0	0	1	0	191	
166	1	0	1	0	168	
150	1	0	1	0	152	

A259 NEW ROAD WEST U TURNS						
CAR	HGV	BUS	MCY	PCY	TOT	
5					5	
7					7	
6					6	
6					6	
2					2	
6					6	
7					7	
8					8	
47	0	0	0	0	47	
24	0	0	0	0	24	
21	0	0	0	0	21	
20	0	0	0	0	20	
21	0	0	0	0	21	
23	0	0	0	0	23	

TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A259 NEW ROAD / STATION ROAD / A259 ROUNDSTONE BY-PASS / B2140 ROUNDABOUT

	STATION ROAD NORTH LEFT TURN TO A259 ROUNDSTONE BY-PASS EAST							TOT	STATION ROAD NORTH STRAIGHT AHEAD TO B2140 SOUTH							TOT	STATION ROAD NORTH RIGHT TURN TO A259 NEW ROAD WEST							TOT	STATION ROAD NORTH U TURNS							TOT
	CAR	HGV	BUS	MCY	PCY				CAR	HGV	BUS	MCY	PCY				CAR	HGV	BUS	MCY	PCY				CAR	HGV	BUS	MCY	PCY			
0730-0745	14							14	11							11	39		1	1				41	0						0	
0745-0800	9				1			10	17	1						18	67	1	1				69	0						0		
0800-0815	10							10	20	1	1					22	71	1					72	0						0		
0815-0830	11							11	21	2						23	90		1				91	0						0		
0830-0845	9		1					10	18							18	85	1	2	1			89	0						0		
0845-0900	8				1			9	38							38	118	1					119	0						0		
0900-0915	11							11	21							21	68		1				69	0						0		
0915-0930	8							8	13		2					15	53	1			1		55	0						0		
0730-0930	80	0	1	0	2			83	159	4	3	0	0			166	591	5	6	2	1		605	0	0	0	0	0		0		
0730-0830	44	0	0	0	1			45	69	4	1	0	0			74	267	2	3	1	0		273	0	0	0	0	0		0		
0745-0845	39	0	1	0	1			41	76	4	1	0	0			81	313	3	4	1	0		321	0	0	0	0	0		0		
0800-0900	38	0	1	0	1			40	97	3	1	0	0			101	364	3	3	1	0		371	0	0	0	0	0		0		
0815-0915	39	0	1	0	1			41	98	2	0	0	0			100	361	2	4	1	0		368	0	0	0	0	0		0		
0830-0930	36	0	1	0	1			38	90	0	2	0	0			92	324	3	3	1	1		332	0	0	0	0	0		0		

	STATION ROAD NORTH LEFT TURN TO A259 ROUNDSTONE BY-PASS EAST							TOT	STATION ROAD NORTH STRAIGHT AHEAD TO B2140 SOUTH							TOT	STATION ROAD NORTH RIGHT TURN TO A259 NEW ROAD WEST							TOT	STATION ROAD NORTH U TURNS							TOT
	CAR	HGV	BUS	MCY	PCY				CAR	HGV	BUS	MCY	PCY				CAR	HGV	BUS	MCY	PCY				CAR	HGV	BUS	MCY	PCY			
1630-1645	9			1				10	14							14	81	1					82	0						0		
1645-1700	11	1						12	24		1					25	94		1				95	0						0		
1700-1715	19		1					20	18							18	77	1		1	1		80	0						0		
1715-1730	8							8	9							9	70	3		2			75	0						0		
1730-1745	7	1						8	13		1					14	81						81	0						0		
1745-1800	3							3	20							20	85		1		1		87	0						0		
1800-1815	5							5	18							18	96	2		2			100	0						0		
1815-1830	3							3	22		1					23	129	2			1		132	0						0		
1630-1830	65	2	1	1	0			69	138	0	3	0	0			141	713	9	2	5	3		732	0	0	0	0	0		0		
1630-1730	47	1	1	1	0			50	65	0	1	0	0			66	322	5	1	3	1		332	0	0	0	0	0		0		
1645-1745	45	2	1	0	0			48	64	0	2	0	0			66	322	4	1	3	1		331	0	0	0	0	0		0		
1700-1800	37	1	1	0	0			39	60	0	1	0	0			61	313	4	1	3	2		323	0	0	0	0	0		0		
1715-1815	23	1	0	0	0			24	60	0	1	0	0			61	332	5	1	4	1		343	0	0	0	0	0		0		
1730-1830	18	1	0	0	0			19	73	0	2	0	0			75	391	4	1	2	2		400	0	0	0	0	0		0		

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

WATER LANE / Arundel Road PRIORITY JUNCTION

	Arundel Road OUT LEFT TO WATER LANE NORTH							Arundel Road OUT RIGHT TO WATER LANE SOUTH							Arundel Road RIGHT TURN IN FROM WATER LANE NORTH							Arundel Road LEFT TURN IN FROM WATER LANE SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	24					24		30				1	31		15		1			16		23					23	
0745-0800	12					12		29					29		20	1			1	22		44		1		2	47	
0800-0815	16					16		35	1	1			37		25					25		56	1	2			59	
0815-0830	11				2	13		24	1			1	26		39					39		78					78	
0830-0845	21					21		40	1			1	44		40	1				41		64					64	
0845-0900	26					26		56					56		20					20		39		2		3	44	
0900-0915	20		1			21		45		1			46		16	1				17		22		1		1	24	
0915-0930	9					9		35					35		11					11		28	2			1	31	
0730-0930	139	0	1	0	2	142		294	3	2	1	4	304		186	3	1	1	0	191		354	3	6	2	5	370	
0730-0830	63	0	0	0	2	65		118	2	1	0	2	123		99	1	1	1	0	102		201	1	3	2	0	207	
0745-0845	60	0	0	0	2	62		128	3	1	1	3	136		124	2	0	1	0	127		242	1	3	2	0	248	
0800-0900	74	0	0	0	2	76		155	3	1	1	3	163		124	1	0	0	0	125		237	1	4	0	3	245	
0815-0915	78	0	1	0	2	81		165	2	1	1	3	172		115	2	0	0	0	117		203	0	3	0	4	210	
0830-0930	76	0	1	0	0	77		176	1	1	1	2	181		87	2	0	0	0	89		153	2	3	0	5	163	

	Arundel Road OUT LEFT TO WATER LANE NORTH							Arundel Road OUT RIGHT TO WATER LANE SOUTH							Arundel Road RIGHT TURN IN FROM WATER LANE NORTH							Arundel Road LEFT TURN IN FROM WATER LANE SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	17					17		34		2			36		17					17		32				1	33	
1645-1700	12					12		23					23		26					26		55	1				56	
1700-1715	24					24		29				1	30		27				1	28		29		2			31	
1715-1730	20					20		32	1	1			34		26	2			1	29		31				1	32	
1730-1745	11				1	12		33				1	34		20					20		30				1	31	
1745-1800	19		1			20		30					30		15			1	1	17		32	1		2	1	36	
1800-1815	12				1	13		27					27		20					20		35			1	1	37	
1815-1830	13					13		22		1			23		18				1	19		34		1			35	
1630-1830	128	0	1	1	1	131		230	1	4	0	2	237		169	2	0	1	4	176		278	2	3	3	5	291	
1630-1730	73	0	0	0	0	73		118	1	3	0	1	123		96	2	0	0	2	100		147	1	2	0	2	152	
1645-1745	67	0	0	0	1	68		117	1	1	0	2	121		99	2	0	0	2	103		145	1	2	0	2	150	
1700-1800	74	0	1	0	1	76		124	1	1	0	2	128		88	2	0	1	3	94		122	1	2	2	3	130	
1715-1815	62	0	1	1	1	65		122	1	1	0	1	125		81	2	0	1	2	86		128	1	0	3	4	136	
1730-1830	55	0	1	1	1	58		112	0	1	0	1	114		73	0	0	1	2	76		131	1	1	3	3	139	

TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

WATER LANE / Arundel Road PRIORITY JUNCTION

WATER LANE FROM NORTH STRAIGHT AHEAD TO WATER LANE SOUTH							WATER LANE FROM SOUTH STRAIGHT AHEAD TO WATER LANE NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	48			1	1	50	85				1		86
0745-0800	71	1			1	73	58			1			59
0800-0815	70	1	1		3	75	73	2					75
0815-0830	80		1		4	85	78			1			79
0830-0845	66				1	67	68	1					69
0845-0900	60				2	62	53	2					55
0900-0915	43					43	42	1					43
0915-0930	48	1			1	50	57	2			1	1	61
0730-0930	486	3	2	1	13	505	514	8	2	2	1		527
0730-0830	269	2	2	1	9	283	294	2	2	1	0		299
0745-0845	287	2	2	0	9	300	277	3	2	0	0		282
0800-0900	276	1	2	0	10	289	272	5	1	0	0		278
0815-0915	249	0	1	0	7	257	241	4	1	0	0		246
0830-0930	217	1	0	0	4	222	220	6	0	1	1		228

WATER LANE FROM NORTH STRAIGHT AHEAD TO WATER LANE SOUTH							WATER LANE FROM SOUTH STRAIGHT AHEAD TO WATER LANE NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	84	1			2	87	53						53
1645-1700	78	1				79	44						44
1700-1715	84	1		2	2	89	57						57
1715-1730	74	1		1	1	77	46	2				1	49
1730-1745	97					97	32	1				1	34
1745-1800	73		1		2	76	42				1		43
1800-1815	91	2		2	1	96	38				2		40
1815-1830	91	2			1	94	31						31
1630-1830	672	8	1	5	9	695	343	3	0	2	3		351
1630-1730	320	4	0	3	5	332	200	2	0	0	1		203
1645-1745	333	3	0	3	3	342	179	3	0	0	2		184
1700-1800	328	2	1	3	5	339	177	3	0	0	3		183
1715-1815	335	3	1	3	4	346	158	3	0	2	3		166
1730-1830	352	4	1	2	4	363	143	1	0	2	2		148

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

WATER LANE / A280 PRIORITY JUNCTION

	WATER LANE OUT LEFT TO A280 NORTH						WATER LANE RIGHT TURN IN FROM A280 NORTH						WATER LANE LEFT TURN IN FROM A280 SOUTH						A280 FROM NORTH STRAIGHT AHEAD TO A280 SOUTH						A280 FROM SOUTH STRAIGHT AHEAD TO A280 NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745	129			3		132	34	1	1	2		38	2					2	62	4				66	49	5		1		55	
0745-0800	127	1	1	1		130	74	1	1			76	2					2	73	5		1		79	46	5		2		53	
0800-0815	122	2	1	1		126	57		1			58	3					3	76	3				79	49	4				53	
0815-0830	124	1	3	1		129	73	2	2			77	3					3	79	7				86	70	6	2	3		81	
0830-0845	101	1	2			104	58					58	3	1				4	96	4	2			102	98	3	2			103	
0845-0900	100	2	1	2		105	59					59	7					7	91	7	1			99	63	7		1		71	
0900-0915	77					77	57	1				58	1					1	72	7				79	95	3	1			99	
0915-0930	85	2				87	52	1	1	1		55	1					1	73	11				84	73	5		1		79	
0730-0930	865	9	8	8	0	890	464	6	6	3	0	479	22	1	0	0	0	23	622	48	3	1	0	674	543	38	5	8	0		594
0730-0830	502	4	5	6	0	517	238	4	5	2	0	249	10	0	0	0	0	10	290	19	0	1	0	310	214	20	2	6	0		242
0745-0845	474	5	7	3	0	489	262	3	4	0	0	269	11	1	0	0	0	12	324	19	2	1	0	346	263	18	4	5	0		290
0800-0900	447	6	7	4	0	464	247	2	3	0	0	252	16	1	0	0	0	17	342	21	3	0	0	366	280	20	4	4	0		308
0815-0915	402	4	6	3	0	415	247	3	2	0	0	252	14	1	0	0	0	15	338	25	3	0	0	366	326	19	5	4	0		354
0830-0930	363	5	3	2	0	373	226	2	1	1	0	230	12	1	0	0	0	13	332	29	3	0	0	364	329	18	3	2	0		352

	WATER LANE OUT LEFT TO A280 NORTH						WATER LANE RIGHT TURN IN FROM A280 NORTH						WATER LANE LEFT TURN IN FROM A280 SOUTH						A280 FROM NORTH STRAIGHT AHEAD TO A280 SOUTH						A280 FROM SOUTH STRAIGHT AHEAD TO A280 NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645	62	1	1			64	83	1				84	8			1		9	86	4		1		91	62	3		1		66	
1645-1700	49	2	1			52	113	2	2			117	11					11	89					89	77	3	2	1		83	
1700-1715	65			1		66	128	1		4		133	9					9	86	4				90	83	1		1		85	
1715-1730	56	2		1		59	127	1				128	10	1				11	115	2	1	1		119	80	2	1			83	
1730-1745	45	1				46	140	1				141	7					7	113	1	1	3		118	75	3				78	
1745-1800	33					33	124	2		2		128	15					15	127	2		3		132	65	3	1			69	
1800-1815	46			2		48	123	1	1			125	17			1		18	111			1		112	62		1			63	
1815-1830	42	1				43	126	2				128	17					17	127			1		128	57					57	
1630-1830	398	7	2	4	0	411	964	11	3	6	0	984	94	1	0	2	0	97	854	13	2	10	0	879	561	15	5	3	0		584
1630-1730	232	5	2	2	0	241	451	5	2	4	0	462	38	1	0	1	0	40	376	10	1	2	0	389	302	9	3	3	0		317
1645-1745	215	5	1	2	0	223	508	5	2	4	0	519	37	1	0	0	0	38	403	7	2	4	0	416	315	9	3	2	0		329
1700-1800	199	3	0	2	0	204	519	5	0	6	0	530	41	1	0	0	0	42	441	9	2	7	0	459	303	9	2	1	0		315
1715-1815	180	3	0	3	0	186	514	5	1	2	0	522	49	1	0	1	0	51	466	5	2	8	0	481	282	8	3	0	0		293
1730-1830	166	2	0	2	0	170	513	6	1	2	0	522	56	0	0	1	0	57	478	3	1	8	0	490	259	6	2	0	0		267

TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

ARUNDEL ROAD / A27 PRIORITY JUNCTION

ARUNDEL ROAD OUT LEFT TO A27 WEST							ARUNDEL ROAD LEFT TURN IN FROM A27 EAST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	34		1			35		10					10
0745-0800	48			2		50		18	1				19
0800-0815	32			1		33		13					13
0815-0830	43					43		15					15
0830-0845	28	1			1	30		13	1	2			16
0845-0900	41					41		12	1	1			14
0900-0915	24					24		11					11
0915-0930	23	1			3	27		11		2			13
0730-0930	273	2	1	3	4	283		103	3	5	0	0	111
0730-0830	157	0	1	3	0	161		56	1	0	0	0	57
0745-0845	151	1	0	3	1	156		59	2	2	0	0	63
0800-0900	144	1	0	1	1	147		53	2	3	0	0	58
0815-0915	136	1	0	0	1	138		51	2	3	0	0	56
0830-0930	116	2	0	0	4	122		47	2	5	0	0	54

ARUNDEL ROAD OUT LEFT TO A27 WEST							ARUNDEL ROAD LEFT TURN IN FROM A27 EAST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	22					22		21	1	1	2		25
1645-1700	21					21		20		1	1		22
1700-1715	19	1				20		24					24
1715-1730	17	1				18		35			2		37
1730-1745	5				2	7		32	1		1		34
1745-1800	8					8		30		1			31
1800-1815	9	1				10		22		1			23
1815-1830	12	1				13		22					22
1630-1830	113	4	0	0	2	119		206	2	4	6	0	218
1630-1730	79	2	0	0	0	81		100	1	2	5	0	108
1645-1745	62	2	0	0	2	66		111	1	1	4	0	117
1700-1800	49	2	0	0	2	53		121	1	1	3	0	126
1715-1815	39	2	0	0	2	43		119	1	2	3	0	125
1730-1830	34	2	0	0	2	38		106	1	2	1	0	110

2017 TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

A27 / U TURN TO A27 EAST

		A27 FROM EAST STRAIGHT AHEAD TO A27 WEST							A27 FROM EAST U TURN TO A27 EASTBOUND							A27 FROM WEST STRAIGHT AHEAD TO A27 EAST						
		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0730-0745		301	25	2	3		331		8	1				9		245	27		2		274	
0745-0800		295	18		6		319		9					9		268	27		2		297	
0800-0815		258	22		2		282		11	1				12		271	3		3		277	
0815-0830		332	20		1		353		17					17		315	32	2	1	1	351	
0830-0845		298	22		2		322		12					12		242	33		2		277	
0845-0900		281		1			282		13		1			14		230	31				261	
0900-0915		264	36	1			301		8					8		241	23	2			266	
0915-0930		257	28	1		1	287		10	1				11		272	30	2	4		308	
0730-0930		2286	171	5	14	1	2477		88	3	1	0	0	92		2084	206	6	14	1	2311	
0730-0830		1186	85	2	12	0	1285		45	2	0	0	0	47		1099	89	2	8	1	1199	
0745-0845		1183	82	0	11	0	1276		49	1	0	0	0	50		1096	95	2	8	1	1202	
0800-0900		1169	64	1	5	0	1239		53	1	1	0	0	55		1058	99	2	6	1	1166	
0815-0915		1175	78	2	3	0	1258		50	0	1	0	0	51		1028	119	4	3	1	1155	
0830-0930		1100	86	3	2	1	1192		43	1	1	0	0	45		985	117	4	6	0	1112	

		A27 FROM EAST STRAIGHT AHEAD TO A27 WEST							A27 FROM EAST U TURN TO A27 EASTBOUND							A27 FROM WEST STRAIGHT AHEAD TO A27 EAST						
		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1630-1645		309	15		1		325		8					8		291	5	5			301	
1645-1700		308	14		2		324		6					6		304	10				314	
1700-1715		330	15		3		348		12	2				14		285	12	1			298	
1715-1730		311	12		3	1	327		12	1				13		277	8		2	1	288	
1730-1745		291	10		2		303		9					9		309	8	1	1		319	
1745-1800		282	10		2		294		7					7		294	5		3		302	
1800-1815		263	11	1	2		277		8					8		300	6	1			307	
1815-1830		203	6		1		210		5					5		306	6		1		313	
1630-1830		2297	93	1	16	1	2408		67	3	0	0	0	70		2366	60	8	7	1	2442	
1630-1730		1258	56	0	9	1	1324		38	3	0	0	0	41		1157	35	6	2	1	1201	
1645-1745		1240	51	0	10	1	1302		39	3	0	0	0	42		1175	38	2	3	1	1219	
1700-1800		1214	47	0	10	1	1272		40	3	0	0	0	43		1165	33	2	6	1	1207	
1715-1815		1147	43	1	9	1	1201		36	1	0	0	0	37		1180	27	2	6	1	1216	
1730-1830		1039	37	1	7	0	1084		29	0	0	0	0	29		1209	25	2	5	0	1241	

22/9/OUT	A280 / OLD WORTHING RD / A259 ROUNDABOUT								
	A259 EAST		OLD WORTHING ROAD		A259 WEST		A280 NORTH		CHIPS AWAY
	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE
0735	5	2	0	0	7	0	2	10	0
0740	7	3	0	0	0	1	0	7	0
0745	6	4	0	6	7	0	0	8	0
0750	8	2	0	8	5	0	1	12	0
0755	4	0	2	5	4	0	1	14	0
0800	5	1	0	6	2	0	2	20	0
0805	6	2	0	8	4	2	2	40	0
0810	4	3	0	10	2	0	0	10	0
0815	6	1	0	15+	0	0	0	10	0
0820	7	0	0	15+	10	4	1	4	0
0825	8	0	0	10	4	0	0	10	0
0830	17	2	1	4	6	0	0	11	0
0835	20	3	0	15	0	0	1	7	0
0840	20	1	0	5	4	0	0	4	0
0845	20	3	0	7	5	0	0	3	0
0850	20	0	0	7	0	0	1	5	0
0855	15	1	0	7	6	0	0	4	0
0900	10	3	0	5	4	0	0	3	0
0905	5	0	0	6	0	0	0	8	0
0910	9	1	2	12	3	0	2	2	0
0915	10	4	0	5	4	0	1	4	0
0920	7	4	0	3	0	0	0	6	0
0925	8	0	0	9	0	0	1	1	0
0930	6	0	0	0	0	0	2	4	0

	STATION ROAD / A259 / B2140 ROUNDABOUT						
	A259 EAST		B24140 SOUTH	A259 WEST		STATION RD NORTH	
	INSIDE	OUTSIDE	INSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE
0735	6	3	5	20	20	1	12
0740	7	2	5	20	20	0	10
0745	10	5	2	40+	40+	0	15
0750	14	10	3	40+	40+	0	3
0755	14	7	2	40+	40+	0	18
0800	5	4	1	40+	40+	1	20+
0805	4	4	12	40+	40+	0	8
0810	8	10	1	40+	40+	0	8
0815	17	3	2	40+	40+	1	12
0820	9	5	10	40+	40+	0	3
0825	6	6	2	40+	40+	0	2
0830	4	7	7	40+	40+	2	5
0835	3	2	3	40+	40+	1	5
0840	5	10	5	40+	40+	1	20
0845	2	2	5	20	20	0	30+
0850	7	1	5	10	10	0	30+
0855	7	2	3	15	10	1	25
0900	5	2	0	11	2	1	8
0905	2	2	14	9	7	3	2
0910	10	1	2	6	6	1	0
0915	5	0	1	7	5	5	1
0920	2	3	1	10	4	1	2
0925	3	3	1	7	3	1	2
0930	4	0	2	5	5	2	3

QUEUE LENGHTS RECORDED IN TOTAL NUMBER OF VEHICLES

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

	A280 / OLD WORTHING RD / A259 ROUNDABOUT								
	A259 EAST		OLD WORTHING ROAD		A259 WEST		A280 NORTH		CHIPS AWAY
	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE
1635	30+	30+	0	7	7	2	2	7	0
1640	30+	30+	0	2	2	0	0	10	0
1645	30+	30+	0	10	7	2	3	10	0
1650	30+	30+	0	7	2	0	3	5	0
1655	30+	30+	0	5	5	7	2	6	0
1700	30+	30+	0	10	0	0	3	4	0
1705	30+	30+	0	5	6	3	5	4	0
1710	30+	30+	0	4	3	2	1	3	0
1715	30+	30+	0	3	8	3	2	4	0
1720	30+	30+	0	2	14	4	1	5	0
1725	30+	30+	1	3	8	0	2	10	0
1730	30+	30+	1	3	5	2	2	25	0
1735	30+	30+	1	15	8	2	3	30	0
1740	30+	30+	0	10	0	0	1	30	0
1745	30+	30+	0	7	4	2	1	50	0
1750	30+	30+	1	2	8	2	1	50	0
1755	30+	30+	4	5	2	2	2	50	0
1800	30+	30+	0	10	3	2	0	18	0
1805	30+	30+	0	2	0	0	2	5	0
1810	30+	30+	1	3	0	0	0	4	0
1815	30+	30+	0	12	0	0	0	0	0
1820	20	20	1	10	10	1	1	9	0
1825	20	20	1	10	0	0	2	3	0
1830	20	20	0	8	0	0	5	2	0

	STATION ROAD / A259 / B2140 ROUNDABOUT						
	A259 EAST		B24140 SOUTH	A259 WEST		STATION RD NORTH	
	INSIDE	OUTSIDE	INSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE
1635	3	3	9	7	2	0	15
1640	2	3	2	12	3	0	20+
1645	2	3	2	8	2	0	20+
1650	2	2	8	4	3	0	20+
1655	9	2	10	6	2	1	12
1700	3	3	7	5	3	1	10
1705	5	2	3	2	2	2	10
1710	4	4	2	7	4	3	12
1715	14	9	0	20	8	1	25
1720	4	1	7	15	4	0	25+
1725	8	5	4	9	2	0	25+
1730	5	5	2	6	3	0	25+
1735	3	2	4	0	0	1	25+
1740	3	2	0	12	3	0	25+
1745	3	2	2	9	0	2	25+
1750	4	1	4	4	3	0	25+
1755	4	1	5	10	2	1	25+
1800	6	2	0	5	2	1	25+
1805	5	7	6	10	3	1	25+
1810	4	2	5	8	1	0	25+
1815	4	4	3	4	0	0	25+
1820	4	4	3	4	1	1	25+
1825	10	2	4	2	2	3	25+
1830	8	7	2	2	0	0	5

QUEUE LENGHTS RECORDED IN TOTAL NUMBER OF VEHICLES

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

22/9/OUT	WATER LANE / Arundel Road	
	OUT Arundel Road	
	INSIDE	RIGHT IN
0735	2	3
0740	0	0
0745	2	1
0750	0	0
0755	0	3
0800	3	2
0805	2	2
0810	3	0
0815	0	3
0820	2	0
0825	1	3
0830	0	4
0835	5	1
0840	0	0
0845	5	0
0850	6	4
0855	4	0
0900	0	0
0905	0	0
0910	0	0
0915	0	0
0920	0	2
0925	5	3
0930	0	0

	A280 / WATER LANE	
	LEFT OUT OF WATER LANE	RIGHT INTO WATER LANE
0735	2	0
0740	5	0
0745	0	0
0750	4	0
0755	0	0
0800	5	0
0805	2	1
0810	6	0
0815	0	0
0820	6	0
0825	0	3
0830	0	0
0835	4	0
0840	0	3
0845	3	0
0850	5	0
0855	6	0
0900	0	0
0905	3	1
0910	0	0
0915	6	0
0920	0	2
0925	0	0
0930	7	0

	A27 / Arundel Road	
	OUT OF Arundel Road	
	INSIDE	
0735	1	
0740	2	
0745	2	
0750	2	
0755	3	
0800	1	
0805	1	
0810	0	
0815	1	
0820	1	
0825	1	
0830	1	
0835	2	
0840	0	
0845	1	
0850	1	
0855	3	
0900	1	
0905	0	
0910	0	
0915	1	
0920	1	
0925	0	
0930	0	

	A27 / U TURNS	
	U TURNS	
0735	0	
0740	0	
0745	0	
0750	0	
0755	0	
0800	0	
0805	0	
0810	0	
0815	0	
0820	0	
0825	0	
0830	0	
0835	0	
0840	0	
0845	0	
0850	0	
0855	0	
0900	0	
0905	0	
0910	0	
0915	0	
0920	0	
0925	0	
0930	0	

QUEUE LENGHTS RECORDED IN TOTAL NUMBER OF VEHICLES

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH NOVEMBER 2017

LOCATION : ANGMERING, WEST SUSSEX

	WATER LANE / Arundel Road	
	OUT Arundel Road	
	INSIDE	RIGHT IN
1635	2	0
1640	0	0
1645	2	3
1650	0	0
1655	2	0
1700	0	5
1705	0	0
1710	5	0
1715	2	0
1720	5	0
1725	0	6
1730	0	0
1735	1	0
1740	0	0
1745	1	0
1750	0	0
1755	0	0
1800	1	0
1805	0	2
1810	1	0
1815	2	0
1820	2	8
1825	2	0
1830	1	0

	A280 / WATER LANE	
	LEFT OUT OF WATER LANE	RIGHT INTO WATER LANE
1635	2	0
1640	4	3
1645	3	0
1650	2	2
1655	8	0
1700	0	0
1705	3	3
1710	2	2
1715	0	4
1720	0	4
1725	3	3
1730	2	0
1735	0	3
1740	3	4
1745	0	0
1750	0	4
1755	4	6
1800	0	2
1805	0	2
1810	5	3
1815	0	0
1820	0	5
1825	2	8
1830	0	3

	A27 / Arundel Road	
	OUT OF Arundel Road	
	INSIDE	
1635	1	
1640	1	
1645	1	
1650	0	
1655	0	
1700	0	
1705	0	
1710	1	
1715	1	
1720	1	
1725	1	
1730	1	
1735	0	
1740	0	
1745	1	
1750	1	
1755	0	
1800	0	
1805	1	
1810	1	
1815	0	
1820	2	
1825	0	
1830	1	

	A27 / U TURNS	
	U TURNS	
1635	0	
1640	0	
1645	0	
1650	0	
1655	0	
1700	0	
1705	0	
1710	0	
1715	0	
1720	0	
1725	0	
1730	0	
1735	0	
1740	0	
1745	0	
1750	0	
1755	0	
1800	0	
1805	0	
1810	0	
1815	0	
1820	0	
1825	0	
1830	0	

QUEUE LENGHTS RECORDED IN TOTAL NUMBER OF VEHICLES

APPENDIX 4

TRICS Output for Residential & Commercial Use

Calculation Reference: AUDIT-851401-150818-0832

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
WS WEST SUSSEX	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	2 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NE NORTH EAST LINCOLNSHIRE	2 days
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
CH CHESHIRE	2 days
10 WALES	
CF CARDIFF	1 days
11 SCOTLAND	
FA FALKIRK	1 days
FI FIFE	1 days
SR STIRLING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 108 to 432 (units:)
 Range Selected by User: 100 to 800 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	15 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	6 days
20,001 to 25,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	5 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	11 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	14 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CF-03-A-02	MIXED HOUSES	CARDIFF
	DROPE ROAD		
	CARDIFF		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	196	
	Survey date: FRIDAY	05/10/07	Survey Type: MANUAL
2	CH-03-A-02	HOUSES/ FLATS	CHESHIRE
	SYDNEY ROAD		
	CREWE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	174	
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
3	CH-03-A-06	SEMI-DET./ BUNGALOWS	CHESHIRE
	CREWE ROAD		
	CREWE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	129	
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL
4	EX-03-A-01	SEMI-DET.	ESSEX
	MILTON ROAD		
	CORRINGHAM		
	STANFORD-LE-HOPE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	237	
	Survey date: TUESDAY	13/05/08	Survey Type: MANUAL
5	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
6	FI-03-A-03	MIXED HOUSES	FIFE
	WOODMILL ROAD		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	155	
	Survey date: MONDAY	30/04/07	Survey Type: MANUAL
7	LN-03-A-01	MIXED HOUSES	LINCOLNSHIRE
	BRANT ROAD		
	BRACEBRIDGE		
	LINCOLN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	150	
	Survey date: TUESDAY	15/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	LN-03-A-02	MIXED HOUSES	LI NCOLNSHI RE
	HYKEHAM ROAD		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	186	
	Survey date: MONDAY	14/05/07	Survey Type: MANUAL
9	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LI NCOLNSHI RE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
10	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LI NCOLNSHI RE
	STATION ROAD		
	SCUNTHORPE		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL
11	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
12	SF-03-A-02	SEMI DET./ TERRACED	SUFFOLK
	STOKE PARK DRIVE		
	MAIDENHALL		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	230	
	Survey date: THURSDAY	24/05/07	Survey Type: MANUAL
13	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL
14	SR-03-A-01	DETACHED	STIRLING
	BENVUE		
	STIRLING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: MONDAY	23/04/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 WS-03-A-04 MIXED HOUSES WEST SUSSEX
 HILLS FARM LANE
 BROADBRIDGE HEATH
 HORSHAM
 Edge of Town
 Residential Zone
 Total Number of dwellings: 151
 Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-06	Idn/ire
AN-03-A-08	Idn/ire
AR-03-A-01	Idn/ire
DL-03-A-02	Idn/ire
DL-03-A-03	Idn/ire
DL-03-A-06	Idn/ire
DN-03-A-05	Idn/ire
WA-03-A-04	Idn/ire

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	181	0.074	15	181	0.270	15	181	0.344
08:00 - 09:00	15	181	0.145	15	181	0.408	15	181	0.553
09:00 - 10:00	15	181	0.154	15	181	0.182	15	181	0.336
10:00 - 11:00	15	181	0.139	15	181	0.176	15	181	0.315
11:00 - 12:00	15	181	0.153	15	181	0.153	15	181	0.306
12:00 - 13:00	15	181	0.180	15	181	0.167	15	181	0.347
13:00 - 14:00	15	181	0.172	15	181	0.162	15	181	0.334
14:00 - 15:00	15	181	0.168	15	181	0.187	15	181	0.355
15:00 - 16:00	15	181	0.286	15	181	0.201	15	181	0.487
16:00 - 17:00	15	181	0.311	15	181	0.191	15	181	0.502
17:00 - 18:00	15	181	0.352	15	181	0.222	15	181	0.574
18:00 - 19:00	15	181	0.247	15	181	0.202	15	181	0.449
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.381			2.521			4.902

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	181	0.003	15	181	0.002	15	181	0.005
08:00 - 09:00	15	181	0.002	15	181	0.003	15	181	0.005
09:00 - 10:00	15	181	0.002	15	181	0.002	15	181	0.004
10:00 - 11:00	15	181	0.003	15	181	0.003	15	181	0.006
11:00 - 12:00	15	181	0.001	15	181	0.001	15	181	0.002
12:00 - 13:00	15	181	0.002	15	181	0.002	15	181	0.004
13:00 - 14:00	15	181	0.001	15	181	0.001	15	181	0.002
14:00 - 15:00	15	181	0.002	15	181	0.002	15	181	0.004
15:00 - 16:00	15	181	0.004	15	181	0.004	15	181	0.008
16:00 - 17:00	15	181	0.003	15	181	0.002	15	181	0.005
17:00 - 18:00	15	181	0.002	15	181	0.001	15	181	0.003
18:00 - 19:00	15	181	0.001	15	181	0.001	15	181	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.024			0.050

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	181	0.003	15	181	0.002	15	181	0.005
08:00 - 09:00	15	181	0.003	15	181	0.003	15	181	0.006
09:00 - 10:00	15	181	0.003	15	181	0.001	15	181	0.004
10:00 - 11:00	15	181	0.003	15	181	0.003	15	181	0.006
11:00 - 12:00	15	181	0.001	15	181	0.002	15	181	0.003
12:00 - 13:00	15	181	0.003	15	181	0.003	15	181	0.006
13:00 - 14:00	15	181	0.002	15	181	0.003	15	181	0.005
14:00 - 15:00	15	181	0.001	15	181	0.003	15	181	0.004
15:00 - 16:00	15	181	0.001	15	181	0.001	15	181	0.002
16:00 - 17:00	15	181	0.002	15	181	0.001	15	181	0.003
17:00 - 18:00	15	181	0.000	15	181	0.000	15	181	0.000
18:00 - 19:00	15	181	0.000	15	181	0.000	15	181	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	181	0.000	15	181	0.000	15	181	0.000
08:00 - 09:00	15	181	0.001	15	181	0.001	15	181	0.002
09:00 - 10:00	15	181	0.000	15	181	0.000	15	181	0.000
10:00 - 11:00	15	181	0.000	15	181	0.000	15	181	0.000
11:00 - 12:00	15	181	0.000	15	181	0.000	15	181	0.000
12:00 - 13:00	15	181	0.000	15	181	0.000	15	181	0.000
13:00 - 14:00	15	181	0.000	15	181	0.000	15	181	0.000
14:00 - 15:00	15	181	0.000	15	181	0.000	15	181	0.000
15:00 - 16:00	15	181	0.000	15	181	0.001	15	181	0.001
16:00 - 17:00	15	181	0.000	15	181	0.000	15	181	0.000
17:00 - 18:00	15	181	0.000	15	181	0.000	15	181	0.000
18:00 - 19:00	15	181	0.000	15	181	0.000	15	181	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	181	0.006	15	181	0.010	15	181	0.016
08:00 - 09:00	15	181	0.004	15	181	0.015	15	181	0.019
09:00 - 10:00	15	181	0.004	15	181	0.003	15	181	0.007
10:00 - 11:00	15	181	0.003	15	181	0.006	15	181	0.009
11:00 - 12:00	15	181	0.004	15	181	0.003	15	181	0.007
12:00 - 13:00	15	181	0.006	15	181	0.005	15	181	0.011
13:00 - 14:00	15	181	0.003	15	181	0.004	15	181	0.007
14:00 - 15:00	15	181	0.003	15	181	0.004	15	181	0.007
15:00 - 16:00	15	181	0.017	15	181	0.011	15	181	0.028
16:00 - 17:00	15	181	0.009	15	181	0.005	15	181	0.014
17:00 - 18:00	15	181	0.011	15	181	0.010	15	181	0.021
18:00 - 19:00	15	181	0.011	15	181	0.006	15	181	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.082			0.163

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 108 - 432 (units:)
 Survey date date range: 01/01/07 - 11/12/14
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-851401-190715-0715

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
HC HAMPSHIRE	2 days
KC KENT	2 days
SC SURREY	2 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	2 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
LC LANCASHIRE	1 days
09 NORTH	
DH DURHAM	1 days
10 WALES	
CO CONWY	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Secondary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
 Actual Range: 186 to 33180 (units: sqm)
 Range Selected by User: 178 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 04/10/18

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	4 days
Tuesday	7 days
Wednesday	2 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	9

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	6
Residential Zone	3
Built-Up Zone	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1 14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	7 days
10,001 to 15,000	2 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	6 days
No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-02-A-04	OFFICE	CAMBRIDGESHIRE
	BRETTON WAY		
	PETERBOROUGH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	6483 sqm	
	Survey date: THURSDAY	20/10/11	Survey Type: MANUAL
2	CA-02-A-06	OFFICES	CAMBRIDGESHIRE
	LYNCH WOOD		
	PETERBOROUGH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	4040 sqm	
	Survey date: WEDNESDAY	19/10/16	Survey Type: MANUAL
3	CO-02-A-01	GOVERNMENT OFFICES	CONWAY
	NARROW LANE		
	LLANDUDNO JUNCTION		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	6186 sqm	
	Survey date: WEDNESDAY	28/03/18	Survey Type: MANUAL
4	DH-02-A-02	CONSTRUCTION COMPANY	DURHAM
	DURHAM ROAD		
	NEAR DURHAM		
	BOWBURN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2000 sqm	
	Survey date: TUESDAY	27/11/12	Survey Type: MANUAL
5	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
6	HC-02-A-11	DIY CO. HQ	HAMPSHIRE
	CHESTNUT AVENUE		
	CHANDLER'S FORD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	26100 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
7	HC-02-A-12	HMRC	HAMPSHIRE
	NORTHERN ROAD		
	PORTSMOUTH		
	COSHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	10100 sqm	
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL
8	KC-02-A-07	KCC HIGHWAYS REG.	KENT
	KAVELIN WAY		
	ASHFORD		
	HENWOOD IND. ESTATE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2525 sqm	
	Survey date: MONDAY	05/12/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-02-A-08	KCC HIGHWAYS REG. OFFICE	KENT
	ST MICHAEL'S CLOSE		
	AYLESFORD		
	CLAY WOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3168 sqm	
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL
10	LC-02-A-09	OFFICES	LANCASHIRE
	FURTHERGATE		
	BLACKBURN		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: TUESDAY	04/06/13	Survey Type: MANUAL
11	SC-02-A-16	BANK OF AMERICA	SURREY
	STANHOPE ROAD		
	CAMBERLEY		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	39230 sqm	
	Survey date: TUESDAY	10/05/11	Survey Type: MANUAL
12	SC-02-A-17	PHARMACEUTICALS	SURREY
	ST GEORGE'S AVENUE		
	WEYBRIDGE		
	THE HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10293 sqm	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
13	WM-02-A-04	OFFICE	WEST MIDLANDS
	BOURNVILLE LANE		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL
14	WY-02-A-05	OFFICES	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	10100	0.406	1	10100	0.030	1	10100	0.436
06:30 - 07:00	1	10100	0.703	1	10100	0.139	1	10100	0.842
07:00 - 07:30	14	7679	0.227	14	7679	0.015	14	7679	0.242
07:30 - 08:00	14	7679	0.454	14	7679	0.053	14	7679	0.507
08:00 - 08:30	14	7679	0.773	14	7679	0.054	14	7679	0.827
08:30 - 09:00	14	7679	0.864	14	7679	0.065	14	7679	0.929
09:00 - 09:30	14	7679	0.446	14	7679	0.080	14	7679	0.526
09:30 - 10:00	14	7679	0.205	14	7679	0.066	14	7679	0.271
10:00 - 10:30	14	7679	0.131	14	7679	0.054	14	7679	0.185
10:30 - 11:00	14	7679	0.104	14	7679	0.053	14	7679	0.157
11:00 - 11:30	14	7679	0.084	14	7679	0.057	14	7679	0.141
11:30 - 12:00	14	7679	0.091	14	7679	0.076	14	7679	0.167
12:00 - 12:30	14	7679	0.093	14	7679	0.161	14	7679	0.254
12:30 - 13:00	14	7679	0.131	14	7679	0.155	14	7679	0.286
13:00 - 13:30	14	7679	0.159	14	7679	0.154	14	7679	0.313
13:30 - 14:00	14	7679	0.127	14	7679	0.098	14	7679	0.225
14:00 - 14:30	14	7679	0.098	14	7679	0.104	14	7679	0.202
14:30 - 15:00	14	7679	0.091	14	7679	0.162	14	7679	0.253
15:00 - 15:30	14	7679	0.075	14	7679	0.187	14	7679	0.262
15:30 - 16:00	14	7679	0.053	14	7679	0.200	14	7679	0.253
16:00 - 16:30	14	7679	0.062	14	7679	0.318	14	7679	0.380
16:30 - 17:00	14	7679	0.079	14	7679	0.492	14	7679	0.571
17:00 - 17:30	14	7679	0.043	14	7679	0.872	14	7679	0.915
17:30 - 18:00	14	7679	0.044	14	7679	0.566	14	7679	0.610
18:00 - 18:30	13	8175	0.030	13	8175	0.349	13	8175	0.379
18:30 - 19:00	13	8175	0.014	13	8175	0.166	13	8175	0.180
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.587			4.726			10.313

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP* FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	186 - 33180 (units: sqm)
Survey date range:	01/01/11 - 04/10/18
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	10100	0.000	1	10100	0.000	1	10100	0.000
06:30 - 07:00	1	10100	0.000	1	10100	0.000	1	10100	0.000
07:00 - 07:30	14	7679	0.000	14	7679	0.000	14	7679	0.000
07:30 - 08:00	14	7679	0.005	14	7679	0.005	14	7679	0.010
08:00 - 08:30	14	7679	0.003	14	7679	0.002	14	7679	0.005
08:30 - 09:00	14	7679	0.006	14	7679	0.006	14	7679	0.012
09:00 - 09:30	14	7679	0.007	14	7679	0.007	14	7679	0.014
09:30 - 10:00	14	7679	0.008	14	7679	0.007	14	7679	0.015
10:00 - 10:30	14	7679	0.007	14	7679	0.007	14	7679	0.014
10:30 - 11:00	14	7679	0.002	14	7679	0.003	14	7679	0.005
11:00 - 11:30	14	7679	0.003	14	7679	0.003	14	7679	0.006
11:30 - 12:00	14	7679	0.002	14	7679	0.002	14	7679	0.004
12:00 - 12:30	14	7679	0.004	14	7679	0.004	14	7679	0.008
12:30 - 13:00	14	7679	0.002	14	7679	0.002	14	7679	0.004
13:00 - 13:30	14	7679	0.004	14	7679	0.004	14	7679	0.008
13:30 - 14:00	14	7679	0.002	14	7679	0.002	14	7679	0.004
14:00 - 14:30	14	7679	0.002	14	7679	0.002	14	7679	0.004
14:30 - 15:00	14	7679	0.003	14	7679	0.003	14	7679	0.006
15:00 - 15:30	14	7679	0.003	14	7679	0.003	14	7679	0.006
15:30 - 16:00	14	7679	0.003	14	7679	0.003	14	7679	0.006
16:00 - 16:30	14	7679	0.002	14	7679	0.002	14	7679	0.004
16:30 - 17:00	14	7679	0.005	14	7679	0.004	14	7679	0.009
17:00 - 17:30	14	7679	0.005	14	7679	0.005	14	7679	0.010
17:30 - 18:00	14	7679	0.007	14	7679	0.008	14	7679	0.015
18:00 - 18:30	13	8175	0.006	13	8175	0.006	13	8175	0.012
18:30 - 19:00	13	8175	0.003	13	8175	0.003	13	8175	0.006
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.094			0.093			0.187

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	10100	0.000	1	10100	0.000	1	10100	0.000
06:30 - 07:00	1	10100	0.010	1	10100	0.010	1	10100	0.020
07:00 - 07:30	14	7679	0.001	14	7679	0.000	14	7679	0.001
07:30 - 08:00	14	7679	0.000	14	7679	0.001	14	7679	0.001
08:00 - 08:30	14	7679	0.001	14	7679	0.000	14	7679	0.001
08:30 - 09:00	14	7679	0.002	14	7679	0.002	14	7679	0.004
09:00 - 09:30	14	7679	0.004	14	7679	0.003	14	7679	0.007
09:30 - 10:00	14	7679	0.004	14	7679	0.005	14	7679	0.009
10:00 - 10:30	14	7679	0.004	14	7679	0.001	14	7679	0.005
10:30 - 11:00	14	7679	0.001	14	7679	0.002	14	7679	0.003
11:00 - 11:30	14	7679	0.003	14	7679	0.003	14	7679	0.006
11:30 - 12:00	14	7679	0.005	14	7679	0.006	14	7679	0.011
12:00 - 12:30	14	7679	0.001	14	7679	0.001	14	7679	0.002
12:30 - 13:00	14	7679	0.002	14	7679	0.001	14	7679	0.003
13:00 - 13:30	14	7679	0.000	14	7679	0.003	14	7679	0.003
13:30 - 14:00	14	7679	0.002	14	7679	0.001	14	7679	0.003
14:00 - 14:30	14	7679	0.001	14	7679	0.002	14	7679	0.003
14:30 - 15:00	14	7679	0.003	14	7679	0.002	14	7679	0.005
15:00 - 15:30	14	7679	0.003	14	7679	0.003	14	7679	0.006
15:30 - 16:00	14	7679	0.003	14	7679	0.002	14	7679	0.005
16:00 - 16:30	14	7679	0.004	14	7679	0.003	14	7679	0.007
16:30 - 17:00	14	7679	0.001	14	7679	0.001	14	7679	0.002
17:00 - 17:30	14	7679	0.000	14	7679	0.003	14	7679	0.003
17:30 - 18:00	14	7679	0.000	14	7679	0.000	14	7679	0.000
18:00 - 18:30	13	8175	0.000	13	8175	0.000	13	8175	0.000
18:30 - 19:00	13	8175	0.000	13	8175	0.000	13	8175	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.055			0.055			0.110

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP* FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	10100	0.000	1	10100	0.000	1	10100	0.000
06:30 - 07:00	1	10100	0.000	1	10100	0.000	1	10100	0.000
07:00 - 07:30	14	7679	0.000	14	7679	0.000	14	7679	0.000
07:30 - 08:00	14	7679	0.000	14	7679	0.000	14	7679	0.000
08:00 - 08:30	14	7679	0.001	14	7679	0.000	14	7679	0.001
08:30 - 09:00	14	7679	0.002	14	7679	0.000	14	7679	0.002
09:00 - 09:30	14	7679	0.000	14	7679	0.000	14	7679	0.000
09:30 - 10:00	14	7679	0.000	14	7679	0.000	14	7679	0.000
10:00 - 10:30	14	7679	0.000	14	7679	0.000	14	7679	0.000
10:30 - 11:00	14	7679	0.000	14	7679	0.000	14	7679	0.000
11:00 - 11:30	14	7679	0.000	14	7679	0.000	14	7679	0.000
11:30 - 12:00	14	7679	0.000	14	7679	0.000	14	7679	0.000
12:00 - 12:30	14	7679	0.001	14	7679	0.001	14	7679	0.002
12:30 - 13:00	14	7679	0.001	14	7679	0.001	14	7679	0.002
13:00 - 13:30	14	7679	0.001	14	7679	0.000	14	7679	0.001
13:30 - 14:00	14	7679	0.001	14	7679	0.001	14	7679	0.002
14:00 - 14:30	14	7679	0.000	14	7679	0.000	14	7679	0.000
14:30 - 15:00	14	7679	0.000	14	7679	0.000	14	7679	0.000
15:00 - 15:30	14	7679	0.000	14	7679	0.000	14	7679	0.000
15:30 - 16:00	14	7679	0.000	14	7679	0.000	14	7679	0.000
16:00 - 16:30	14	7679	0.000	14	7679	0.000	14	7679	0.000
16:30 - 17:00	14	7679	0.000	14	7679	0.000	14	7679	0.000
17:00 - 17:30	14	7679	0.000	14	7679	0.001	14	7679	0.001
17:30 - 18:00	14	7679	0.000	14	7679	0.000	14	7679	0.000
18:00 - 18:30	13	8175	0.000	13	8175	0.000	13	8175	0.000
18:30 - 19:00	13	8175	0.000	13	8175	0.000	13	8175	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.007			0.004			0.011

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP* FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	10100	0.010	1	10100	0.000	1	10100	0.010
06:30 - 07:00	1	10100	0.010	1	10100	0.000	1	10100	0.010
07:00 - 07:30	14	7679	0.007	14	7679	0.000	14	7679	0.007
07:30 - 08:00	14	7679	0.010	14	7679	0.001	14	7679	0.011
08:00 - 08:30	14	7679	0.028	14	7679	0.000	14	7679	0.028
08:30 - 09:00	14	7679	0.024	14	7679	0.000	14	7679	0.024
09:00 - 09:30	14	7679	0.007	14	7679	0.000	14	7679	0.007
09:30 - 10:00	14	7679	0.005	14	7679	0.000	14	7679	0.005
10:00 - 10:30	14	7679	0.001	14	7679	0.001	14	7679	0.002
10:30 - 11:00	14	7679	0.002	14	7679	0.002	14	7679	0.004
11:00 - 11:30	14	7679	0.001	14	7679	0.000	14	7679	0.001
11:30 - 12:00	14	7679	0.001	14	7679	0.000	14	7679	0.001
12:00 - 12:30	14	7679	0.001	14	7679	0.002	14	7679	0.003
12:30 - 13:00	14	7679	0.000	14	7679	0.001	14	7679	0.001
13:00 - 13:30	14	7679	0.001	14	7679	0.000	14	7679	0.001
13:30 - 14:00	14	7679	0.000	14	7679	0.001	14	7679	0.001
14:00 - 14:30	14	7679	0.001	14	7679	0.003	14	7679	0.004
14:30 - 15:00	14	7679	0.002	14	7679	0.005	14	7679	0.007
15:00 - 15:30	14	7679	0.000	14	7679	0.004	14	7679	0.004
15:30 - 16:00	14	7679	0.002	14	7679	0.007	14	7679	0.009
16:00 - 16:30	14	7679	0.003	14	7679	0.005	14	7679	0.008
16:30 - 17:00	14	7679	0.000	14	7679	0.013	14	7679	0.013
17:00 - 17:30	14	7679	0.000	14	7679	0.028	14	7679	0.028
17:30 - 18:00	14	7679	0.000	14	7679	0.022	14	7679	0.022
18:00 - 18:30	13	8175	0.001	13	8175	0.008	13	8175	0.009
18:30 - 19:00	13	8175	0.000	13	8175	0.002	13	8175	0.002
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.117			0.105			0.222

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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APPENDIX 5

PICADY Output for Arundel Road/Site Access

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Picady\July 19

Report generation date: 30/07/2019 13:45:42

»2031 Assessment Flows, AM

»2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2031 Assessment Flows								
Stream B-AC	0.2	8.84	0.15	A	0.1	8.05	0.10	A
Stream C-B	0.0	5.92	0.03	A	0.0	5.77	0.05	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	Arundel Road/Site Access
Location	Angmering
Site number	
Date	12/12/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	2020
Enumerator	Croft Transport Solutions
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
D2	2031 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Arundel Road (S)		Major
B	Site Access		Minor
C	Arundel Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.00	100.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	90	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	538	0.098	0.248	0.156	0.354
1	B-C	664	0.102	0.257	-	-
1	C-B	687	0.266	0.266	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

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)
D1	2031 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	207	100.000
B		✓	66	100.000
C		✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	16	191
	B	57	0	9
	C	79	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.84	0.2	A
C-A				
C-B	0.03	5.92	0.0	A
AB				
AC				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	503	0.099	49	0.1	7.926	A
C-A	59			59			
C-B	12	645	0.019	12	0.0	5.688	A
AB	12			12			
AC	144			144			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	493	0.120	59	0.1	8.289	A
C-A	71			71			
C-B	14	637	0.023	14	0.0	5.783	A
A-B	14			14			
A-C	172			172			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	480	0.151	73	0.2	8.828	A
C-A	87			87			
C-B	18	626	0.028	18	0.0	5.920	A
A-B	18			18			
A-C	210			210			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	480	0.151	73	0.2	8.835	A
C-A	87			87			
C-B	18	626	0.028	18	0.0	5.920	A
A-B	18			18			
A-C	210			210			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	493	0.120	59	0.1	8.301	A
C-A	71			71			
C-B	14	637	0.023	14	0.0	5.786	A
A-B	14			14			
A-C	172			172			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	503	0.099	50	0.1	7.944	A
C-A	59			59			
C-B	12	645	0.019	12	0.0	5.691	A
A-B	12			12			
A-C	144			144			

2031 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	109	100.000
B		✓	44	100.000
C		✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	28	81
	B	38	0	6
	C	138	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	8.05	0.1	A
C-A				
C-B	0.05	5.77	0.0	A
AB				
AC				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	514	0.065	33	0.1	7.485	A
C-A	104			104			
C-B	21	665	0.032	21	0.0	5.593	A
AB	21			21			
AC	61			61			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	506	0.078	39	0.1	7.717	A
C-A	124			124			
C-B	25	661	0.038	25	0.0	5.668	A
AB	25			25			
AC	73			73			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	495	0.098	48	0.1	8.050	A
C-A	152			152			
C-B	31	655	0.047	31	0.0	5.773	A
AB	31			31			
AC	89			89			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	495	0.098	48	0.1	8.054	A
C-A	152			152			
C-B	31	655	0.047	31	0.0	5.773	A
AB	31			31			
AC	89			89			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	506	0.078	40	0.1	7.723	A
C-A	124			124			
C-B	25	661	0.038	25	0.0	5.671	A
A-B	25			25			
A-C	73			73			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	514	0.065	33	0.1	7.494	A
C-A	104			104			
C-B	21	665	0.032	21	0.0	5.597	A
A-B	21			21			
A-C	61			61			

APPENDIX 6

**LINSIG Output for Arundel Road/Water Lane/Station
Road/High Street**

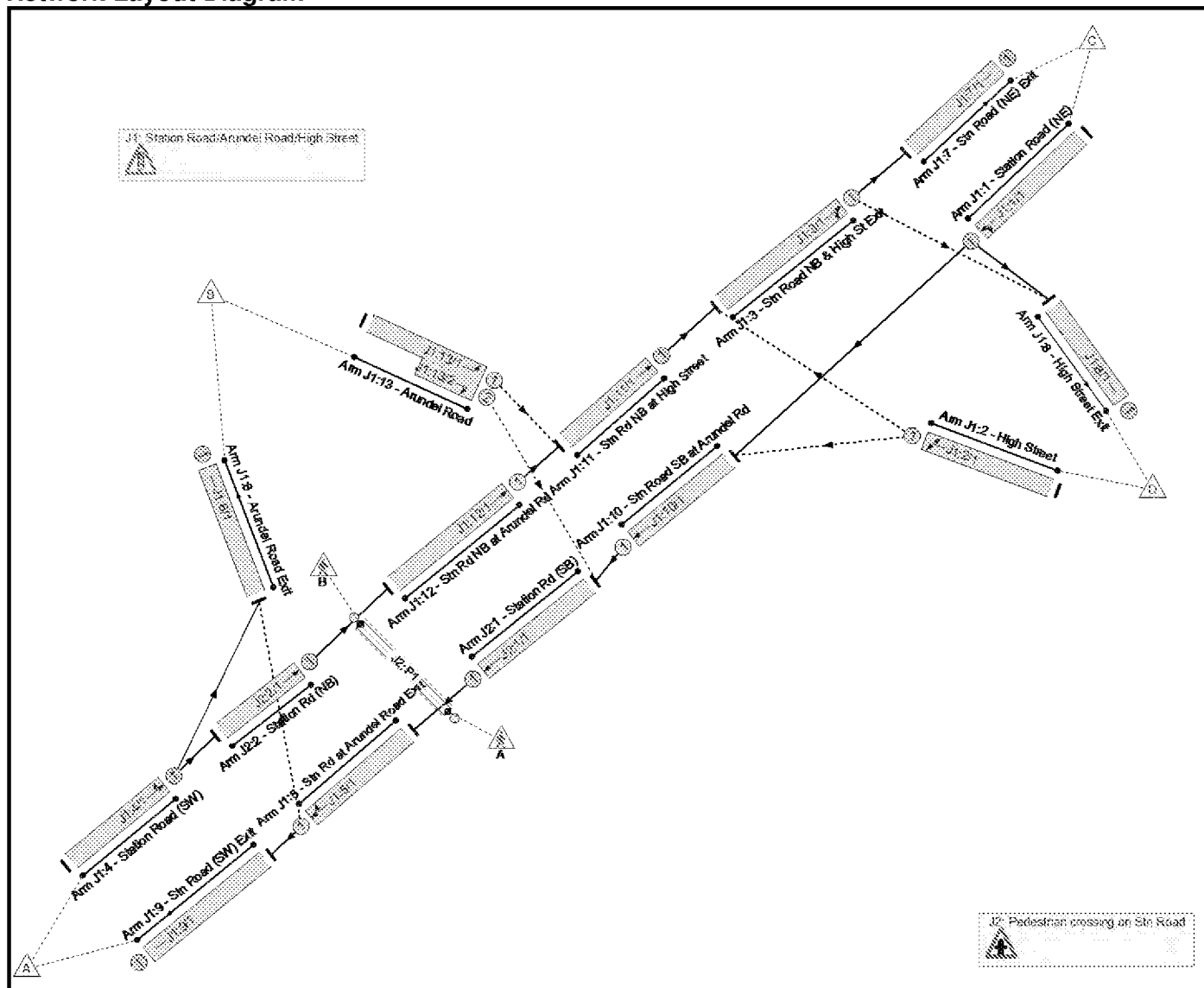
Full Input Data And Results

Full Input Data And Results

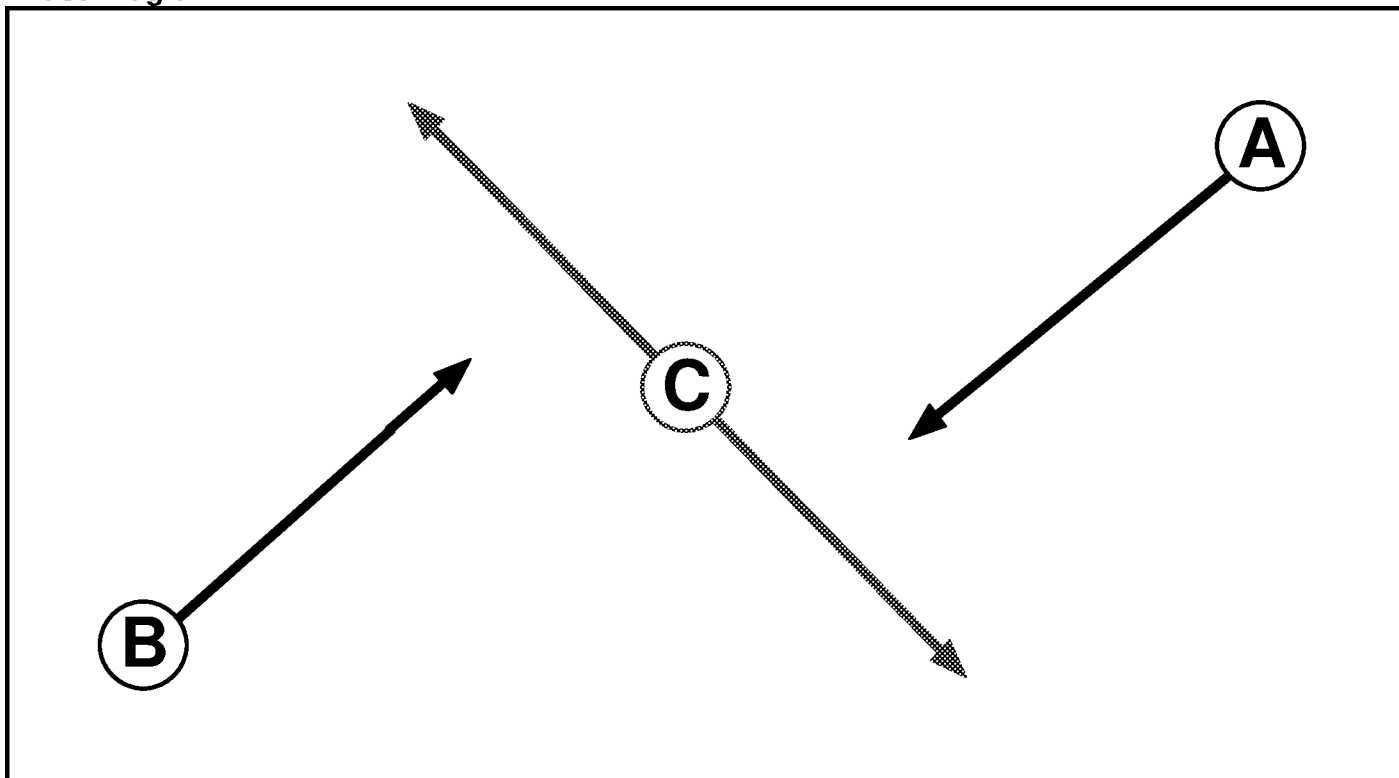
User and Project Details

Project:	Proposed Residential Development
Title:	Arundel Road
Location:	Angmering
Additional detail:	
File name:	Arundel Road-High Street v2.lsg3x
Author:	
Company:	CROFT
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		4	4

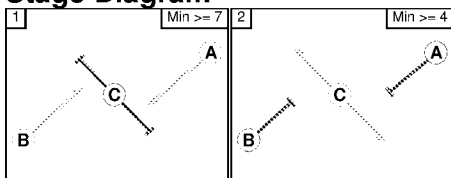
Phase Intergreens Matrix

	Starting Phase			
Terminating Phase		A	B	C
	A			5
	B			5
	C	8	8	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Stage Diagram



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
	1		5
	2	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Station Road/Arundel Road/High Street											
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)
J1:2/1 (High Street)	J1:3/1 (Right)	481	0	J1:1/1	0.21	To J1:10/1 (Ahead)	-	-	-	-	-
				J1:11/1	0.13	All					
	J1:10/1 (Left)	611	0	J1:1/1	0.22	To J1:10/1 (Ahead)					
J1:3/1 (Stn Road NB & High St Exit)	J1:8/1 (Right)	632	0	J1:1/1	0.23	All	-	-	-	-	-
J1:5/1 (Stn Rd at Arundel Road Exit)	J1:6/1 (Right)	643	0	J1:4/1	0.23	All	-	-	-	-	-
J1:13/1 (Arundel Road)	J1:11/1 (Left)	621	0	J1:12/1	0.09	All	-	-	-	-	-
J1:13/2 (Arundel Road)	J2:1/1 (Right)	491	0	J1:12/1	0.08	All	-	-	-	-	-
				J1:10/1	0.23	All					

Junction: J2: Pedestrian crossing on Stn Road

There are no Opposed Lanes in this Junction

Full Input Data And Results
Lane Input Data

Full Input Data And Results

Junction: J1: Station Road/Arundel Road/High Street												
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)
J1:1/1 (Station Road (NE))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:2/1 (High Street)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:3 Right	20.00
											Arm J1:10 Left	Inf
J1:3/1 (Stn Road NB & High St Exit)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:7 Ahead	Inf
											Arm J1:8 Right	20.00
J1:4/1 (Station Road (SW))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Stn Rd at Arundel Road Exit)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:6 Right	20.00
											Arm J1:9 Ahead	Inf
J1:6/1 (Arundel Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (Stn Road (NE) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (High Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/1 (Stn Road (SW) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:10/1 (Stn Road SB at Arundel Rd)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:1 Ahead	Inf
J1:11/1 (Stn Rd NB at High Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:12/1 (Stn Rd NB at Arundel Rd)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:11 Ahead	Inf
J1:13/1 (Arundel Road)	O		2	3	60.0	User	1800	-	-	-	-	-

Full Input Data And Results

J1:13/2 (Arundel Road)	O		2	3	5.0	User	1800	-	-	-	-	-
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Junction: J2: Pedestrian crossing on Stn Road												
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)
J2:1/1 (Station Rd (SB))	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:5 Ahead	Inf
J2:2/1 (Station Rd (NB))	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:12 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 AM Base'	07:45	08:45	01:00	
2: '2031 PM Base'	16:45	17:45	01:00	
3: 'AM Dev Flows'	07:45	08:45	01:00	
4: 'PM Dev Flows'	16:45	17:45	01:00	
5: '2031 AM Ass'	07:45	08:45	01:00	F1+F3
6: '2031 PM Ass'	16:45	17:45	01:00	F2+F4

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

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	291	333	59	683
	B	158	0	60	11	229
	C	86	32	0	87	205
	D	33	12	234	0	279
	Tot.	277	335	627	157	1396

Traffic Lane Flows

Lane	Scenario 1: 2031 Base AM
Junction: J1: Station Road/Arundel Road/High Street	
J1:1/1	205
J1:2/1	279
J1:3/1	697
J1:4/1	683
J1:5/1	321
J1:6/1	335
J1:7/1	627
J1:8/1	157
J1:9/1	277
J1:10/1	163
J1:11/1	463
J1:12/1	392
J1:13/1 (with short)	229(In) 71(Out)
J1:13/2 (short)	158
Junction: J2: Pedestrian crossing on Stn Road	
J2:1/1	321
J2:2/1	392

Lane Saturation Flows

Junction: J1: Station Road/Arundel Road/High Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Road (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/1 (High Street)	3.25	0.00	Y	Arm J1:3 Right	20.00	83.9 %	1825	1825
				Arm J1:10 Left	Inf	16.1 %		
J1:3/1 (Stn Road NB & High St Exit)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	90.0 %	1925	1925
				Arm J1:8 Right	20.00	10.0 %		
J1:4/1 (Station Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Stn Rd at Arundel Road Exit)	3.25	0.00	Y	Arm J1:6 Right	20.00	13.7 %	1920	1920
				Arm J1:9 Ahead	Inf	86.3 %		
J1:6/1 (Arundel Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Stn Road (NE) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Stn Road (SW) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Stn Road SB at Arundel Rd)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/1 (Stn Rd NB at High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (Stn Rd NB at Arundel Rd)	3.50	0.00	Y	Arm J1:11 Ahead	Inf	100.0 %	1965	1965
J1:13/1 (Arundel Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:13/2 (Arundel Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J2: Pedestrian crossing on Stn Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd (SB))	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Station Rd (NB))	3.50	0.00	Y	Arm J1:12 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	175	219	66	460
	B	140	0	60	18	218
	C	282	84	0	124	490
	D	57	23	77	0	157
	Tot.	479	282	356	208	1325

Traffic Lane Flows

Lane	Scenario 2: 2031 Base PM
Junction: J1: Station Road/Arundel Road/High Street	
J1:1/1	490
J1:2/1	157
J1:3/1	440
J1:4/1	460
J1:5/1	586
J1:6/1	282
J1:7/1	356
J1:8/1	208
J1:9/1	479
J1:10/1	446
J1:11/1	363
J1:12/1	285
J1:13/1 (with short)	218(In) 78(Out)
J1:13/2 (short)	140
Junction: J2: Pedestrian crossing on Stn Road	
J2:1/1	586
J2:2/1	285

Lane Saturation Flows

Junction: J1: Station Road/Arundel Road/High Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Road (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/1 (High Street)	3.25	0.00	Y	Arm J1:3 Right	20.00	49.0 %	1871	1871
				Arm J1:10 Left	Inf	51.0 %		
J1:3/1 (Stn Road NB & High St Exit)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	80.9 %	1913	1913
				Arm J1:8 Right	20.00	19.1 %		
J1:4/1 (Station Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Stn Rd at Arundel Road Exit)	3.25	0.00	Y	Arm J1:6 Right	20.00	18.3 %	1914	1914
				Arm J1:9 Ahead	Inf	81.7 %		
J1:6/1 (Arundel Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Stn Road (NE) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Stn Road (SW) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Stn Road SB at Arundel Rd)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/1 (Stn Rd NB at High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (Stn Rd NB at Arundel Rd)	3.50	0.00	Y	Arm J1:11 Ahead	Inf	100.0 %	1965	1965
J1:13/1 (Arundel Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:13/2 (Arundel Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J2: Pedestrian crossing on Stn Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd (SB))	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Station Rd (NB))	3.50	0.00	Y	Arm J1:12 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Scenario 3: '2031 Ass' (FG5: '2031 AM Ass', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	307	333	59	699
	B	191	0	84	11	286
	C	86	32	0	87	205
	D	33	12	234	0	279
	Tot.	310	351	651	157	1469

Traffic Lane Flows

Lane	Scenario 3: 2031 Ass
Junction: J1: Station Road/Arundel Road/High Street	
J1:1/1	205
J1:2/1	279
J1:3/1	721
J1:4/1	699
J1:5/1	354
J1:6/1	351
J1:7/1	651
J1:8/1	157
J1:9/1	310
J1:10/1	163
J1:11/1	487
J1:12/1	392
J1:13/1 (with short)	286(In) 95(Out)
J1:13/2 (short)	191
Junction: J2: Pedestrian crossing on Stn Road	
J2:1/1	354
J2:2/1	392

Lane Saturation Flows

Junction: J1: Station Road/Arundel Road/High Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Road (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/1 (High Street)	3.25	0.00	Y	Arm J1:3 Right	20.00	83.9 %	1825	1825
				Arm J1:10 Left	Inf	16.1 %		
J1:3/1 (Stn Road NB & High St Exit)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	90.3 %	1926	1926
				Arm J1:8 Right	20.00	9.7 %		
J1:4/1 (Station Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Stn Rd at Arundel Road Exit)	3.25	0.00	Y	Arm J1:6 Right	20.00	12.4 %	1922	1922
				Arm J1:9 Ahead	Inf	87.6 %		
J1:6/1 (Arundel Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Stn Road (NE) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Stn Road (SW) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Stn Road SB at Arundel Rd)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/1 (Stn Rd NB at High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (Stn Rd NB at Arundel Rd)	3.50	0.00	Y	Arm J1:11 Ahead	Inf	100.0 %	1965	1965
J1:13/1 (Arundel Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:13/2 (Arundel Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J2: Pedestrian crossing on Stn Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd (SB))	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Station Rd (NB))	3.50	0.00	Y	Arm J1:12 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

Scenario 4: '2031 Ass' (FG6: '2031 PM Ass', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	203	219	66	488
	B	162	0	76	18	256
	C	282	84	0	124	490
	D	57	23	77	0	157
	Tot.	501	310	372	208	1391

Traffic Lane Flows

Lane	Scenario 4: 2031 Ass
Junction: J1: Station Road/Arundel Road/High Street	
J1:1/1	490
J1:2/1	157
J1:3/1	456
J1:4/1	488
J1:5/1	608
J1:6/1	310
J1:7/1	372
J1:8/1	208
J1:9/1	501
J1:10/1	446
J1:11/1	379
J1:12/1	285
J1:13/1 (with short)	256(In) 94(Out)
J1:13/2 (short)	162
Junction: J2: Pedestrian crossing on Stn Road	
J2:1/1	608
J2:2/1	285

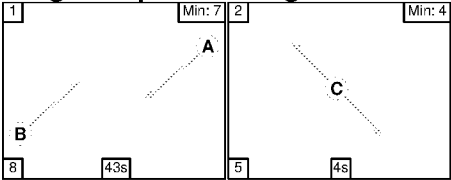
Lane Saturation Flows

Junction: J1: Station Road/Arundel Road/High Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Road (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/1 (High Street)	3.25	0.00	Y	Arm J1:3 Right	20.00	49.0 %	1871	1871
				Arm J1:10 Left	Inf	51.0 %		
J1:3/1 (Stn Road NB & High St Exit)	3.25	0.00	Y	Arm J1:7 Ahead	Inf	81.6 %	1914	1914
				Arm J1:8 Right	20.00	18.4 %		
J1:4/1 (Station Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Stn Rd at Arundel Road Exit)	3.25	0.00	Y	Arm J1:6 Right	20.00	17.6 %	1915	1915
				Arm J1:9 Ahead	Inf	82.4 %		
J1:6/1 (Arundel Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Stn Road (NE) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (High Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (Stn Road (SW) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (Stn Road SB at Arundel Rd)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/1 (Stn Rd NB at High Street Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (Stn Rd NB at Arundel Rd)	3.50	0.00	Y	Arm J1:11 Ahead	Inf	100.0 %	1965	1965
J1:13/1 (Arundel Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:13/2 (Arundel Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Junction: J2: Pedestrian crossing on Stn Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd (SB))	3.50	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Station Rd (NB))	3.50	0.00	Y	Arm J1:12 Ahead	Inf	100.0 %	1965	1965

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

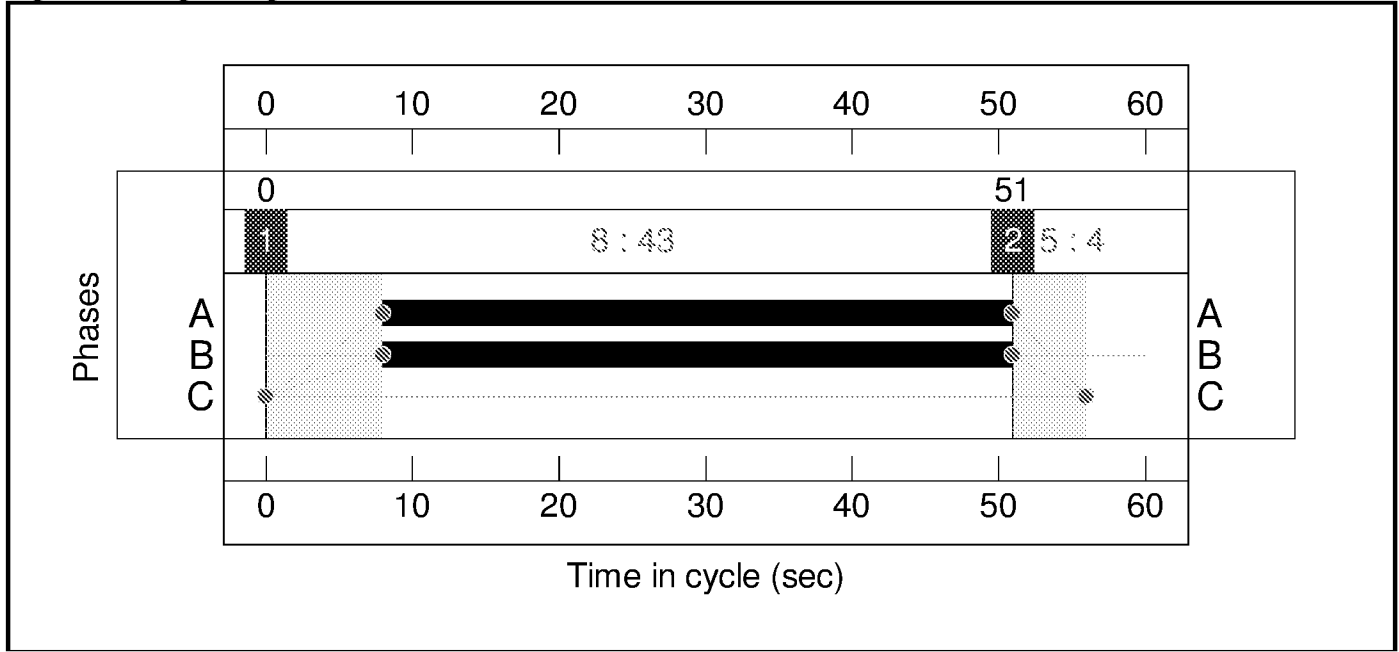
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	43	4
Change Point	0	51

Signal Timings Diagram



Full Input Data And 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	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
J1: Station Road/Arundel Road/High Street	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
1/1	Station Road (NE) Left Ahead	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
2/1	High Street Right Left	O	N/A	N/A	-		-	-	-	279	1825	417	66.9%
3/1	Stn Road NB & High St Exit Ahead Right	O	N/A	N/A	-		-	-	-	697	1925	1565	44.5%
4/1	Station Road (SW) Left Ahead	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
5/1	Stn Rd at Arundel Road Exit Right Ahead	O	N/A	N/A	-		-	-	-	321	1920	1367	23.5%
6/1	Arundel Road Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
7/1	Stn Road (NE) Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
8/1	High Street Exit	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
9/1	Stn Road (SW) Exit	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
10/1	Stn Road SB at Arundel Rd Ahead	U	N/A	N/A	A		1	43	-	163	1965	1441	11.3%
11/1	Stn Rd NB at High Street Ahead	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
12/1	Stn Rd NB at Arundel Rd Ahead	U	N/A	N/A	B		1	43	-	392	1965	1441	27.2%
13/1+13/2	Arundel Road Left Right	O	N/A	N/A	-		-	-	-	229	1800:1800	347+773	20.4 : 20.4%
J2: Pedestrian crossing on Stn Road	-	-	N/A	-	-		-	-	-	-	-	-	19.9%

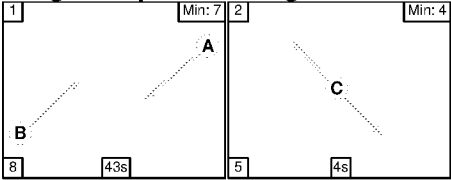
Full Input Data And Results

1/1	Station Rd (SB) Ahead	U	N/A	N/A	-		-	-	-	321	1965	1965	16.3%
2/1	Station Rd (NB) Ahead	U	N/A	N/A	-		-	-	-	392	1965	1965	19.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	4	-	0	-	4800	0.0%
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	-	-	729	122	0	0.4	2.2	0.0	2.6	-	-	-	-
J1: Station Road/Arundel Road/High Street	-	-	729	122	0	0.4	1.9	0.0	2.3	-	-	-	-
1/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	279	279	279	0	0	0.0	1.0	-	1.0	12.9	0.3	1.0	1.3
3/1	697	697	70	0	0	0.0	0.4	-	0.4	2.2	2.6	0.4	3.0
4/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	321	321	44	0	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
6/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	163	163	-	-	-	0.1	0.1	-	0.2	3.8	0.8	0.1	0.8
11/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	392	392	-	-	-	0.3	0.2	-	0.5	4.4	2.1	0.2	2.3
13/1+13/2	229	229	336	122	0	0.0	0.1	-	0.1	2.1	0.1	0.1	0.3
J2: Pedestrian crossing on Stn Road	-	-	0	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	321	321	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	392	392	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	230.8	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	60
	PRC Over All Lanes (%):	34.5	Total Delay Over All Lanes(pcuHr):	2.57		

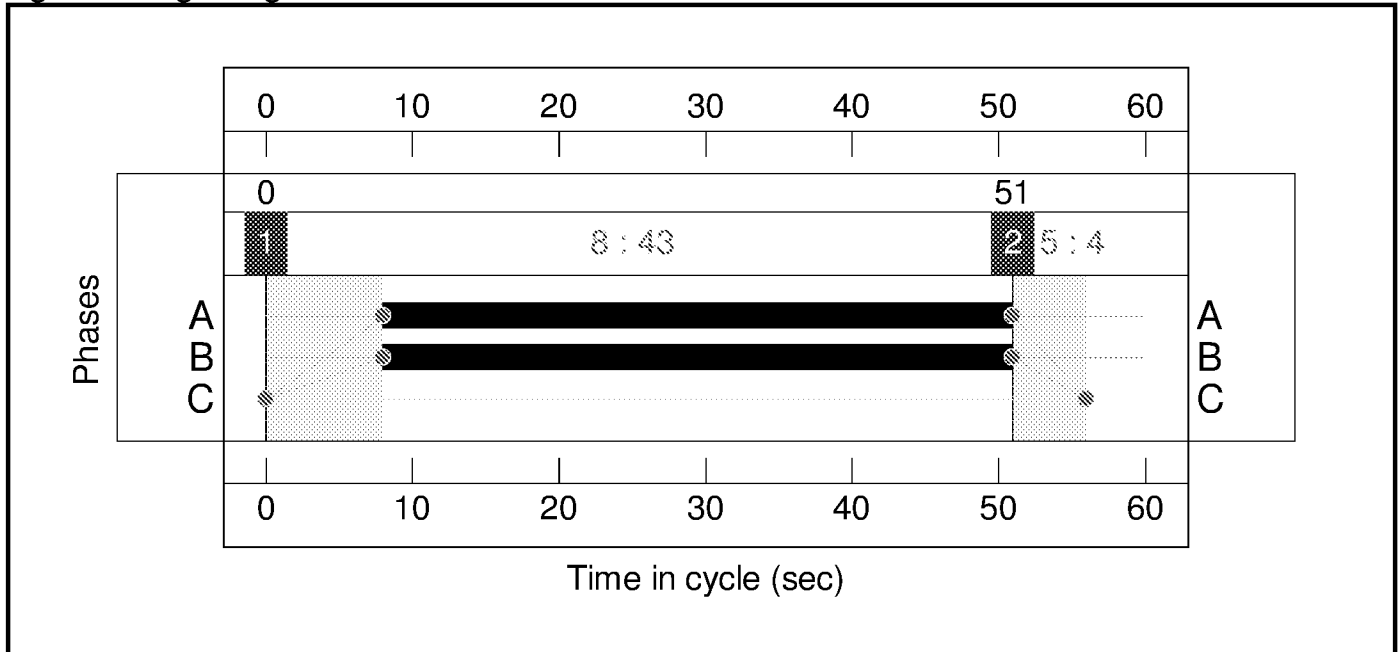
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	43	4
Change Point	0	51

Signal Timings Diagram



Full Input Data And 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	-	-	N/A	-	-		-	-	-	-	-	-	44.9%
J1: Station Road/Arundel Road/High Street	-	-	N/A	-	-		-	-	-	-	-	-	44.9%
1/1	Station Road (NE) Left Ahead	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
2/1	High Street Right Left	O	N/A	N/A	-		-	-	-	157	1871	427	36.8%
3/1	Stn Road NB & High St Exit Ahead Right	O	N/A	N/A	-		-	-	-	440	1913	1265	34.8%
4/1	Station Road (SW) Left Ahead	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
5/1	Stn Rd at Arundel Road Exit Right Ahead	O	N/A	N/A	-		-	-	-	586	1914	1304	44.9%
6/1	Arundel Road Exit	U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
7/1	Stn Road (NE) Exit	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
8/1	High Street Exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
9/1	Stn Road (SW) Exit	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
10/1	Stn Road SB at Arundel Rd Ahead	U	N/A	N/A	A		1	43	-	446	1965	1441	31.0%
11/1	Stn Rd NB at High Street Ahead	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
12/1	Stn Rd NB at Arundel Rd Ahead	U	N/A	N/A	B		1	43	-	285	1965	1441	19.8%
13/1+13/2	Arundel Road Left Right	O	N/A	N/A	-		-	-	-	218	1800:1800	401+720	19.5 : 19.5%
J2: Pedestrian crossing on Stn Road	-	-	N/A	-	-		-	-	-	-	-	-	29.8%

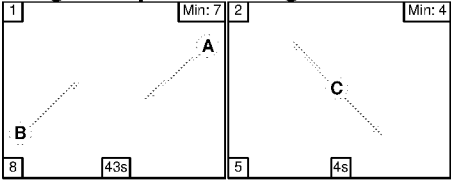
Full Input Data And Results

1/1	Station Rd (SB) Ahead	U	N/A	N/A	-		-	-	-	586	1965	1965	29.8%
2/1	Station Rd (NB) Ahead	U	N/A	N/A	-		-	-	-	285	1965	1965	14.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	4	-	0	-	4800	0.0%
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	-	-	668	116	0	0.6	1.7	0.0	2.3	-	-	-	-
J1: Station Road/Arundel Road/High Street	-	-	668	116	0	0.6	1.4	0.0	2.0	-	-	-	-
1/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	157	157	157	0	0	0.0	0.3	-	0.3	6.7	0.0	0.3	0.3
3/1	440	440	84	0	0	0.0	0.3	-	0.3	2.2	1.4	0.3	1.7
4/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	586	586	107	0	0	0.0	0.4	-	0.5	2.8	3.1	0.4	3.5
6/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	446	446	-	-	-	0.3	0.2	-	0.6	4.6	2.5	0.2	2.7
11/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	285	285	-	-	-	0.2	0.1	-	0.3	4.1	1.4	0.1	1.5
13/1+13/2	218	218	320	116	0	0.0	0.1	-	0.1	2.2	0.3	0.1	0.4
J2: Pedestrian crossing on Stn Road	-	-	0	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	586	586	-	-	-	0.0	0.2	-	0.2	1.3	1.1	0.2	1.3
2/1	285	285	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	190.8	Total Delay for Signalled Lanes (pcuHr):	0.89	Cycle Time (s):	60
	PRC Over All Lanes (%):	100.2	Total Delay Over All Lanes(pcuHr):	2.33		

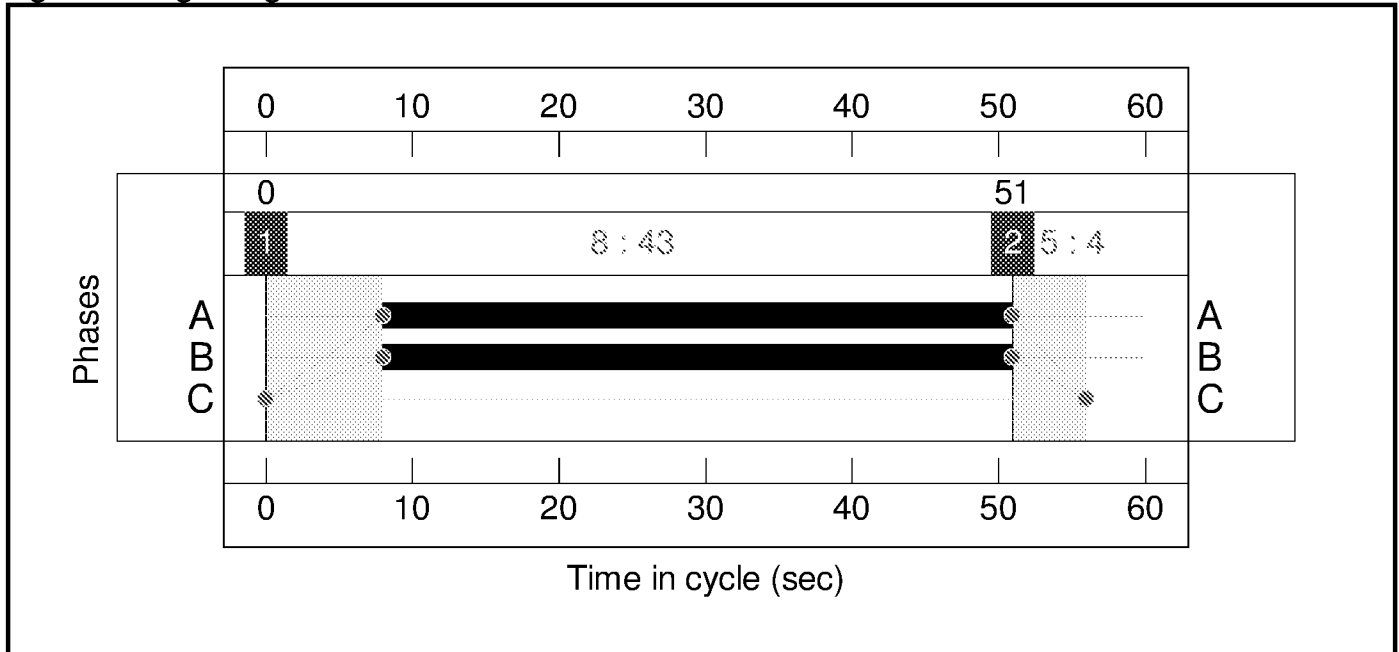
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	43	4
Change Point	0	51

Signal Timings Diagram



Full Input Data And 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	-	-	N/A	-	-		-	-	-	-	-	-	67.4%
J1: Station Road/Arundel Road/High Street	-	-	N/A	-	-		-	-	-	-	-	-	67.4%
1/1	Station Road (NE) Left Ahead	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
2/1	High Street Right Left	O	N/A	N/A	-		-	-	-	279	1825	414	67.4%
3/1	Stn Road NB & High St Exit Ahead Right	O	N/A	N/A	-		-	-	-	721	1926	1575	45.8%
4/1	Station Road (SW) Left Ahead	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
5/1	Stn Rd at Arundel Road Exit Right Ahead	O	N/A	N/A	-		-	-	-	354	1922	1402	25.3%
6/1	Arundel Road Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
7/1	Stn Road (NE) Exit	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
8/1	High Street Exit	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
9/1	Stn Road (SW) Exit	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
10/1	Stn Road SB at Arundel Rd Ahead	U	N/A	N/A	A		1	43	-	163	1965	1441	11.3%
11/1	Stn Rd NB at High Street Ahead	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
12/1	Stn Rd NB at Arundel Rd Ahead	U	N/A	N/A	B		1	43	-	392	1965	1441	27.2%
13/1+13/2	Arundel Road Left Right	O	N/A	N/A	-		-	-	-	286	1800:1800	384+773	24.7 : 24.7%
J2: Pedestrian crossing on Stn Road	-	-	N/A	-	-		-	-	-	-	-	-	19.9%

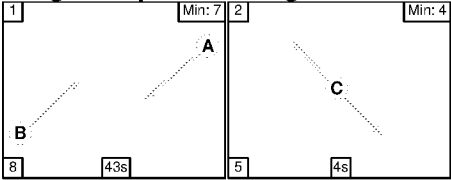
Full Input Data And Results

1/1	Station Rd (SB) Ahead	U	N/A	N/A	-		-	-	-	354	1965	1965	18.0%
2/1	Station Rd (NB) Ahead	U	N/A	N/A	-		-	-	-	392	1965	1965	19.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	4	-	0	-	4800	0.0%
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	-	-	812	153	0	0.4	2.3	0.0	2.7	-	-	-	-
J1: Station Road/Arundel Road/High Street	-	-	812	153	0	0.4	2.0	0.0	2.4	-	-	-	-
1/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	279	279	279	0	0	0.0	1.0	-	1.0	13.1	0.3	1.0	1.3
3/1	721	721	70	0	0	0.0	0.4	-	0.4	2.2	2.6	0.4	3.0
4/1	698	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	354	354	44	0	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
6/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	163	163	-	-	-	0.1	0.1	-	0.2	3.8	0.8	0.1	0.8
11/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	392	392	-	-	-	0.3	0.2	-	0.5	4.4	2.1	0.2	2.3
13/1+13/2	286	286	419	153	0	0.0	0.2	-	0.2	2.1	0.2	0.2	0.4
J2: Pedestrian crossing on Stn Road	-	-	0	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	354	354	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	392	392	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	230.8	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	60
	PRC Over All Lanes (%):	33.6	Total Delay Over All Lanes(pcuHr):	2.68		

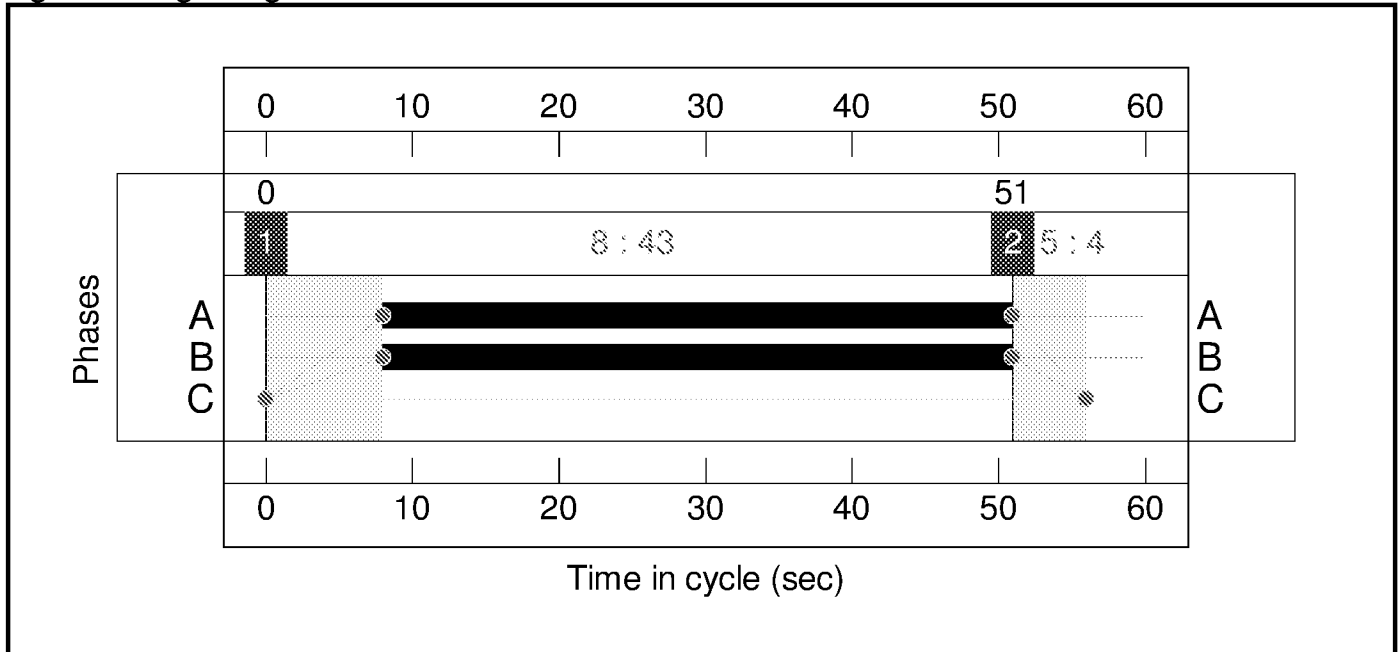
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	43	4
Change Point	0	51

Signal Timings Diagram



Full Input Data And 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	-	-	N/A	-	-		-	-	-	-	-	-	46.3%
J1: Station Road/Arundel Road/High Street	-	-	N/A	-	-		-	-	-	-	-	-	46.3%
1/1	Station Road (NE) Left Ahead	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
2/1	High Street Right Left	O	N/A	N/A	-		-	-	-	157	1871	425	36.9%
3/1	Stn Road NB & High St Exit Ahead Right	O	N/A	N/A	-		-	-	-	456	1914	1280	35.6%
4/1	Station Road (SW) Left Ahead	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
5/1	Stn Rd at Arundel Road Exit Right Ahead	O	N/A	N/A	-		-	-	-	608	1915	1313	46.3%
6/1	Arundel Road Exit	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
7/1	Stn Road (NE) Exit	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
8/1	High Street Exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
9/1	Stn Road (SW) Exit	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
10/1	Stn Road SB at Arundel Rd Ahead	U	N/A	N/A	A		1	43	-	446	1965	1441	31.0%
11/1	Stn Rd NB at High Street Ahead	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
12/1	Stn Rd NB at Arundel Rd Ahead	U	N/A	N/A	B		1	43	-	285	1965	1441	19.8%
13/1+13/2	Arundel Road Left Right	O	N/A	N/A	-		-	-	-	256	1800:1800	418+720	22.5 : 22.5%
J2: Pedestrian crossing on Stn Road	-	-	N/A	-	-		-	-	-	-	-	-	30.9%

Full Input Data And Results

1/1	Station Rd (SB) Ahead	U	N/A	N/A	-		-	-	-	608	1965	1965	30.9%
2/1	Station Rd (NB) Ahead	U	N/A	N/A	-		-	-	-	285	1965	1965	14.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C		1	4	-	0	-	4800	0.0%
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	-	-	723	137	0	0.6	1.8	0.0	2.4	-	-	-	-
J1: Station Road/Arundel Road/High Street	-	-	723	137	0	0.6	1.5	0.0	2.1	-	-	-	-
1/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	157	157	157	0	0	0.0	0.3	-	0.3	6.7	0.0	0.3	0.3
3/1	456	456	84	0	0	0.0	0.3	-	0.3	2.2	1.4	0.3	1.7
4/1	493	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	608	608	107	0	0	0.0	0.4	-	0.5	2.8	3.1	0.4	3.6
6/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	446	446	-	-	-	0.3	0.2	-	0.6	4.6	2.5	0.2	2.7
11/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	285	285	-	-	-	0.2	0.1	-	0.3	4.1	1.4	0.1	1.5
13/1+13/2	256	256	375	137	0	0.0	0.1	-	0.2	2.2	0.4	0.1	0.5
J2: Pedestrian crossing on Stn Road	-	-	0	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	608	608	-	-	-	0.0	0.2	-	0.2	1.3	1.1	0.2	1.3
2/1	285	285	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	190.8	Total Delay for Signalled Lanes (pcuHr):	0.89	Cycle Time (s):	60
	PRC Over All Lanes (%):	94.3	Total Delay Over All Lanes(pcuHr):	2.41		

APPENDIX 7

PICADY Output for Water Lane/A280

(Existing & Proposed)

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: T: (0)1474 606117 E: software@trl.co.uk W: www.trl.co.uk
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Filename: A280 Angmering_Water Lane - July 19.j9
Path: Z:\projects\2020 Arundel Road, Angmering\Picady\July 19
Report generation date: 30/07/2019 15:09:35

- »2031 Base Flows, AM
- »2031 Base Flows, PM
- »2031 Assessment Flows, AM
- »2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2031 Base Flows								
Stream B-AC	81.6	387.61	1.20	F	1.6	13.32	0.62	S
Stream C-B	2.4	18.72	0.71	D	130.3	678.64	1.32	F
2031 Assessment Flows								
Stream B-AC	87.3	476.75	1.23	F	1.8	14.23	0.64	S
Stream C-B	2.4	18.71	0.71	D	130.3	678.99	1.32	F

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	A280 Angmering/Water Lane
Location	Angmering
Site number	
Date	12/12/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	2020
Enumerator	Croft Transport Solutions
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Base Flows	AM	ONE HOUR	07:45	09:15	15
D2	2031 Base Flows	PM	ONE HOUR	16:45	18:15	15
D3	2031 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
D4	2031 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		153.41	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A280 Angmering Bypass (South)		Major
B	Water Lane		Minor
C	A280 Angmering Bypass (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	12.21	✓	7.94	✓	3.80	130.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.97	154	184

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	806	0.091	0.230	0.145	0.329
1	B-C	812	0.091	0.230	-	-
1	C-B	762	0.216	0.216	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

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)
D1	2031 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	383	100.000
B		✓	780	100.000
C		✓	861	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	22	361
	B	0	0	780
	C	425	436	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A	1.29	387.61	81.6	F
C-A				
C-B	0.71	18.72	2.4	C
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	587	748	0.785	574	3.3	19.473	C
C-A	320			320			
C-B	328	700	0.469	325	0.9	9.516	A
A-B	17			17			
A-C	272			272			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	701	735	0.954	676	9.6	47.939	E
C-A	382			382			
C-B	392	688	0.570	390	1.3	12.028	B
A-B	20			20			
A-C	325			325			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	859	718	1.196	713	46.2	185.817	F
C-A	468			468			
C-B	480	671	0.715	476	2.4	18.023	C
A-B	24			24			
A-C	397			397			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	859	718	1.198	717	81.5	329.993	F
C-A	468			468			
C-B	480	671	0.715	480	2.4	18.724	C
A-B	24			24			
A-C	397			397			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	701	735	0.954	726	75.2	387.611	F
C-A	382			382			
C-B	392	688	0.570	396	1.4	12.518	B
A-B	20			20			
A-C	325			325			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	587	748	0.785	738	37.6	278.273	F
C-A	320			320			
C-B	328	700	0.469	330	0.9	9.786	A
A-B	17			17			
A-C	272			272			

2031 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		253.26	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	441	100.000
B		✓	397	100.000
C		✓	1281	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	46	395
	B	0	0	397
	C	495	786	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.62	13.32	1.6	E
C-A				
C-B	1.32	678.04	130.3	F
AB				
AC				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	299	740	0.404	296	0.7	8.061	A
C-A	373			373			
C-B	592	691	0.857	572	4.8	27.160	D
AB	35			35			
AC	297			297			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	357	726	0.491	356	0.9	9.684	A
C-A	445			445			
C-B	707	677	1.044	653	18.3	80.763	F
AB	41			41			
AC	355			355			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	437	707	0.618	435	1.6	13.088	E
C-A	545			545			
C-B	865	658	1.316	656	70.7	267.633	F
AB	51			51			
AC	435			435			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	437	707	0.618	437	1.6	13.318	E
C-A	545			545			
C-B	865	658	1.316	657	122.7	533.669	F
AB	51			51			
AC	435			435			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	357	726	0.491	359	1.0	9.872	A
C-A	445			445			
C-B	707	677	1.044	676	130.3	676.036	F
AB	41			41			
AC	355			355			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	299	740	0.404	300	0.7	8.202	A
C-A	373			373			
C-B	592	691	0.857	685	106.9	623.746	F
AB	35			35			
AC	297			297			

2031 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		191.28	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	383	100.000
B		✓	805	100.000
C		✓	861	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	22	361
	B	0	0	805
	C	425	436	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.23	476.75	97.3	F
C-A				
C-B	0.71	18.71	2.4	C
AB				
AC				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	606	748	0.811	591	3.8	21.293	C
C-A	320			320			
C-B	328	700	0.469	325	0.9	9.507	A
AB	17			17			
AC	272			272			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	724	735	0.984	690	12.2	55.797	F
C-A	382			382			
C-B	392	688	0.570	390	1.3	12.016	B
AB	20			20			
AC	325			325			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	886	718	1.234	715	55.1	183.737	F
C-A	468			468			
C-B	480	671	0.715	476	2.4	18.005	C
AB	24			24			
AC	397			397			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	886	718	1.234	718	97.3	389.896	F
C-A	468			468			
C-B	480	671	0.715	480	2.4	18.705	C
AB	24			24			
AC	397			397			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	724	735	0.984	729	98.5	476.752	F
C-A	382			382			
C-B	392	688	0.570	396	1.4	12.507	B
A-B	20			20			
A-C	325			325			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	606	748	0.811	740	82.5	387.530	F
C-A	320			320			
C-B	328	700	0.469	330	0.9	9.778	A
A-B	17			17			
A-C	272			272			

2031 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		251.62	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	441	100.000
B		✓	413	100.000
C		✓	1281	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	46	395
	B	0	0	413
	C	495	786	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.64	14.23	1.8	E
C-A				
C-B	1.32	675.98	139.3	F
AB				
AC				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	311	740	0.420	308	0.7	8.277	A
C-A	373			373			
C-B	592	691	0.857	572	4.8	27.138	D
AB	35			35			
AC	297			297			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	371	726	0.511	370	1.0	10.066	E
C-A	445			445			
C-B	707	677	1.044	653	18.3	80.722	F
AB	41			41			
AC	355			355			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	455	707	0.643	452	1.7	13.942	E
C-A	545			545			
C-B	865	658	1.316	656	79.7	267.587	F
AB	51			51			
AC	435			435			

17:30 - 17:45

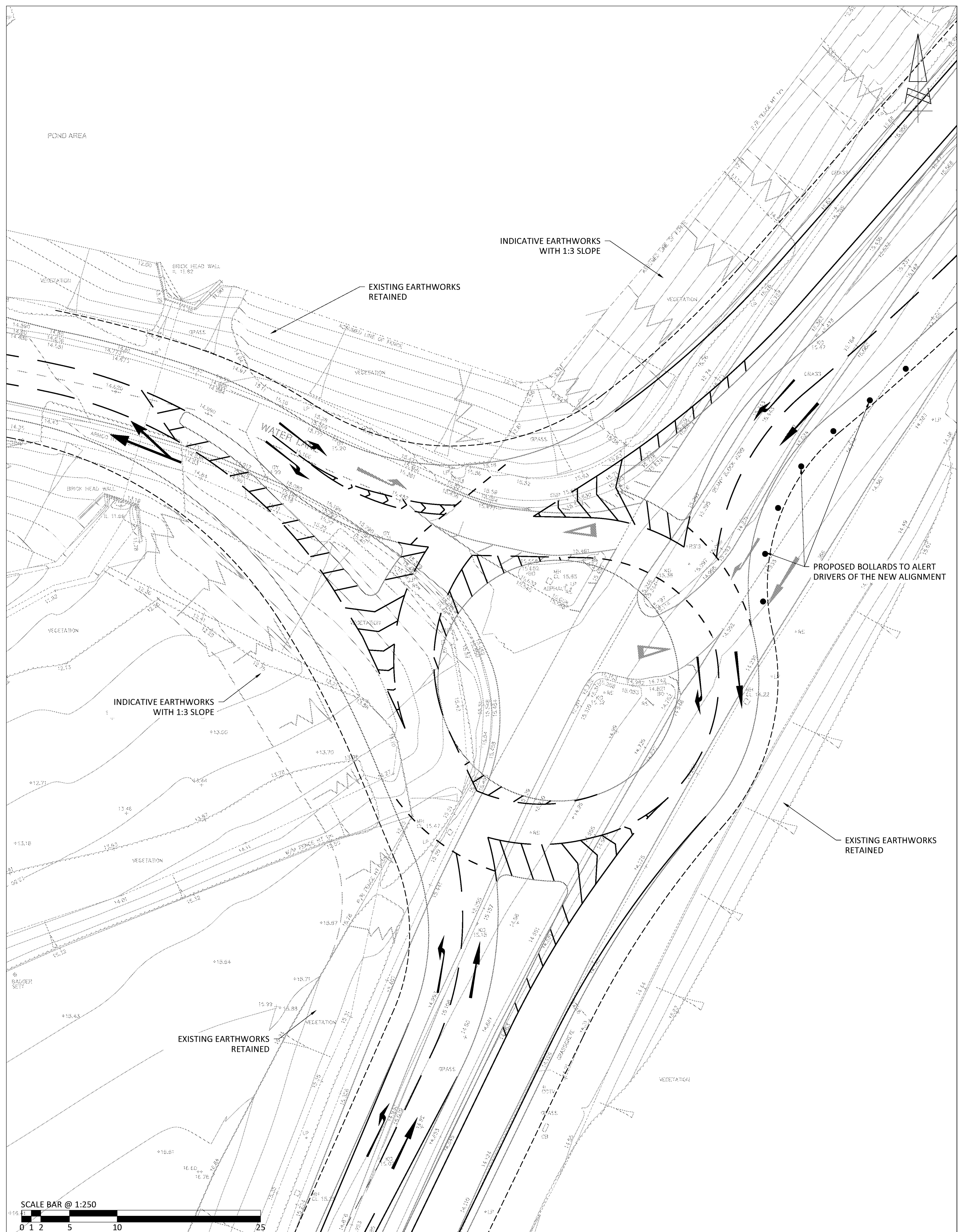
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	455	707	0.643	455	1.8	14.229	E
C-A	545			545			
C-B	865	658	1.316	657	122.7	633.629	F
AB	51			51			
AC	435			435			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	371	726	0.511	374	1.1	10.299	B
C-A	445			445			
C-B	707	677	1.044	676	130.3	675.690	F
AB	41			41			
AC	355			355			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	311	740	0.420	312	0.7	8.439	A
C-A	373			373			
C-B	592	691	0.857	685	106.9	623.690	F
AB	35			35			
AC	297			297			



D	05.02.18	MC	UPDATES AS PER STAGE 1 RSA COMMENTS	TW	TW	TITLE:	A280 / WATER LANE PROPOSED ROUNDABOUT IMPROVEMENTS		SCALE @ A1:	AS SHOWN	CHECKED:	TW	APPROVED:	TW
C	30.01.18	MC	MINOR AMENDMENTS	MC	TW				FILE REF:	ITB9105	DRAWN:	MC	DATE:	08.08.17
B	29.01.18	MC	WATER LANE APPROACH AMENDED	TW	TW									
A	20.10.17	MC	MINOR AMENDMENTS	TW	TW									
REV	DATE	BY	DESCRIPTION	CHK	APP	PROJECT:	LAND NORTH OF WATER LANE, ANGMERING		CLIENT:	RYDON HOMES / GLEESON DEVELOPMENTS LTD		DRAWING No: ITB9105-GA-100		
STATUS:						ISSUE		PROJECT No: ITB9105		REV: D				

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: Water Lane - A280 - July 19.j9
Path: Z:\projects\2020 Arundel Road, Angmering\Arcady\July 19
Report generation date: 30/07/2019 15:20:25

- »2031 Base Flows, AM
- »2031 Base Flows, PM
- »2031 Assessment Flows, AM
- »2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2031 Base Flows								
Arm 1	0.3	2.77	0.24	A	0.4	3.23	0.28	A
Arm 2	2.1	7.03	0.68	A	0.7	3.80	0.40	A
Arm 3	1.0	3.82	0.50	A	2.5	6.65	0.72	A
2031 Assessment Flows								
Arm 1	0.3	2.78	0.25	A	0.4	3.26	0.28	A
Arm 2	2.3	7.56	0.70	A	0.7	3.90	0.42	A
Arm 3	1.0	3.85	0.50	A	2.6	6.70	0.72	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Cadworkstation4\Kyle
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15
D2	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15
D3	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D4	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A280 South	
2	Water Lane	
3	A280 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)	Exit only
1	3.65	7.00	43.0	30.0	40.0	11.0	
2	3.50	7.00	23.0	25.0	40.0	16.0	
3	4.96	7.00	36.0	25.0	40.0	32.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.742	2076
2	0.695	1877
3	0.709	2032

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	378	100.000
2		✓	996	100.000
3		✓	854	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	27	351
	2	192	0	804
	3	411	443	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	2.77	0.3	A
2	0.68	7.03	2.1	A
3	0.50	3.82	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	285	332	1830	0.156	284	0.2	2.327	A
2	750	264	1694	0.443	747	0.8	3.787	A
3	643	144	1930	0.333	641	0.5	2.791	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	340	398	1781	0.191	340	0.2	2.497	A
2	895	315	1658	0.540	894	1.2	4.701	A
3	768	172	1910	0.402	767	0.7	3.150	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	416	487	1715	0.243	416	0.3	2.771	A
2	1097	386	1609	0.682	1093	2.1	6.928	A
3	940	211	1882	0.499	939	1.0	3.812	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	416	488	1714	0.243	416	0.3	2.772	A
2	1097	386	1609	0.682	1097	2.1	7.027	A
3	940	211	1882	0.500	940	1.0	3.823	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	340	399	1780	0.191	340	0.2	2.499	A
2	895	316	1658	0.540	899	1.2	4.767	A
3	768	173	1909	0.402	769	0.7	3.164	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	285	334	1828	0.156	285	0.2	2.331	A
2	750	264	1693	0.443	751	0.8	3.826	A
3	643	145	1929	0.333	644	0.5	2.804	A

2031 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	384	100.000
2		✓	586	100.000
3		✓	1263	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	13	371
	2	128	0	458
	3	601	662	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	3.23	0.4	A
2	0.40	3.80	0.7	A
3	0.72	6.65	2.5	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	496	1708	0.169	288	0.2	2.534	A
2	441	279	1684	0.262	440	0.4	2.892	A
3	951	96	1964	0.484	947	0.9	3.530	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	594	1635	0.211	345	0.3	2.789	A
2	527	333	1646	0.320	526	0.5	3.214	A
3	1135	115	1950	0.582	1134	1.4	4.400	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	423	727	1537	0.275	422	0.4	3.227	A
2	645	408	1594	0.405	644	0.7	3.788	A
3	1391	141	1932	0.720	1386	2.5	6.541	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	423	729	1536	0.275	423	0.4	3.234	A
2	645	408	1593	0.405	645	0.7	3.795	A
3	1391	141	1932	0.720	1390	2.5	6.647	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	597	1633	0.211	346	0.3	2.796	A
2	527	334	1645	0.320	528	0.5	3.223	A
3	1135	115	1950	0.582	1140	1.4	4.469	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	499	1706	0.169	289	0.2	2.543	A
2	441	280	1683	0.262	442	0.4	2.902	A
3	951	96	1963	0.484	953	0.9	3.569	A

2031 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	382	100.000
2		✓	1029	100.000
3		✓	854	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	1	2	3
From	1	0	31
	2	201	0
	3	411	443

Vehicle Mix

Heavy Vehicle Percentages

	To		
	1	2	3
From	1	0	0
	2	0	0
	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.25	2.78	0.3	A
2	0.70	7.56	2.3	A
3	0.50	3.85	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	288	332	1830	0.157	287	0.2	2.332	A
2	775	264	1694	0.457	771	0.8	3.887	A
3	643	151	1925	0.334	641	0.5	2.802	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	398	1781	0.193	343	0.2	2.503	A
2	925	315	1658	0.558	923	1.2	4.889	A
3	768	180	1904	0.403	767	0.7	3.166	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421	487	1715	0.245	420	0.3	2.780	A
2	1133	386	1609	0.704	1129	2.3	7.430	A
3	940	220	1876	0.501	939	1.0	3.840	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421	488	1714	0.245	421	0.3	2.782	A
2	1133	386	1609	0.704	1133	2.3	7.560	A
3	940	221	1875	0.501	940	1.0	3.853	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	399	1780	0.193	344	0.2	2.508	A
2	925	316	1658	0.558	929	1.3	4.972	A
3	768	182	1903	0.403	769	0.7	3.181	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	288	334	1828	0.157	288	0.2	2.338	A
2	775	264	1693	0.457	776	0.8	3.932	A
3	643	152	1924	0.334	644	0.5	2.815	A

2031 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	392	100.000
2		✓	608	100.000
3		✓	1263	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	21	371
	2	134	0	474
	3	601	662	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	3.26	0.4	A
2	0.42	3.90	0.7	A
3	0.72	6.70	2.6	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	295	496	1708	0.173	294	0.2	2.545	A
2	458	279	1684	0.272	456	0.4	2.929	A
3	951	101	1961	0.485	947	0.9	3.539	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	594	1635	0.215	352	0.3	2.805	A
2	547	333	1646	0.332	546	0.5	3.272	A
3	1135	120	1947	0.583	1134	1.4	4.418	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	726	1537	0.281	431	0.4	3.252	A
2	669	408	1594	0.420	669	0.7	3.887	A
3	1391	147	1927	0.721	1386	2.5	6.595	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	729	1536	0.281	432	0.4	3.260	A
2	669	408	1593	0.420	669	0.7	3.896	A
3	1391	148	1927	0.722	1390	2.6	6.701	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	598	1633	0.216	353	0.3	2.814	A
2	547	334	1645	0.332	547	0.5	3.281	A
3	1135	121	1946	0.583	1140	1.4	4.490	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	295	499	1706	0.173	295	0.2	2.554	A
2	458	280	1683	0.272	458	0.4	2.940	A
3	951	101	1960	0.485	953	0.9	3.581	A

APPENDIX 8

ARCADY Output for A529 New Road/Station Road/Roundstone Bypass Road/B2140

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
For sales and distribution information, program advice and maintenance, contact TRL - [REDACTED]	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Station Road_Roundstone Bypass Road_B2140_A529 New Road - July 19.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Arcady\July 19

Report generation date: 30/07/2019 14:41:26

- »2031 Base Flows, AM
- »2031 Base Flows, PM
- »2031 Assessment Flows, AM
- »2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2031 Base Flows								
Arm 1	86.1	379.14	1.23	F	10.6	67.94	0.95	F
Arm 2	164.3	500.47	1.23	F	210.1	667.17	1.31	F
Arm 3	4.7	36.09	0.84	E	3.5	32.34	0.79	C
Arm 4	9.5	14.74	0.91	B	3.7	6.13	0.79	A
2031 Assessment Flows								
Arm 1	104.6	450.41	1.35	F	14.8	88.54	0.99	F
Arm 2	167.7	515.68	1.23	F	223.3	613.67	1.32	F
Arm 3	4.7	36.21	0.84	E	3.7	33.30	0.80	C
Arm 4	10.0	15.54	0.92	C	3.9	6.40	0.80	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	Station Road_Roundstone Bypass Road_B2140_A529 New Road
Location	Angmering
Site number	
Date	12/12/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	2020
Enumerator	Croft Transport Solutions
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Base Flows	AM	ONE HOUR	07:45	09:15	15
D2	2031 Base Flows	PM	ONE HOUR	16:45	18:15	15
D3	2031 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
D4	2031 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base Flows, 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		1, 2, 3, 4	206.28	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Station Road	
2	Roundstone Bypass Road	
3	B2140	
4	A529 New Road	

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)	Exit only
1	4.54	7.92	9.5	16.8	45.5	33.0	
2	4.30	8.63	7.4	20.5	45.5	36.0	
3	3.43	7.40	5.9	19.9	45.5	6.0	
4	9.60	9.89	0.2	26.2	45.5	27.0	

Slope / Intercept / Capacity

Roundabout Slope and intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.643	1818
2	0.625	1724
3	0.619	1536
4	0.884	2989

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	684	100.000
2		✓	1308	100.000
3		✓	454	100.000
4		✓	2223	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	112	123	449
	2	28	0	59	1221
	3	208	84	1	161
	4	565	1303	339	16

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1.26	373.14	56.1	F
2	1.23	500.47	164.3	F
3	0.84	36.06	4.7	E
4	0.31	14.74	9.5	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	515	1307	977	0.527	511	1.1	7.643	A
2	985	694	1290	0.763	972	3.1	10.938	B
3	342	1276	747	0.458	338	0.8	8.744	A
4	1674	239	2777	0.603	1668	1.5	3.227	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	615	1563	813	0.756	608	2.9	16.983	C
2	1176	828	1207	0.674	1134	13.5	36.877	E
3	408	1496	611	0.668	404	1.9	17.059	C
4	1998	285	2737	0.730	1994	2.7	4.814	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	753	1899	597	1.262	589	44.0	159.232	F
2	1440	880	1174	1.227	1170	81.0	155.443	F
3	500	1521	595	0.840	490	4.3	31.633	D
4	2448	341	2687	0.911	2423	8.8	12.608	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	753	1917	585	1.287	585	86.1	379.136	F
2	1440	880	1174	1.227	1174	147.7	362.852	F
3	500	1522	595	0.841	498	4.7	36.089	E
4	2448	347	2682	0.912	2445	9.5	14.744	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	615	1588	796	0.772	787	43.0	223.001	F
2	1176	983	1110	1.059	1109	164.3	509.470	F
3	408	1591	552	0.739	415	3.1	27.328	D
4	1998	291	2731	0.732	2025	2.8	5.290	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	515	1317	971	0.530	682	1.2	23.342	C
2	985	839	1200	0.821	1192	112.4	418.813	F
3	342	1599	547	0.625	347	1.7	18.446	C
4	1674	250	2768	0.605	1679	1.5	3.320	A

2031 Base Flows, 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		1, 2, 3, 4	204.50	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	534	100.000
2		✓	1469	100.000
3		✓	378	100.000
4		✓	1990	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1	2	3	4
	1	0	59	79	396
	2	25	0	68	1376
	3	102	97	0	179
	4	394	1357	215	24

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	
	1	0	0	0	0	
	2	0	0	0	0	
	3	0	0	0	0	
	4	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.95	67.94	10.6	F
2	1.31	567.17	210.1	F
3	0.79	32.34	3.5	C
4	0.79	6.13	3.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	1270	1001	0.402	399	0.7	5.957	A
2	1106	535	1390	0.796	1091	3.7	11.544	B
3	285	1355	698	0.408	282	0.7	8.598	A
4	1498	167	2841	0.527	1494	1.1	2.663	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	480	1519	841	0.571	478	1.3	9.838	A
2	1321	639	1325	0.997	1265	17.6	41.141	E
3	340	1582	558	0.609	337	1.5	16.054	C
4	1789	199	2813	0.636	1786	1.7	3.497	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	588	1856	624	0.942	560	8.2	44.338	E
2	1617	761	1249	1.285	1247	110.3	193.659	F
3	416	1631	527	0.789	409	3.3	28.824	C
4	2191	237	2780	0.788	2184	3.6	5.964	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	588	1864	619	0.948	578	10.6	67.336	F
2	1617	778	1238	1.306	1238	205.2	456.759	F
3	416	1636	524	0.794	415	3.5	32.338	C
4	2191	240	2777	0.789	2191	3.7	6.133	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	480	1530	834	0.575	517	1.4	12.625	B
2	1321	675	1302	1.014	1301	210.1	567.172	F
3	340	1645	518	0.656	346	2.0	21.572	C
4	1789	204	2808	0.637	1797	1.8	3.586	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	1277	996	0.403	405	0.7	6.113	A
2	1106	540	1387	0.798	1380	141.6	459.633	F
3	285	1634	525	0.542	288	1.2	15.368	C
4	1498	175	2834	0.529	1501	1.1	2.706	A

2031 Assessment Flows, 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		1, 2, 3, 4	223.32	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	718	100.000
2		✓	1317	100.000
3		✓	455	100.000
4		✓	2228	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1	2	3	4
	1	0	131	126	461
	2	37	0	59	1221
	3	209	84	1	161
	4	570	1303	339	16

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	
	1	0	0	0	0	
	2	0	0	0	0	
	3	0	0	0	0	
	4	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1.35	450.41	104.6	F
2	1.23	515.68	167.7	F
3	0.84	36.21	4.7	E
4	0.92	15.54	10.0	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	1307	977	0.553	536	1.2	8.065	A
2	992	705	1284	0.772	979	3.2	11.372	B
3	343	1291	738	0.464	339	0.9	8.961	A
4	1677	247	2771	0.605	1671	1.5	3.258	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	645	1563	813	0.794	636	3.5	19.458	C
2	1184	840	1200	0.987	1136	15.3	40.324	E
3	409	1508	603	0.678	404	2.0	17.714	C
4	2003	293	2730	0.734	1998	2.7	4.889	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	791	1898	597	1.324	591	50.2	188.976	F
2	1450	871	1180	1.228	1176	83.7	161.242	F
3	501	1521	595	0.841	491	4.4	31.920	C
4	2453	351	2679	0.916	2427	9.2	13.122	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	791	1916	585	1.350	585	104.6	450.412	F
2	1450	870	1181	1.228	1180	151.2	370.254	F
3	501	1521	596	0.841	499	4.7	36.211	E
4	2453	356	2674	0.917	2450	10.0	15.538	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	645	1590	796	0.811	788	69.0	365.927	F
2	1184	969	1119	1.058	1118	167.7	515.681	F
3	409	1588	553	0.739	416	3.1	27.275	C
4	2003	300	2724	0.735	2032	2.8	5.412	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	1317	971	0.557	811	1.3	80.623	F
2	992	932	1142	0.838	1135	131.8	478.640	F
3	343	1617	536	0.639	347	1.9	19.579	C
4	1677	256	2762	0.607	1682	1.6	3.349	A

2031 Assessment Flows, 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		1, 2, 3, 4	223.05	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	555	100.000
2		✓	1485	100.000
3		✓	380	100.000
4		✓	2000	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1	2	3	4
	1	0	71	80	404
	2	41	0	68	1376
	3	104	97	0	179
	4	404	1357	215	24

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.98	88.54	14.8	F
2	1.32	613.67	223.3	F
3	0.80	33.30	3.7	C
4	0.80	6.40	3.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418	1270	1001	0.417	415	0.7	6.113	A
2	1118	541	1386	0.807	1102	3.9	12.111	B
3	286	1372	687	0.416	283	0.7	8.849	A
4	1506	180	2829	0.532	1501	1.1	2.702	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	1519	841	0.593	496	1.4	10.352	B
2	1335	647	1320	1.012	1269	20.3	45.818	E
3	342	1594	550	0.621	338	1.6	16.713	C
4	1798	214	2800	0.642	1795	1.8	3.576	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	1856	624	0.978	575	10.5	50.179	F
2	1635	763	1247	1.311	1245	117.7	208.244	F
3	418	1633	526	0.796	411	3.4	29.604	C
4	2202	252	2766	0.796	2194	3.8	6.206	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	1863	619	0.987	594	14.8	58.540	F
2	1635	781	1236	1.323	1236	217.5	486.726	F
3	418	1638	523	0.800	417	3.7	33.300	C
4	2202	255	2764	0.797	2202	3.9	6.400	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	1530	834	0.598	552	1.5	15.212	C
2	1335	697	1288	1.036	1288	223.3	513.670	F
3	342	1652	514	0.665	348	2.1	22.416	C
4	1798	220	2795	0.643	1806	1.8	3.669	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418	1278	996	0.419	421	0.7	6.293	A
2	1118	547	1382	0.809	1376	184.8	518.118	F
3	286	1638	523	0.547	290	1.2	15.634	C
4	1506	191	2820	0.534	1508	1.2	2.752	A

APPENDIX 9

ARCADY Output for A280/Chips Away/Roundstone Bypass Road/A529/B2140 Old Worthing Road

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.5.0.6896 © Copyright TRL Limited, 2018			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: A280_Chips Away+A529 (E)_B2140 Old Worthing Road_Roundstone Bypass Road - July 19.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Arcady\July 19

Report generation date: 30/07/2019 14:15:44

- »2031 Base Flows, AM
- »2031 Base Flows, PM
- »2031 Assessment Flows, AM
- »2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2031 Base Flows								
Arm 1	1.7	13.48	0.64	B	1.8	12.15	0.64	B
Arm 2	0.2	124.15	0.21	F	0.1	48.73	0.11	E
Arm 3	1.4	3.53	0.58	A	2.3	5.16	0.70	A
Arm 4	2.3	13.97	0.70	B	0.5	7.11	0.33	A
Arm 5	133.6	272.60	1.17	F	68.7	112.43	1.05	F
2031 Assessment Flows								
Arm 1	1.7	13.52	0.64	B	1.8	12.20	0.65	B
Arm 2	0.2	128.97	0.22	F	0.1	49.35	0.11	E
Arm 3	1.4	3.56	0.59	A	2.4	5.25	0.71	A
Arm 4	2.4	14.19	0.71	B	0.5	7.20	0.34	A
Arm 5	141.6	294.32	1.18	F	69.3	119.11	1.06	F

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

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

File summary

File Description

Title	Roundstone Bypass/A280/Chips Away/A529 (E)/B2140 Old Worthing Road
Location	
Site number	
Date	12/12/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Cadworkstation4\Kyle
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Base Flows	AM	ONE HOUR	07:45	09:15	15
D2	2031 Base Flows	PM	ONE HOUR	16:45	18:15	15
D3	2031 Assessment Flows	AM	ONE HOUR	07:45	09:15	15
D4	2031 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	116.23	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A280	
2	Chips Away	
3	A259 (E)	
4	B2140 Old Worthing Road	
5	Roundstone Bypass Road	

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)	Exit only
1	3.69	7.08	14.0	20.4	70.0	41.0	
2	3.00	7.00	0.1	20.0	70.1	40.0	
3	8.59	10.31	4.1	37.8	70.1	45.0	
4	4.29	6.62	10.8	18.4	70.1	37.0	
5	3.41	7.49	35.4	20.4	70.1	38.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.486	1634
2	0.369	887
3	0.663	2744
4	0.494	1669
5	0.528	1884

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Base Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	427	100.000
2		✓	7	100.000
3		✓	1298	100.000
4		✓	557	100.000
5		✓	1578	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	3	35	68	321
	2	0	0	7	0	0
	3	119	0	20	157	1002
	4	67	0	472	1	17
	5	198	9	1353	9	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	13.48	1.7	B
2	0.21	124.15	0.2	F
3	0.58	3.53	1.4	A
4	0.70	13.97	2.3	B
5	1.17	272.89	133.6	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	1399	953	0.337	319	0.5	5.660	A
2	5	1709	256	0.021	5	0.0	14.390	B
3	977	305	2542	0.384	975	0.6	2.292	A
4	419	1104	1124	0.373	417	0.6	5.077	A
5	1188	509	1616	0.735	1177	2.7	8.024	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	1664	824	0.466	382	0.9	8.121	A
2	6	2036	135	0.047	6	0.0	27.981	D
3	1167	365	2502	0.466	1166	0.9	2.692	A
4	501	1320	1017	0.492	499	1.0	6.934	A
5	1419	609	1563	0.908	1398	7.9	19.656	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	1835	741	0.634	467	1.7	12.975	B
2	8	2291	41	0.189	7	0.2	105.053	F
3	1429	443	2451	0.583	1427	1.4	3.509	A
4	613	1614	872	0.703	608	2.3	13.380	B
5	1737	742	1493	1.164	1483	71.5	105.879	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	1845	737	0.638	470	1.7	13.476	B
2	8	2303	36	0.212	8	0.2	124.151	F
3	1429	446	2449	0.584	1429	1.4	3.529	A
4	613	1618	870	0.705	613	2.3	13.970	B
5	1737	747	1490	1.166	1489	133.6	261.870	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	1801	758	0.507	387	1.0	9.769	A
2	6	2176	83	0.076	7	0.1	47.653	E
3	1167	371	2499	0.467	1169	0.9	2.712	A
4	501	1327	1014	0.494	506	1.0	7.163	A
5	1419	616	1559	0.910	1548	101.3	272.788	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	1753	781	0.412	323	0.7	7.880	A
2	5	2065	124	0.042	5	0.0	30.365	D
3	977	313	2537	0.385	978	0.6	2.312	A
4	419	1112	1120	0.374	421	0.6	5.160	A
5	1188	513	1614	0.736	1579	3.6	118.058	F

2031 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	50.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 Base Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	487	100.000
2		✓	8	100.000
3		✓	1490	100.000
4		✓	231	100.000
5		✓	1551	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
	1	2	3	4	5	
From	1	0	0	30	142	315
	2	0	0	5	0	3
	3	145	7	91	186	1061
	4	36	0	176	0	19
	5	254	0	1194	52	51

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	12.15	1.8	E
2	0.11	48.73	0.1	E
3	0.70	5.16	2.3	A
4	0.33	7.11	0.5	A
5	1.05	112.43	58.7	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367	1175	1062	0.345	365	0.5	5.144	A
2	6	1534	320	0.019	6	0.0	11.455	B
3	1122	421	2465	0.455	1118	0.8	2.666	A
4	174	1255	1049	0.166	173	0.2	4.109	A
5	1168	341	1704	0.685	1159	2.1	6.507	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	438	1403	951	0.460	437	0.8	6.978	A
2	7	1834	210	0.034	7	0.0	17.775	C
3	1339	504	2410	0.556	1338	1.2	3.353	A
4	208	1501	928	0.224	207	0.3	4.999	A
5	1394	408	1669	0.836	1384	4.7	12.216	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	1628	842	0.637	533	1.7	11.523	B
2	9	2153	92	0.096	9	0.1	43.246	E
3	1641	609	2341	0.701	1636	2.3	5.077	A
4	254	1832	764	0.333	254	0.5	7.040	A
5	1708	500	1621	1.054	1587	34.8	55.004	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	1649	831	0.645	536	1.8	12.154	B
2	9	2178	83	0.107	9	0.1	48.730	E
3	1641	613	2338	0.702	1640	2.3	5.158	A
4	254	1839	761	0.334	254	0.5	7.107	A
5	1708	501	1620	1.054	1612	58.7	112.430	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	438	1588	861	0.508	441	1.1	8.618	A
2	7	2023	140	0.051	7	0.1	27.245	D
3	1339	523	2398	0.559	1344	1.3	3.427	A
4	208	1517	920	0.226	208	0.3	5.069	A
5	1394	410	1668	0.836	1604	6.4	59.221	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367	1197	1052	0.349	369	0.5	5.289	A
2	6	1560	310	0.019	6	0.0	11.838	B
3	1122	427	2462	0.456	1123	0.8	2.695	A
4	174	1263	1045	0.166	174	0.2	4.139	A
5	1168	343	1703	0.686	1184	2.2	7.152	A

2031 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	125.45	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Assessment Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	427	100.000
2		✓	7	100.000
3		✓	1305	100.000
4		✓	557	100.000
5		✓	1592	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
	1	2	3	4	5	
From	1	0	3	35	68	321
	2	0	0	7	0	0
	3	119	0	20	157	1009
	4	67	0	472	1	17
	5	198	9	1367	9	9

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	13.52	1.7	E
2	0.22	106.97	0.2	F
3	0.59	3.56	1.4	A
4	0.71	14.19	2.4	B
5	1.19	284.32	141.6	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	1409	948	0.339	319	0.5	5.704	A
2	5	1719	252	0.021	5	0.0	14.595	B
3	982	305	2542	0.386	980	0.6	2.300	A
4	419	1109	1121	0.374	417	0.6	5.098	A
5	1199	509	1616	0.742	1187	2.8	8.204	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	1675	819	0.469	382	0.9	8.218	A
2	6	2047	131	0.048	6	0.0	28.846	D
3	1173	365	2502	0.469	1172	0.9	2.705	A
4	501	1327	1014	0.494	499	1.0	6.982	A
5	1431	609	1563	0.396	1408	8.5	20.734	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	1838	740	0.635	467	1.7	13.034	B
2	8	2293	40	0.193	7	0.2	107.680	F
3	1437	443	2451	0.586	1435	1.4	3.535	A
4	613	1622	868	0.706	608	2.3	13.569	E
5	1753	742	1493	1.174	1484	75.6	111.169	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	1846	736	0.639	470	1.7	13.519	B
2	8	2305	36	0.216	8	0.2	128.883	F
3	1437	446	2449	0.587	1437	1.4	3.556	A
4	613	1626	866	0.708	613	2.4	14.187	B
5	1753	747	1490	1.176	1489	12.1	266.091	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	1804	757	0.507	387	1.1	9.799	A
2	6	2179	82	0.077	7	0.1	48.192	E
3	1173	371	2499	0.469	1175	0.9	2.725	A
4	501	1333	1011	0.495	506	1.0	7.219	A
5	1431	616	1559	0.918	1548	112.3	234.321	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	1773	771	0.417	323	0.7	8.048	A
2	5	2084	117	0.045	5	0.0	32.317	D
3	982	313	2537	0.387	983	0.6	2.320	A
4	419	1117	1117	0.375	421	0.6	5.186	A
5	1199	513	1614	0.743	1599	12.1	143.832	F

2031 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	53.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Assessment Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	487	100.000
2		✓	8	100.000
3		✓	1502	100.000
4		✓	231	100.000
5		✓	1560	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
	1	2	3	4	5	
From	1	0	0	30	142	315
	2	0	0	5	0	3
	3	145	7	91	186	1073
	4	36	0	176	0	19
	5	254	0	1203	52	51

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.65	12.20	1.8	E
2	0.11	48.35	0.1	E
3	0.71	5.25	2.4	A
4	0.34	7.20	0.5	A
5	1.08	118.11	82.9	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367	1181	1059	0.346	365	0.5	5.167	A
2	6	1541	318	0.019	6	0.0	11.544	B
3	1131	421	2465	0.459	1127	0.8	2.684	A
4	174	1264	1045	0.166	173	0.2	4.130	A
5	1174	341	1704	0.689	1166	2.2	6.585	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	438	1411	947	0.462	437	0.8	7.029	A
2	7	1841	207	0.035	7	0.0	18.027	C
3	1350	504	2410	0.560	1349	1.3	3.384	A
4	208	1512	922	0.225	207	0.3	5.036	A
5	1402	408	1669	0.840	1392	4.9	12.524	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	1632	840	0.638	533	1.7	11.586	B
2	9	2157	90	0.098	9	0.1	48.932	E
3	1654	608	2341	0.706	1649	2.4	5.168	A
4	254	1845	758	0.336	253	0.5	7.129	A
5	1718	499	1621	1.060	1590	36.8	87.342	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	1652	830	0.646	536	1.8	12.204	B
2	9	2180	82	0.108	9	0.1	49.349	E
3	1654	613	2338	0.707	1654	2.4	5.254	A
4	254	1851	755	0.337	254	0.5	7.198	A
5	1718	501	1620	1.060	1613	62.9	119.110	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	438	1608	852	0.514	441	1.1	8.817	A
2	7	2042	132	0.054	7	0.1	28.833	D
3	1350	524	2397	0.563	1355	1.3	3.465	A
4	208	1528	915	0.227	208	0.3	5.108	A
5	1402	411	1668	0.841	1626	7.1	78.773	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367	1206	1047	0.350	369	0.5	5.323	A
2	6	1570	307	0.020	6	0.0	11.974	B
3	1131	427	2461	0.459	1133	0.9	2.712	A
4	174	1272	1041	0.167	174	0.2	4.159	A
5	1174	343	1703	0.690	1194	2.3	7.328	A

APPENDIX 10

ARCADY Output for A27 Southern Roundabout (Existing & Proposed)

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: A27 South Roundabout + Existing - July 19.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Arcady\July 19

Report generation date: 30/07/2019 16:12:12

- »2021 Base Flows, AM
- »2021 Base Flows, PM
- »2031 Base Flows, AM
- »2031 Base Flows, PM
- »2021 Assessment Flows, AM
- »2021 Assessment Flows, PM
- »2031 Assessment Flows, AM
- »2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2021 Base Flows								
Arm 1	1.0	8.89	0.50	A	1.1	9.87	0.52	A
Arm 2	1.0	5.29	0.49	A	1.5	7.63	0.59	A
Arm 3	27.0	81.23	1.01	F	1.6	7.87	0.61	A
Arm 5	2.3	6.31	0.70	A	3.4	8.04	0.77	A
2031 Base Flows								
Arm 1	1.4	11.82	0.59	B	1.7	14.71	0.64	B
Arm 2	1.3	6.42	0.56	A	2.2	10.80	0.70	B
Arm 3	84.6	216.96	1.14	F	2.1	10.14	0.69	B
Arm 5	3.2	8.00	0.76	A	5.4	12.07	0.85	B
2021 Assessment Flows								
Arm 1	1.0	8.89	0.50	A	1.1	9.99	0.52	A
Arm 2	1.0	5.31	0.49	A	1.5	7.71	0.60	A
Arm 3	36.3	102.83	1.03	F	1.7	8.26	0.63	A
Arm 5	2.3	6.33	0.70	A	3.4	8.18	0.78	A
2031 Assessment Flows								
Arm 1	1.4	11.78	0.59	B	1.8	14.96	0.64	B
Arm 2	1.3	6.45	0.56	A	2.3	10.96	0.70	B
Arm 3	98.8	259.22	1.16	F	2.3	10.83	0.71	B
Arm 5	3.2	8.02	0.77	A	5.6	12.38	0.85	B

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

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

File summary

File Description

Title	A27 South Roundabout + Mitigation
Location	Angmering
Site number	
Date	22/05/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Croft Transport Solutions
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15
D2	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15
D7	2021 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D8	2021 Assessment Flows	PM	ONE HOUR	17:00	18:30	15
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	31.10	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 WB Off-Slip	
2	Titnore Lane	
3	Water Lane	
4	A27 On Slip	
5	A280 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)	Exit only
1	4.00	6.00	35.0	25.0	60.0	38.0	
2	3.40	7.80	30.0	25.0	60.0	24.0	
3	3.65	6.00	36.0	14.0	60.0	33.0	
4							✓
5	3.70	7.80	22.0	42.0	60.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.551	1693
2	0.617	1997
3	0.539	1642
4		
5	0.648	2080

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	367	100.000
2		✓	591	100.000
3		✓	1067	100.000
4				
5		✓	1213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	29	284	0	54
	2	0	0	114	243	234
	3	0	252	0	78	737
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	570	367	276	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.50	8.89	1.0	A
2	0.49	5.29	1.0	A
3	1.01	81.23	27.9	F
4				
5	0.70	6.31	2.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	1098	1088	0.254	275	0.3	4.420	A
2	445	735	1543	0.288	443	0.4	3.268	A
3	803	605	1316	0.611	797	1.5	6.867	A
4		955						
5	913	188	1958	0.466	910	0.9	3.423	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	1314	969	0.340	329	0.5	5.620	A
2	531	880	1454	0.365	531	0.6	3.896	A
3	959	724	1252	0.766	953	3.1	11.813	E
4		1142						
5	1090	225	1934	0.564	1089	1.3	4.250	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404	1595	814	0.496	402	1.0	8.695	A
2	651	1076	1333	0.488	649	0.9	5.251	A
3	1175	886	1164	1.000	1114	18.4	48.599	F
4		1349						
5	1336	263	1909	0.699	1332	2.3	6.187	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404	1605	809	0.500	404	1.0	8.888	A
2	651	1080	1331	0.489	651	1.0	5.291	A
3	1175	888	1163	1.010	1140	27.0	81.328	F
4		1374						
5	1336	269	1905	0.701	1335	2.3	6.312	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	1343	953	0.346	332	0.5	5.812	A
2	531	886	1451	0.366	533	0.6	3.927	A
3	959	728	1250	0.768	1053	3.6	25.940	D
4		1236						
5	1090	249	1919	0.568	1094	1.3	4.387	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	1107	1083	0.255	277	0.3	4.468	A
2	445	740	1540	0.289	446	0.4	3.291	A
3	803	609	1314	0.611	811	1.6	7.268	A
4		969						
5	913	192	1956	0.467	915	0.9	3.464	A

2021 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	8.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	361	100.000
2		✓	629	100.000
3		✓	654	100.000
4				
5		✓	1388	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	28	301	6	26
	2	0	0	185	181	263
	3	0	147	0	49	458
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	494	587	307	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	5
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.52	9.87	1.1	A
2	0.59	7.63	1.5	A
3	0.61	7.87	1.6	A
4				
5	0.77	8.04	3.4	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	1151	1059	0.257	270	0.3	4.558	A
2	474	920	1430	0.331	472	0.5	3.750	A
3	492	587	1326	0.371	490	0.6	4.296	A
4		670						
5	1045	110	2008	0.520	1041	1.1	3.703	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	1377	934	0.347	324	0.5	5.891	A
2	565	1101	1318	0.429	564	0.7	4.772	A
3	588	703	1263	0.465	587	0.9	5.313	A
4		802						
5	1248	132	1994	0.626	1245	1.6	4.793	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	1683	766	0.519	395	1.1	9.664	A
2	693	1345	1168	0.593	690	1.4	7.490	A
3	720	859	1179	0.611	717	1.5	7.748	A
4		981						
5	1528	161	1975	0.774	1522	3.3	7.822	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	1690	762	0.522	397	1.1	9.871	A
2	693	1351	1164	0.595	692	1.5	7.632	A
3	720	862	1177	0.612	720	1.6	7.866	A
4		984						
5	1528	162	1975	0.774	1528	3.4	8.042	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	1387	929	0.349	327	0.5	5.999	A
2	565	1109	1313	0.431	568	0.8	4.854	A
3	588	708	1261	0.466	591	0.9	5.393	A
4		807						
5	1248	133	1994	0.626	1254	1.7	4.913	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	1158	1055	0.258	273	0.3	4.607	A
2	474	926	1426	0.332	475	0.5	3.791	A
3	492	591	1323	0.372	494	0.6	4.343	A
4		675						
5	1045	111	2008	0.520	1047	1.1	3.756	A

2031 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	78.45	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	399	100.000
2		✓	646	100.000
3		✓	1152	100.000
4				
5		✓	1327	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	32	308	0	59
	2	0	0	122	267	257
	3	0	271	0	83	798
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	626	398	303	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.59	11.82	1.4	B
2	0.56	6.42	1.3	A
3	1.14	218.88	84.6	F
4				
5	0.76	8.00	3.2	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1197	1034	0.291	299	0.4	4.888	A
2	486	800	1503	0.323	484	0.5	3.527	A
3	867	664	1284	0.676	859	2.0	8.328	A
4		1034						
5	999	202	1949	0.513	995	1.0	3.756	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1431	904	0.397	358	0.6	6.573	A
2	581	958	1406	0.413	580	0.7	4.352	A
3	1036	795	1213	0.656	1023	5.1	17.847	C
4		1233						
5	1193	241	1924	0.620	1191	1.6	4.896	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1715	748	0.587	436	1.4	11.440	B
2	711	1170	1276	0.558	709	1.2	6.331	A
3	1268	972	1118	1.134	1104	46.2	95.422	F
4		1371						
5	1461	260	1911	0.764	1455	3.1	7.782	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1723	744	0.591	439	1.4	11.820	E
2	711	1176	1272	0.559	711	1.3	6.418	A
3	1268	975	1116	0.868	1114	34.6	216.364	F
4		1382						
5	1461	262	1910	0.765	1461	3.2	8.004	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1480	877	0.409	362	0.7	7.018	A
2	581	966	1401	0.414	583	0.7	4.411	A
3	1036	800	1211	0.855	1197	44.4	155.730	F
4		1396						
5	1193	282	1897	0.629	1199	1.7	5.195	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1245	1007	0.298	301	0.4	5.112	A
2	486	806	1500	0.324	487	0.5	3.558	A
3	867	669	1282	0.677	1036	2.2	27.680	D
4		1200						
5	999	244	1922	0.520	1002	1.1	3.923	A

2031 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.71	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	393	100.000
2		✓	688	100.000
3		✓	705	100.000
4				
5		✓	1519	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	31	326	7	29
	2	0	0	200	199	289
	3	0	157	0	52	496
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	544	637	338	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	14.71	1.7	E
2	0.70	10.80	2.2	E
3	0.69	10.14	2.1	B
4				
5	0.85	12.07	5.4	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1256	1001	0.296	294	0.4	5.082	A
2	518	1002	1379	0.376	516	0.6	4.155	A
3	531	646	1294	0.410	528	0.7	4.684	A
4		727						
5	1144	118	2004	0.571	1138	1.3	4.136	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1503	865	0.409	352	0.7	7.008	A
2	618	1199	1258	0.492	617	1.0	5.606	A
3	634	773	1225	0.517	632	1.1	6.056	A
4		871						
5	1366	141	1989	0.687	1362	2.1	5.716	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1832	684	0.633	429	1.7	13.926	B
2	758	1461	1096	0.691	753	2.2	10.329	B
3	776	943	1134	0.685	772	2.1	9.833	A
4		1063						
5	1672	172	1968	0.850	1660	5.2	11.251	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1844	677	0.639	432	1.7	14.706	E
2	758	1471	1090	0.695	757	2.2	10.804	E
3	776	949	1131	0.686	776	2.1	10.137	E
4		1069						
5	1672	173	1968	0.850	1672	5.4	12.066	E

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1520	855	0.413	357	0.7	7.288	A
2	618	1214	1248	0.495	623	1.0	5.803	A
3	634	782	1221	0.519	638	1.1	6.221	A
4		879						
5	1366	142	1988	0.687	1378	2.2	6.025	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1266	996	0.297	297	0.4	5.160	A
2	518	1010	1374	0.377	520	0.6	4.219	A
3	531	651	1291	0.411	532	0.7	4.755	A
4		733						
5	1144	119	2003	0.571	1147	1.3	4.225	A

2021 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	38.67	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2021 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	367	100.000
2		✓	591	100.000
3		✓	1091	100.000
4				
5		✓	1217	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	29	284	0	54
	2	0	0	114	243	234
	3	0	252	0	78	761
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	570	367	280	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.50	8.89	1.0	A
2	0.49	5.31	1.0	A
3	1.03	102.83	36.3	F
4				
5	0.70	6.33	2.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	1101	1087	0.254	275	0.3	4.429	A
2	445	738	1542	0.289	443	0.4	3.274	A
3	821	608	1314	0.625	815	1.6	7.122	A
4		973						
5	916	188	1958	0.468	913	0.9	3.433	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	1317	967	0.341	329	0.5	5.636	A
2	531	884	1452	0.366	531	0.6	3.906	A
3	981	728	1250	0.785	974	3.4	12.720	B
4		1163						
5	1094	225	1934	0.566	1092	1.3	4.268	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404	1595	814	0.496	402	1.0	8.704	A
2	651	1081	1331	0.489	649	0.9	5.272	A
3	1201	891	1162	1.034	1123	22.9	54.489	F
4		1359						
5	1340	259	1912	0.701	1336	2.3	6.209	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404	1605	809	0.500	404	1.0	8.890	A
2	651	1084	1328	0.490	651	1.0	5.313	A
3	1201	893	1161	0.765	1148	36.3	166.833	F
4		1383						
5	1340	265	1908	0.702	1340	2.3	6.331	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	1354	947	0.348	332	0.5	5.868	A
2	531	889	1449	0.367	533	0.6	3.939	A
3	981	731	1248	0.786	1110	4.1	42.192	E
4		1290						
5	1094	256	1914	0.572	1098	1.3	4.433	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	1110	1082	0.255	277	0.3	4.480	A
2	445	743	1539	0.289	446	0.4	3.298	A
3	821	612	1312	0.626	831	1.7	7.619	A
4		989						
5	916	192	1955	0.469	918	0.9	3.475	A

2021 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	8.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2021 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	361	100.000
2		✓	629	100.000
3		✓	670	100.000
4				
5		✓	1395	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	28	301	6	26
	2	0	0	185	181	263
	3	0	147	0	49	474
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	494	587	314	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.52	9.99	1.1	A
2	0.60	7.71	1.5	A
3	0.63	8.26	1.7	A
4				
5	0.78	8.18	3.4	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	1156	1056	0.257	270	0.3	4.574	A
2	474	925	1427	0.332	472	0.5	3.761	A
3	504	592	1323	0.381	502	0.6	4.374	A
4		682						
5	1050	110	2008	0.523	1046	1.1	3.723	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	1384	931	0.349	324	0.5	5.924	A
2	565	1107	1314	0.430	564	0.7	4.795	A
3	602	709	1260	0.478	601	0.9	5.456	A
4		817						
5	1254	132	1994	0.629	1252	1.7	4.832	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	1690	762	0.522	395	1.1	9.771	A
2	693	1352	1163	0.595	690	1.4	7.562	A
3	738	866	1175	0.628	735	1.6	8.120	A
4		998						
5	1536	161	1975	0.778	1529	3.4	7.949	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	1697	758	0.525	397	1.1	9.987	A
2	693	1358	1159	0.597	692	1.5	7.707	A
3	738	870	1173	0.629	738	1.7	8.259	A
4		1002						
5	1536	162	1975	0.778	1536	3.4	8.182	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	1394	925	0.351	327	0.5	6.038	A
2	565	1116	1309	0.432	568	0.8	4.877	A
3	602	714	1257	0.479	605	0.9	5.547	A
4		822						
5	1254	133	1994	0.629	1261	1.7	4.958	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	1164	1052	0.258	273	0.4	4.625	A
2	474	931	1423	0.333	475	0.5	3.803	A
3	504	596	1321	0.382	506	0.6	4.426	A
4		687						
5	1050	111	2008	0.523	1053	1.1	3.780	A

2031 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	88.34	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	399	100.000
2		✓	646	100.000
3		✓	1176	100.000
4				
5		✓	1331	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	32	308	0	59
	2	0	0	122	267	257
	3	0	271	0	83	822
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	626	398	307	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.59	11.78	1.4	B
2	0.56	6.45	1.3	A
3	1.16	259.22	98.8	F
4				
5	0.77	8.02	3.2	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1200	1032	0.291	299	0.4	4.899	A
2	486	803	1502	0.324	484	0.5	3.534	A
3	885	667	1282	0.690	877	2.2	8.702	A
4		1052						
5	1002	202	1949	0.514	998	1.0	3.768	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1434	903	0.397	358	0.7	6.593	A
2	581	962	1404	0.414	580	0.7	4.363	A
3	1057	799	1212	0.673	1042	5.9	19.759	C
4		1252						
5	1197	240	1924	0.622	1194	1.6	4.916	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1714	749	0.587	436	1.4	11.425	B
2	711	1174	1273	0.559	709	1.2	6.362	A
3	1295	976	1116	1.160	1105	63.3	197.778	F
4		1374						
5	1465	255	1915	0.765	1459	3.1	7.800	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1722	744	0.590	439	1.4	11.783	E
2	711	1180	1269	0.560	711	1.3	6.450	A
3	1295	980	1114	0.882	1113	22.8	280.223	F
4		1382						
5	1465	256	1914	0.766	1465	3.2	8.016	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1478	879	0.408	362	0.7	7.003	A
2	581	969	1399	0.415	583	0.7	4.423	A
3	1057	804	1209	0.675	1197	20.9	244.371	F
4		1398						
5	1197	276	1901	0.629	1202	1.7	5.195	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1265	996	0.302	301	0.4	5.192	A
2	486	809	1498	0.325	487	0.5	3.567	A
3	885	672	1280	0.692	1131	2.4	60.748	F
4		1290						
5	1002	261	1911	0.524	1004	1.1	3.983	A

2031 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	12.05	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	393	100.000
2		✓	688	100.000
3		✓	722	100.000
4				
5		✓	1526	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	31	326	7	29
	2	0	0	200	199	289
	3	0	157	0	52	513
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	544	637	345	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	14.96	1.8	E
2	0.70	10.96	2.3	E
3	0.71	10.83	2.3	B
4				
5	0.85	12.38	5.6	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1261	998	0.296	294	0.4	5.098	A
2	518	1007	1376	0.376	516	0.6	4.171	A
3	544	651	1291	0.421	541	0.7	4.780	A
4		740						
5	1149	118	2004	0.573	1144	1.3	4.160	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1509	861	0.410	352	0.7	7.055	A
2	618	1205	1254	0.493	617	1.0	5.640	A
3	649	779	1222	0.531	647	1.1	6.249	A
4		886						
5	1372	141	1989	0.690	1368	2.2	5.772	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1839	680	0.637	429	1.7	14.135	B
2	758	1468	1092	0.694	753	2.2	10.463	B
3	795	950	1130	0.704	790	2.3	10.456	E
4		1081						
5	1680	172	1968	0.854	1667	5.4	11.496	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1852	672	0.643	432	1.8	14.957	E
2	758	1479	1085	0.698	757	2.3	10.960	E
3	795	956	1127	0.706	795	2.3	10.830	E
4		1087						
5	1680	173	1968	0.884	1679	5.6	12.376	E

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1527	852	0.415	357	0.7	7.344	A
2	618	1221	1244	0.497	624	1.0	5.846	A
3	649	788	1217	0.533	654	1.2	6.444	A
4		895						
5	1372	142	1988	0.690	1385	2.3	6.100	A

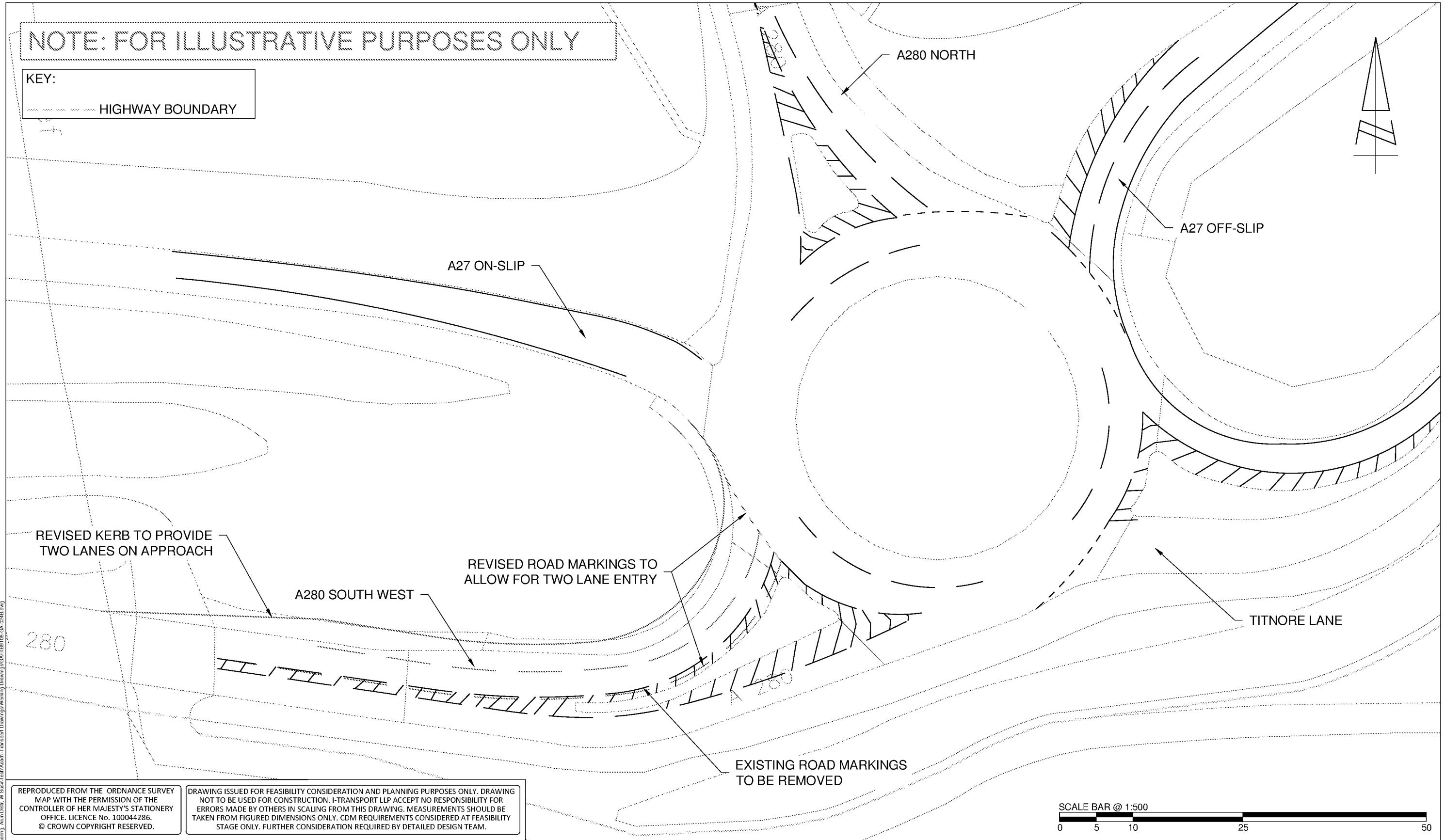
18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1271	993	0.298	297	0.4	5.182	A
2	518	1015	1371	0.378	520	0.6	4.235	A
3	544	656	1288	0.422	545	0.7	4.858	A
4		746						
5	1149	119	2003	0.574	1153	1.4	4.252	A

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

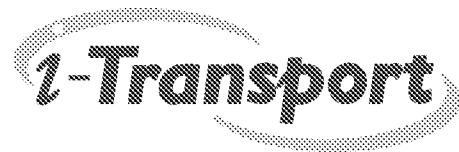
KEY:

----- HIGHWAY BOUNDARY



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B	19.06.17	MC	UPDATED AS PER STAGE 1 RSA COMMENTS	TW	TW
A	04.11.16	MC	MINOR AMENDMENTS	TW	TW
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE: PROPOSED IMPROVEMENT SCHEME TO A280 / A27 / TITNORE LANE ROUNDABOUT		SCALE @ A3: 1:500	CHECKED: TW	APPROVED: TW
PROJECT: LAND SOUTH OF WATER LANE, ANGMERING		FILE REF: ITB9105-GA-024	DRAWN: MC	DATE: 14.07.16
CLIENT: RYDON HOMES, GLEESON DEVELOPMENTS LTD		DRAWING No: ITB9105-GA-024		
		PROJECT No: ITB9105		REV: B

T:\Projects\0200 Series Project Numbers\105 TEL Land at Angmering_Arun Dist. W. Surr\Tech\Kash-T-Transport Drawings\Working Drawings\GA\ITB9105-GA-024B.dwg

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: A27 South Roundabout + IMPS - July 19.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Arcady\July 19

Report generation date: 30/07/2019 16:27:21

- »2021 Base Flows, AM
- »2021 Base Flows, PM
- »2031 Base Flows, AM
- »2031 Base Flows, PM
- »2021 Assessment Flows, AM
- »2021 Assessment Flows, PM
- »2031 Assessment Flows, AM
- »2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2021 Base Flows								
Arm 1	1.0	8.99	0.50	A	1.1	9.87	0.52	A
Arm 2	1.0	5.29	0.49	A	1.5	7.63	0.59	A
Arm 3	3.7	11.78	0.79	B	0.9	4.65	0.48	A
Arm 5	2.3	6.37	0.70	A	3.4	8.04	0.77	A
2031 Base Flows								
Arm 1	1.5	12.62	0.61	B	1.7	14.71	0.64	B
Arm 2	1.3	6.42	0.56	A	2.2	10.80	0.70	B
Arm 3	7.3	21.82	0.89	C	1.2	5.41	0.54	A
Arm 5	3.4	8.43	0.77	A	5.4	12.07	0.85	B
2021 Assessment Flows								
Arm 1	1.0	9.04	0.50	A	1.1	9.99	0.52	A
Arm 2	1.0	5.31	0.49	A	1.5	7.71	0.60	A
Arm 3	4.2	12.99	0.81	B	1.0	4.78	0.50	A
Arm 5	2.4	6.42	0.71	A	3.4	8.18	0.78	A
2031 Assessment Flows								
Arm 1	1.5	12.72	0.61	B	1.8	14.96	0.64	B
Arm 2	1.3	6.45	0.56	A	2.3	10.96	0.70	B
Arm 3	8.7	25.85	0.91	C	1.2	5.60	0.55	A
Arm 5	3.4	8.52	0.78	A	5.6	12.38	0.86	B

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

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

File summary

File Description

Title	A27 South Roundabout + Mitigation
Location	Angmering
Site number	
Date	22/05/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Croft Transport Solutions
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15
D2	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15
D7	2021 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D8	2021 Assessment Flows	PM	ONE HOUR	17:00	18:30	15
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	8.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 WB Off-Slip	
2	Titnore Lane	
3	Water Lane	
4	A27 On Slip	
5	A280 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)	Exit only
1	4.00	6.00	35.0	25.0	60.0	38.0	
2	3.40	7.80	30.0	25.0	60.0	24.0	
3	3.65	7.50	50.0	20.0	60.0	33.0	
4							✓
5	3.70	7.80	22.0	42.0	60.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.551	1693
2	0.617	1997
3	0.610	2021
4		
5	0.648	2080

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	367	100.000
2		✓	591	100.000
3		✓	1067	100.000
4				
5		✓	1213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	29	284	0	54
	2	0	0	114	243	234
	3	0	252	0	78	737
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	570	367	276	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.50	8.99	1.0	A
2	0.49	5.29	1.0	A
3	0.79	11.78	3.7	B
4				
5	0.70	6.37	2.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	1099	1088	0.254	275	0.3	4.421	A
2	445	735	1543	0.288	443	0.4	3.268	A
3	803	605	1651	0.486	800	0.9	4.207	A
4		957						
5	913	189	1957	0.467	910	0.9	3.425	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	1315	969	0.341	329	0.5	5.624	A
2	531	880	1454	0.365	531	0.6	3.896	A
3	959	724	1579	0.608	957	1.5	5.766	A
4		1145						
5	1090	226	1933	0.564	1089	1.3	4.253	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404	1607	808	0.500	402	1.0	8.838	A
2	651	1076	1333	0.488	649	0.9	5.250	A
3	1175	886	1480	0.794	1166	3.6	11.181	B
4		1397						
5	1336	275	1901	0.702	1331	2.3	6.272	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404	1613	804	0.502	404	1.0	8.989	A
2	651	1080	1331	0.489	651	1.0	5.291	A
3	1175	888	1479	0.794	1174	3.7	11.779	B
4		1406						
5	1336	277	1900	0.703	1335	2.3	6.369	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	1323	964	0.342	332	0.5	5.712	A
2	531	886	1451	0.366	533	0.6	3.927	A
3	959	728	1577	0.608	968	1.6	5.996	A
4		1157						
5	1090	229	1932	0.565	1095	1.3	4.322	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	1105	1084	0.255	277	0.3	4.463	A
2	445	740	1541	0.289	446	0.4	3.291	A
3	803	609	1649	0.487	806	1.0	4.279	A
4		964						
5	913	190	1956	0.467	915	0.9	3.461	A

2021 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	361	100.000
2		✓	629	100.000
3		✓	654	100.000
4				
5		✓	1388	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	28	301	6	26
	2	0	0	185	181	263
	3	0	147	0	49	458
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	494	587	307	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.52	9.87	1.1	A
2	0.59	7.63	1.5	A
3	0.48	4.65	0.9	A
4				
5	0.77	8.04	3.4	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	1151	1059	0.257	270	0.3	4.558	A
2	474	920	1430	0.331	472	0.5	3.748	A
3	492	587	1663	0.296	491	0.4	3.068	A
4		671						
5	1045	110	2008	0.520	1041	1.1	3.703	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	1377	934	0.347	324	0.5	5.891	A
2	565	1101	1318	0.429	564	0.7	4.771	A
3	588	703	1592	0.369	587	0.6	3.581	A
4		803						
5	1248	132	1994	0.626	1245	1.6	4.793	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	1683	766	0.519	395	1.1	9.668	A
2	693	1345	1168	0.593	690	1.4	7.488	A
3	720	859	1497	0.481	719	0.9	4.618	A
4		982						
5	1528	162	1975	0.774	1522	3.3	7.825	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	1690	762	0.522	397	1.1	9.871	A
2	693	1351	1164	0.595	692	1.5	7.630	A
3	720	862	1495	0.482	720	0.9	4.645	A
4		984						
5	1528	162	1975	0.774	1528	3.4	8.042	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	1387	929	0.349	327	0.5	5.997	A
2	565	1109	1313	0.431	568	0.8	4.853	A
3	588	708	1589	0.370	589	0.6	3.604	A
4		806						
5	1248	132	1994	0.626	1254	1.7	4.910	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	1158	1055	0.258	273	0.3	4.607	A
2	474	926	1426	0.332	475	0.5	3.787	A
3	492	591	1660	0.297	493	0.4	3.085	A
4		674						
5	1045	111	2008	0.520	1047	1.1	3.758	A

2031 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	12.91	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	399	100.000
2		✓	646	100.000
3		✓	1152	100.000
4				
5		✓	1327	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	32	308	0	59
	2	0	0	122	267	257
	3	0	271	0	83	798
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	626	398	303	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.61	12.62	1.5	B
2	0.56	6.42	1.3	A
3	0.89	21.82	7.3	C
4				
5	0.77	8.43	3.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1198	1033	0.291	299	0.4	4.891	A
2	486	800	1503	0.323	484	0.5	3.528	A
3	867	664	1615	0.537	863	1.1	4.754	A
4		1037						
5	999	203	1948	0.513	995	1.0	3.758	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1433	903	0.397	358	0.7	6.587	A
2	581	958	1406	0.413	580	0.7	4.353	A
3	1036	795	1536	0.674	1032	2.0	7.099	A
4		1241						
5	1193	243	1922	0.621	1191	1.6	4.903	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1748	730	0.602	436	1.5	12.129	B
2	711	1169	1276	0.557	709	1.2	6.328	A
3	1268	972	1428	0.888	1250	6.7	18.534	C
4		1506						
5	1461	294	1889	0.773	1454	3.3	8.152	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1759	724	0.607	439	1.5	12.618	B
2	711	1176	1272	0.559	711	1.3	6.419	A
3	1268	975	1426	0.680	1266	7.3	21.818	C
4		1523						
5	1461	298	1887	0.774	1461	3.4	8.433	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1448	895	0.401	362	0.7	6.793	A
2	581	967	1401	0.415	583	0.7	4.415	A
3	1036	800	1533	0.676	1056	2.1	7.869	A
4		1266						
5	1193	248	1919	0.622	1200	1.7	5.053	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1206	1028	0.292	301	0.4	4.960	A
2	486	806	1500	0.324	487	0.5	3.558	A
3	867	668	1613	0.538	871	1.2	4.879	A
4		1047						
5	999	205	1947	0.513	1001	1.1	3.815	A

2031 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.70	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	393	100.000
2		✓	688	100.000
3		✓	705	100.000
4				
5		✓	1519	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	31	326	7	29
	2	0	0	200	199	289
	3	0	157	0	52	496
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	544	637	338	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	14.71	1.7	E
2	0.70	10.80	2.2	E
3	0.54	5.41	1.2	A
4				
5	0.85	12.07	5.4	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1256	1001	0.296	294	0.4	5.083	A
2	518	1002	1379	0.376	516	0.6	4.155	A
3	531	646	1627	0.326	529	0.5	3.273	A
4		728						
5	1144	118	2003	0.571	1138	1.3	4.137	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1503	865	0.409	352	0.7	7.009	A
2	618	1199	1258	0.492	617	1.0	5.606	A
3	634	773	1549	0.409	633	0.7	3.926	A
4		871						
5	1366	141	1988	0.687	1362	2.1	5.717	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1833	683	0.633	429	1.7	13.942	B
2	758	1461	1096	0.691	753	2.2	10.329	B
3	776	943	1446	0.537	774	1.1	5.349	A
4		1065						
5	1672	172	1968	0.850	1660	5.2	11.262	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1845	677	0.639	432	1.7	14.706	E
2	758	1471	1090	0.695	757	2.2	10.804	E
3	776	949	1442	0.538	776	1.2	5.406	A
4		1069						
5	1672	173	1968	0.850	1672	5.4	12.069	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1520	856	0.413	357	0.7	7.281	A
2	618	1214	1248	0.495	623	1.0	5.805	A
3	634	782	1544	0.411	636	0.7	3.972	A
4		877						
5	1366	142	1988	0.687	1378	2.2	6.024	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1266	996	0.297	297	0.4	5.161	A
2	518	1010	1374	0.377	520	0.6	4.220	A
3	531	651	1624	0.327	532	0.5	3.298	A
4		733						
5	1144	118	2003	0.571	1147	1.3	4.224	A

2021 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	8.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2021 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	367	100.000
2		✓	591	100.000
3		✓	1091	100.000
4				
5		✓	1217	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	29	284	0	54
	2	0	0	114	243	234
	3	0	252	0	78	761
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	570	367	280	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.50	9.04	1.0	A
2	0.49	5.31	1.0	A
3	0.81	12.99	4.2	B
4				
5	0.71	6.42	2.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	1102	1086	0.254	275	0.3	4.430	A
2	445	738	1542	0.289	443	0.4	3.275	A
3	821	608	1650	0.498	817	1.0	4.306	A
4		975						
5	916	189	1957	0.468	913	0.9	3.434	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	1318	967	0.341	329	0.5	5.642	A
2	531	884	1452	0.366	531	0.6	3.907	A
3	981	728	1577	0.622	978	1.6	5.991	A
4		1167						
5	1094	226	1933	0.566	1092	1.3	4.272	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404	1611	805	0.502	402	1.0	8.873	A
2	651	1081	1331	0.489	649	0.9	5.273	A
3	1201	890	1478	0.813	1191	4.1	12.187	E
4		1423						
5	1340	275	1901	0.705	1336	2.3	6.317	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404	1617	802	0.504	404	1.0	9.043	A
2	651	1084	1328	0.490	651	1.0	5.314	A
3	1201	893	1476	0.814	1201	4.2	12.993	B
4		1432						
5	1340	277	1900	0.705	1340	2.4	6.420	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	1327	962	0.343	332	0.5	5.730	A
2	531	889	1448	0.367	533	0.6	3.940	A
3	981	732	1574	0.623	991	1.7	6.271	A
4		1180						
5	1094	229	1932	0.566	1098	1.3	4.342	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	1108	1082	0.255	277	0.3	4.473	A
2	445	743	1539	0.289	446	0.4	3.296	A
3	821	612	1648	0.499	824	1.0	4.387	A
4		982						
5	916	190	1956	0.468	918	0.9	3.474	A

2021 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2021 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	361	100.000
2		✓	629	100.000
3		✓	670	100.000
4				
5		✓	1395	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	28	301	6	26
	2	0	0	185	181	263
	3	0	147	0	49	474
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	494	587	314	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.52	9.99	1.1	A
2	0.60	7.71	1.5	A
3	0.50	4.78	1.0	A
4				
5	0.78	8.18	3.4	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	1156	1056	0.257	270	0.3	4.575	A
2	474	925	1427	0.332	472	0.5	3.761	A
3	504	592	1659	0.304	503	0.4	3.108	A
4		683						
5	1050	110	2008	0.523	1046	1.1	3.724	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	1384	931	0.349	324	0.5	5.925	A
2	565	1107	1314	0.430	564	0.7	4.795	A
3	602	709	1588	0.379	602	0.6	3.647	A
4		817						
5	1254	132	1994	0.629	1252	1.7	4.832	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	1691	761	0.522	395	1.1	9.776	A
2	693	1352	1163	0.595	690	1.4	7.562	A
3	738	866	1492	0.494	736	1.0	4.752	A
4		999						
5	1536	162	1975	0.778	1529	3.4	7.951	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	1698	758	0.525	397	1.1	9.987	A
2	693	1358	1159	0.597	692	1.5	7.707	A
3	738	870	1490	0.495	738	1.0	4.783	A
4		1002						
5	1536	162	1975	0.778	1536	3.4	8.182	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	1393	925	0.351	327	0.5	6.034	A
2	565	1116	1309	0.432	568	0.8	4.877	A
3	602	714	1585	0.380	604	0.6	3.675	A
4		821						
5	1254	132	1994	0.629	1261	1.7	4.957	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	1164	1052	0.258	273	0.4	4.622	A
2	474	931	1423	0.333	475	0.5	3.803	A
3	504	596	1657	0.304	505	0.4	3.128	A
4		686						
5	1050	111	2008	0.523	1053	1.1	3.780	A

2031 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	14.35	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	399	100.000
2		✓	646	100.000
3		✓	1176	100.000
4				
5		✓	1331	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	32	308	0	59
	2	0	0	122	267	257
	3	0	271	0	83	822
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	626	398	307	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.61	12.72	1.5	B
2	0.56	6.45	1.3	A
3	0.91	25.85	8.7	C
4				
5	0.78	8.52	3.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1201	1031	0.291	299	0.4	4.902	A
2	486	803	1502	0.324	484	0.5	3.534	A
3	885	667	1614	0.549	881	1.2	4.880	A
4		1055						
5	1002	203	1948	0.514	998	1.0	3.770	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1437	901	0.398	358	0.7	6.610	A
2	581	962	1404	0.414	580	0.7	4.363	A
3	1057	799	1534	0.689	1053	2.2	7.438	A
4		1263						
5	1197	243	1923	0.622	1194	1.6	4.927	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1752	728	0.604	436	1.5	12.204	B
2	711	1174	1273	0.559	709	1.2	6.357	A
3	1295	976	1425	0.908	1272	7.8	20.971	C
4		1529						
5	1465	293	1890	0.775	1459	3.3	8.220	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1763	722	0.609	439	1.5	12.717	B
2	711	1180	1269	0.560	711	1.3	6.446	A
3	1295	980	1423	0.691	1291	2.3	8.489	A
4		1548						
5	1465	298	1887	0.777	1465	3.4	8.517	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1453	892	0.402	362	0.7	6.828	A
2	581	970	1399	0.415	583	0.7	4.425	A
3	1057	804	1530	0.691	1083	2.3	8.489	A
4		1292						
5	1197	250	1918	0.624	1203	1.7	5.086	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1209	1027	0.293	301	0.4	4.972	A
2	486	809	1498	0.325	487	0.5	3.564	A
3	885	672	1611	0.550	890	1.2	5.018	A
4		1065						
5	1002	205	1947	0.515	1004	1.1	3.828	A

2031 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.92	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	393	100.000
2		✓	688	100.000
3		✓	722	100.000
4				
5		✓	1526	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	31	326	7	29
	2	0	0	200	199	289
	3	0	157	0	52	513
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	544	637	345	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	14.96	1.8	E
2	0.70	10.96	2.3	E
3	0.55	5.60	1.2	A
4				
5	0.85	12.38	5.6	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1261	998	0.296	294	0.4	5.098	A
2	518	1007	1376	0.376	516	0.6	4.173	A
3	544	651	1623	0.335	542	0.5	3.322	A
4		741						
5	1149	118	2003	0.573	1144	1.3	4.161	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1509	861	0.410	352	0.7	7.057	A
2	618	1205	1254	0.493	617	1.0	5.642	A
3	649	779	1545	0.420	648	0.7	4.008	A
4		887						
5	1372	141	1988	0.690	1368	2.2	5.773	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1840	679	0.637	429	1.7	14.150	B
2	758	1468	1092	0.694	753	2.2	10.466	B
3	795	950	1441	0.552	793	1.2	5.537	A
4		1084						
5	1680	172	1968	0.854	1667	5.4	11.509	B

17:45 - 18:00

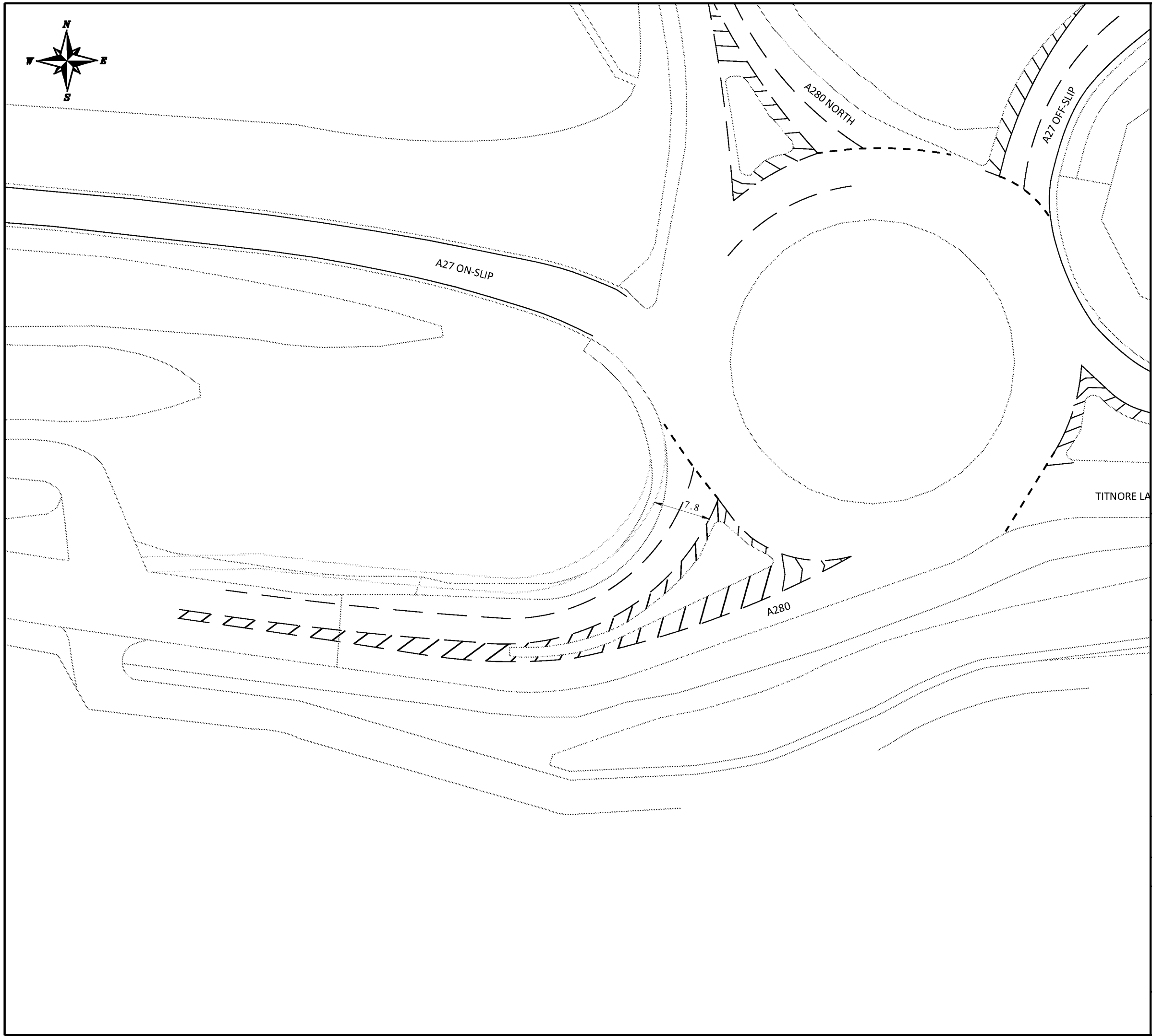
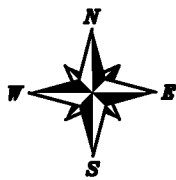
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1852	672	0.643	432	1.8	14.961	E
2	758	1479	1085	0.698	757	2.3	10.963	E
3	795	956	1437	0.553	795	1.2	5.603	A
4		1088						
5	1680	173	1968	0.884	1679	5.6	12.380	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1527	852	0.415	357	0.7	7.342	A
2	618	1221	1244	0.497	624	1.0	5.845	A
3	649	788	1540	0.421	651	0.7	4.058	A
4		892						
5	1372	142	1988	0.690	1385	2.3	6.096	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1271	993	0.298	297	0.4	5.184	A
2	518	1015	1371	0.378	520	0.6	4.238	A
3	544	656	1620	0.335	544	0.5	3.350	A
4		745						
5	1149	118	2003	0.574	1153	1.4	4.251	A



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: GLADMAN				
PROJECT: ARUNDEL ROAD, ANGERMING				
DRAWING TITLE: POTENTIAL A280/A2700 ROUNDAABOUT IMPROVEMENTS				
SCALES: 1:500 @ A3				
DRAWN: JC	CHECKED: MR	DATE: AUG 18		
Croft Transport Planning & Design Hill Quays 9 Jordan Street Manchester M15 4PY Email: info@croftts.co.uk Tel: 0161 667 3746 Web: www.croftts.co.uk				 CROFT
DRAWING NUMBER: 2020-F04		REVISION: -		

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
[REDACTED]	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: A27 South Roundabout + IMPS + CROFT IMPS - July 19.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Arcady\July 19

Report generation date: 30/07/2019 16:31:09

- »2031 Base Flows, AM
- »2031 Base Flows, PM
- »2031 Assessment Flows, AM
- »2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2031 Base Flows								
Arm 1	1.5	12.62	0.61	B	1.7	14.71	0.64	B
Arm 2	1.3	6.42	0.56	A	2.2	10.80	0.70	B
Arm 3	5.8	17.19	0.86	C	1.1	5.05	0.52	A
Arm 5	3.4	8.44	0.77	A	5.4	12.07	0.85	B
2031 Assessment Flows								
Arm 1	1.5	12.73	0.61	B	1.8	14.96	0.64	B
Arm 2	1.3	6.45	0.56	A	2.3	10.96	0.70	B
Arm 3	6.8	19.77	0.88	C	1.1	5.22	0.54	A
Arm 5	3.4	8.52	0.78	A	5.6	12.38	0.85	B

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

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

File summary

File Description

Title	A27 South Roundabout + Mitigation
Location	Angmering
Site number	
Date	22/05/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Croft Transport Solutions
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.40	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 WB Off-Slip	
2	Titnore Lane	
3	Water Lane	
4	A27 On Slip	
5	A280 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)	Exit only
1	4.00	6.00	35.0	25.0	60.0	38.0	
2	3.40	7.80	30.0	25.0	60.0	24.0	
3	3.65	7.80	50.0	20.0	60.0	33.0	
4							✓
5	3.70	7.80	22.0	42.0	60.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.551	1693
2	0.617	1997
3	0.620	2078
4		
5	0.648	2080

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	399	100.000
2		✓	646	100.000
3		✓	1152	100.000
4				
5		✓	1327	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	32	308	0	59
	2	0	0	122	267	257
	3	0	271	0	83	798
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	626	398	303	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.61	12.62	1.5	B
2	0.56	6.42	1.3	A
3	0.86	17.19	5.8	C
4				
5	0.77	8.44	3.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1198	1033	0.291	299	0.4	4.891	A
2	486	800	1503	0.323	484	0.5	3.528	A
3	867	664	1666	0.521	863	1.1	4.461	A
4		1038						
5	999	203	1948	0.513	995	1.0	3.759	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1434	903	0.397	358	0.7	6.587	A
2	581	958	1406	0.413	580	0.7	4.353	A
3	1036	795	1585	0.653	1033	1.8	6.481	A
4		1242						
5	1193	243	1922	0.621	1191	1.6	4.903	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1749	729	0.603	436	1.5	12.151	E
2	711	1169	1276	0.557	709	1.2	6.328	A
3	1268	972	1475	0.660	1254	5.5	15.349	D
4		1510						
5	1461	295	1889	0.774	1454	3.3	8.163	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1759	724	0.607	439	1.5	12.624	E
2	711	1176	1272	0.559	711	1.3	6.419	A
3	1268	975	1473	0.661	1267	5.8	17.194	D
4		1524						
5	1461	298	1887	0.774	1461	3.4	8.437	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1447	896	0.400	362	0.7	6.788	A
2	581	967	1401	0.415	583	0.7	4.415	A
3	1036	800	1582	0.655	1051	1.9	6.976	A
4		1261						
5	1193	247	1920	0.621	1200	1.7	5.048	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1206	1028	0.292	301	0.4	4.958	A
2	486	806	1500	0.324	487	0.5	3.558	A
3	867	668	1663	0.521	871	1.1	4.561	A
4		1046						
5	999	205	1947	0.513	1001	1.1	3.815	A

2031 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.62	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	393	100.000
2		✓	688	100.000
3		✓	705	100.000
4				
5		✓	1519	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	31	326	7	29
	2	0	0	200	199	289
	3	0	157	0	52	496
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	544	637	338	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	14.71	1.7	E
2	0.70	10.80	2.2	E
3	0.52	5.05	1.1	A
4				
5	0.85	12.07	5.4	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1256	1001	0.296	294	0.4	5.083	A
2	518	1002	1379	0.376	516	0.6	4.155	A
3	531	646	1677	0.316	529	0.5	3.129	A
4		728						
5	1144	118	2003	0.571	1138	1.3	4.137	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1503	865	0.409	352	0.7	7.009	A
2	618	1199	1258	0.492	617	1.0	5.606	A
3	634	773	1599	0.396	633	0.7	3.725	A
4		872						
5	1366	141	1988	0.687	1362	2.1	5.717	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1833	683	0.633	429	1.7	13.943	B
2	758	1461	1096	0.691	753	2.2	10.329	B
3	776	943	1493	0.520	775	1.1	4.998	A
4		1065						
5	1672	172	1968	0.850	1660	5.2	11.262	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1845	677	0.639	432	1.7	14.706	E
2	758	1471	1090	0.695	757	2.2	10.805	E
3	776	949	1490	0.521	776	1.1	5.046	A
4		1069						
5	1672	173	1968	0.850	1672	5.4	12.069	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1520	856	0.413	357	0.7	7.281	A
2	618	1214	1248	0.495	623	1.0	5.803	A
3	634	782	1593	0.398	635	0.7	3.765	A
4		877						
5	1366	142	1988	0.687	1378	2.2	6.024	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1266	996	0.297	297	0.4	5.161	A
2	518	1010	1374	0.377	520	0.6	4.220	A
3	531	651	1674	0.317	532	0.5	3.152	A
4		732						
5	1144	118	2003	0.571	1147	1.3	4.223	A

2031 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	12.34	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	399	100.000
2		✓	646	100.000
3		✓	1176	100.000
4				
5		✓	1331	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	32	308	0	59
	2	0	0	122	267	257
	3	0	271	0	83	822
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	626	398	307	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.61	12.73	1.5	B
2	0.56	6.45	1.3	A
3	0.88	19.77	6.8	C
4				
5	0.78	8.52	3.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1201	1031	0.291	299	0.4	4.902	A
2	486	803	1502	0.324	484	0.5	3.534	A
3	885	667	1664	0.532	881	1.1	4.571	A
4		1056						
5	1002	203	1948	0.514	998	1.0	3.770	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1437	901	0.398	358	0.7	6.611	A
2	581	962	1404	0.414	580	0.7	4.363	A
3	1057	799	1583	0.668	1054	2.0	6.764	A
4		1263						
5	1197	243	1922	0.622	1194	1.6	4.927	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1753	727	0.604	436	1.5	12.233	B
2	711	1174	1273	0.559	709	1.2	6.357	A
3	1295	976	1473	0.873	1278	6.3	17.125	C
4		1534						
5	1465	294	1889	0.776	1459	3.3	8.236	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	439	1763	722	0.609	439	1.5	12.729	B
2	711	1180	1269	0.560	711	1.3	6.447	A
3	1295	980	1470	0.669	1293	6.8	19.775	C
4		1549						
5	1465	298	1887	0.777	1465	3.4	8.522	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	1451	893	0.402	362	0.7	6.817	A
2	581	970	1399	0.415	583	0.7	4.427	A
3	1057	804	1579	0.669	1076	2.1	7.407	A
4		1285						
5	1197	248	1919	0.623	1203	1.7	5.078	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300	1209	1027	0.293	301	0.4	4.970	A
2	486	809	1498	0.325	487	0.5	3.564	A
3	885	672	1661	0.533	889	1.2	4.683	A
4		1065						
5	1002	205	1947	0.515	1004	1.1	3.828	A

2031 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.84	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	393	100.000
2		✓	688	100.000
3		✓	722	100.000
4				
5		✓	1526	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	31	326	7	29
	2	0	0	200	199	289
	3	0	157	0	52	513
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	544	637	345	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	14.96	1.8	E
2	0.70	10.96	2.3	E
3	0.54	5.22	1.1	A
4				
5	0.85	12.38	5.6	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1261	998	0.296	294	0.4	5.098	A
2	518	1007	1376	0.376	516	0.6	4.171	A
3	544	651	1674	0.325	542	0.5	3.174	A
4		741						
5	1149	118	2003	0.573	1144	1.3	4.161	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1509	861	0.410	352	0.7	7.057	A
2	618	1205	1254	0.493	617	1.0	5.640	A
3	649	779	1595	0.407	648	0.7	3.800	A
4		887						
5	1372	141	1988	0.690	1368	2.2	5.773	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1840	679	0.637	429	1.7	14.151	B
2	758	1468	1092	0.694	753	2.2	10.463	B
3	795	950	1489	0.534	793	1.1	5.162	A
4		1084						
5	1680	172	1968	0.854	1667	5.4	11.510	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	1852	672	0.643	432	1.8	14.962	E
2	758	1479	1085	0.698	757	2.3	10.960	E
3	795	956	1485	0.535	795	1.1	5.217	A
4		1088						
5	1680	173	1968	0.864	1679	5.6	12.380	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	1527	852	0.415	357	0.7	7.339	A
2	618	1221	1244	0.497	624	1.0	5.846	A
3	649	788	1589	0.408	651	0.7	3.846	A
4		892						
5	1372	142	1988	0.690	1385	2.3	6.098	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296	1271	993	0.298	297	0.4	5.184	A
2	518	1015	1371	0.378	520	0.6	4.235	A
3	544	656	1671	0.325	544	0.5	3.198	A
4		745						
5	1149	118	2003	0.574	1153	1.4	4.251	A

APPENDIX 11

ARCADY Output for A27 Northern Roundabout

Existing & Proposed

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: A27 North Roundabout + Existing - July 19.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Arcady\July 19

Report generation date: 30/07/2019 15:42:24

- »2021 Base Flows, AM
- »2021 Base Flows, PM
- »2031 Base Flows, AM
- »2031 Base Flows, PM
- »2021 Assessment Flows, AM
- »2021 Assessment Flows, PM
- »2031 Assessment Flows, AM
- »2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2021 Base Flows								
Arm 1	1.8	7.21	0.64	A	3.6	10.73	0.79	B
Arm 3	1.4	4.55	0.59	A	0.8	3.29	0.43	A
Arm 4	2.7	12.71	0.73	B	0.6	4.78	0.39	A
Arm 5	0.1	8.82	0.12	A	0.1	5.09	0.08	A
2031 Base Flows								
Arm 1	2.6	9.72	0.73	A	6.7	18.55	0.88	C
Arm 3	1.8	5.20	0.64	A	0.9	3.55	0.47	A
Arm 4	5.1	22.46	0.85	C	0.8	5.39	0.44	A
Arm 5	0.2	11.25	0.16	B	0.1	5.60	0.09	A
2021 Assessment Flows								
Arm 1	1.8	7.48	0.65	A	3.8	11.25	0.80	B
Arm 3	1.5	4.70	0.60	A	0.8	3.35	0.44	A
Arm 4	2.9	13.59	0.75	B	0.6	4.90	0.39	A
Arm 5	0.1	9.16	0.13	A	0.1	5.18	0.08	A
2031 Assessment Flows								
Arm 1	2.7	10.21	0.74	B	7.2	20.00	0.83	C
Arm 3	1.9	5.41	0.65	A	0.9	3.61	0.48	A
Arm 4	5.7	25.15	0.86	C	0.8	5.53	0.45	A
Arm 5	0.2	11.80	0.17	B	0.1	5.71	0.09	A

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

File summary

File Description

Title	A27 North Roundabout + Mitigation
Location	Angmering
Site number	
Date	22/05/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Croft Transport Solutions
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15
D2	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15
D7	2021 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D8	2021 Assessment Flows	PM	ONE HOUR	17:00	18:30	15
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Base Flows, 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		1, 2, 3, 4, 5	7.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A280 Long Furlong	
2	A27 On Slip	
3	A280 South	
4	A27 Off-Slip	
5	Arundel Road	

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)	Exit only
1	3.65	7.30	29.0	35.0	60.0	35.0	
2							✓
3	3.65	8.10	14.0	37.0	60.0	12.0	
4	3.65	6.60	30.0	15.0	60.0	44.0	
5	3.65	6.30	6.5	25.0	60.0	45.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.593	1901
2		
3	0.618	1925
4	0.535	1670
5	0.493	1393

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	811	100.000
2				
3		✓	1027	100.000
4		✓	709	100.000
5		✓	51	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	19	788	0	4
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	746	257	0	0	24
	4	218	36	455	0	0
	5	19	6	26	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	7.21	1.8	A
2				
3	0.59	4.55	1.4	A
4	0.73	12.71	2.7	B
5	0.12	8.82	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	584	1555	0.393	608	0.6	3.794	A
2		954						
3	773	3	1923	0.402	771	0.7	3.117	A
4	534	774	1256	0.425	531	0.7	4.943	A
5	38	1283	761	0.050	38	0.1	4.982	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	729	700	1486	0.491	728	1.0	4.738	A
2		1142						
3	923	4	1923	0.480	922	0.9	3.594	A
4	637	926	1175	0.543	636	1.2	6.655	A
5	46	1536	636	0.072	46	0.1	6.100	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	893	854	1395	0.640	890	1.7	7.085	A
2		1395						
3	1131	4	1922	0.588	1129	1.4	4.525	A
4	781	1133	1064	0.734	775	2.6	12.208	B
5	56	1877	468	0.120	56	0.1	8.734	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	893	859	1392	0.641	893	1.8	7.207	A
2		1401						
3	1131	4	1922	0.588	1131	1.4	4.547	A
4	781	1135	1063	0.734	780	2.7	12.707	B
5	56	1885	464	0.121	56	0.1	8.821	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	729	706	1483	0.492	732	1.0	4.816	A
2		1151						
3	923	4	1923	0.480	925	0.9	3.617	A
4	637	929	1173	0.543	643	1.2	6.869	A
5	46	1547	631	0.073	46	0.1	6.160	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	589	1552	0.393	612	0.7	3.833	A
2		961						
3	773	3	1923	0.402	774	0.7	3.135	A
4	534	777	1254	0.426	536	0.7	5.023	A
5	38	1292	756	0.051	38	0.1	5.014	A

2021 Base Flows, 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		1, 2, 3, 4, 5	7.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1128	100.000
2				
3		✓	753	100.000
4		✓	428	100.000
5		✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	35	1088	0	5
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	521	205	0	0	27
	4	181	16	231	0	0
	5	8	8	38	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	5
From	1	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0
	4	0	0	0	0
	5	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.79	10.73	3.6	E
2				
3	0.43	3.29	0.8	A
4	0.39	4.78	0.6	A
5	0.08	5.09	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	374	1680	0.506	845	1.0	4.293	A
2		1021						
3	567	4	1923	0.295	565	0.4	2.648	A
4	322	569	1366	0.236	321	0.3	3.443	A
5	41	866	966	0.042	40	0.0	3.889	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	447	1636	0.620	1012	1.6	5.744	A
2		1222						
3	677	4	1922	0.352	676	0.5	2.887	A
4	385	681	1306	0.295	384	0.4	3.905	A
5	49	1037	882	0.055	48	0.1	4.318	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	548	1577	0.788	1234	3.5	10.290	B
2		1492						
3	829	5	1922	0.431	828	0.8	3.287	A
4	471	834	1224	0.385	470	0.6	4.772	A
5	59	1269	768	0.077	59	0.1	5.083	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	548	1576	0.788	1242	3.6	10.727	E
2		1499						
3	829	6	1922	0.431	829	0.8	3.294	A
4	471	835	1224	0.385	471	0.6	4.784	A
5	59	1271	767	0.078	59	0.1	5.088	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	448	1635	0.620	1022	1.7	5.940	A
2		1233						
3	677	5	1922	0.352	678	0.5	2.894	A
4	385	682	1305	0.295	386	0.4	3.920	A
5	49	1039	881	0.055	49	0.1	4.325	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	375	1679	0.506	852	1.0	4.367	A
2		1028						
3	567	4	1923	0.295	567	0.4	2.658	A
4	322	571	1365	0.236	323	0.3	3.458	A
5	41	870	964	0.042	41	0.0	3.897	A

2031 Base Flows, 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		1, 2, 3, 4, 5	11.45	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	889	100.000
2				
3		✓	1117	100.000
4		✓	775	100.000
5		✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	21	863	0	5
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	813	277	0	0	27
	4	239	39	497	0	0
	5	21	7	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.73	9.72	2.6	A
2				
3	0.64	5.20	1.8	A
4	0.85	22.46	5.1	C
5	0.16	11.25	0.2	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	635	1525	0.439	666	0.8	4.178	A
2		1043						
3	841	4	1923	0.437	838	0.8	3.308	A
4	583	842	1220	0.478	580	0.9	5.597	A
5	42	1397	704	0.060	42	0.1	5.434	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	799	760	1451	0.551	797	1.2	5.498	A
2		1249						
3	1004	4	1922	0.522	1003	1.1	3.909	A
4	697	1007	1131	0.616	694	1.6	8.189	A
5	50	1673	569	0.089	50	0.1	6.942	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	979	924	1353	0.723	974	2.5	9.350	A
2		1520						
3	1230	5	1922	0.640	1227	1.8	5.164	A
4	853	1233	1011	0.844	841	4.7	19.850	C
5	62	2038	389	0.159	61	0.2	10.986	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	979	933	1348	0.726	979	2.6	9.720	A
2		1533						
3	1230	6	1922	0.640	1230	1.8	5.202	A
4	853	1235	1009	0.845	852	5.1	22.456	C
5	62	2052	382	0.162	62	0.2	11.246	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	799	773	1443	0.554	805	1.3	5.682	A
2		1266						
3	1004	5	1922	0.522	1007	1.1	3.944	A
4	697	1011	1129	0.617	710	1.7	8.870	A
5	50	1693	559	0.090	51	0.1	7.093	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	641	1521	0.440	671	0.8	4.243	A
2		1052						
3	841	4	1923	0.437	842	0.8	3.334	A
4	583	846	1218	0.479	586	0.9	5.732	A
5	42	1408	699	0.060	42	0.1	5.484	A

2031 Base Flows, 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		1, 2, 3, 4, 5	11.10	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1235	100.000
2				
3		✓	823	100.000
4		✓	467	100.000
5		✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From	1	2	3	4	5
	0	38	1191	0	6
	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	571	222	0	0	30
	199	17	251	0	0
	9	9	42	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	5
From	1	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0
	4	0	0	0	0
	5	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.88	18.55	6.7	C
2				
3	0.47	3.55	0.9	A
4	0.44	5.39	0.8	A
5	0.09	5.60	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	930	406	1661	0.560	925	1.3	4.859	A
2		1116						
3	620	4	1922	0.322	618	0.5	2.756	A
4	352	622	1337	0.263	350	0.4	3.642	A
5	45	945	927	0.049	45	0.1	4.080	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1110	486	1613	0.688	1107	2.2	7.056	A
2		1336						
3	740	5	1922	0.385	739	0.6	3.042	A
4	420	745	1272	0.330	419	0.5	4.220	A
5	54	1132	835	0.065	54	0.1	4.607	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1360	595	1549	0.378	1343	6.3	16.366	C
2		1624						
3	906	7	1921	0.472	905	0.9	3.540	A
4	514	912	1182	0.435	513	0.8	5.369	A
5	66	1385	710	0.093	66	0.1	5.584	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1360	596	1548	0.878	1358	6.7	18.553	C
2		1639						
3	906	7	1921	0.472	906	0.9	3.546	A
4	514	913	1182	0.435	514	0.8	5.391	A
5	66	1387	709	0.093	66	0.1	5.595	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1110	487	1612	0.689	1128	2.3	7.689	A
2		1357						
3	740	5	1922	0.385	741	0.6	3.053	A
4	420	746	1271	0.330	421	0.5	4.242	A
5	54	1135	834	0.065	54	0.1	4.619	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	930	408	1659	0.560	934	1.3	4.986	A
2		1126						
3	620	5	1922	0.322	620	0.5	2.767	A
4	352	625	1336	0.263	352	0.4	3.663	A
5	45	950	925	0.049	45	0.1	4.092	A

2021 Assessment Flows, 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		1, 2, 3, 4, 5	8.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2021 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	811	100.000
2				
3		✓	1051	100.000
4		✓	713	100.000
5		✓	51	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	19	788	0	4
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	746	281	0	0	24
	4	218	36	459	0	0
	5	19	6	26	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	5
From	1	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0
	4	0	0	0	0
	5	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.65	7.48	1.8	A
2				
3	0.60	4.70	1.5	A
4	0.75	13.59	2.9	B
5	0.13	9.16	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	605	1542	0.396	608	0.7	3.842	A
2		957						
3	791	3	1923	0.411	788	0.7	3.164	A
4	537	791	1247	0.431	534	0.7	5.029	A
5	38	1304	750	0.051	38	0.1	5.055	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	729	725	1472	0.495	728	1.0	4.833	A
2		1146						
3	945	4	1923	0.491	944	1.0	3.674	A
4	641	947	1163	0.551	639	1.2	6.841	A
5	46	1561	624	0.074	46	0.1	6.231	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	893	884	1377	0.649	890	1.8	7.339	A
2		1399						
3	1157	4	1922	0.602	1155	1.5	4.678	A
4	785	1159	1050	0.748	779	2.8	12.975	E
5	56	1907	453	0.124	56	0.1	9.058	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	893	889	1374	0.650	893	1.8	7.477	A
2		1406						
3	1157	4	1922	0.602	1157	1.5	4.704	A
4	785	1162	1049	0.749	785	2.9	13.587	B
5	56	1915	449	0.125	56	0.1	9.161	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	729	732	1467	0.497	732	1.0	4.919	A
2		1156						
3	945	4	1923	0.491	947	1.0	3.695	A
4	641	951	1162	0.552	648	1.3	7.091	A
5	46	1573	618	0.074	46	0.1	6.298	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	610	1540	0.397	612	0.7	3.887	A
2		964						
3	791	3	1923	0.411	792	0.7	3.185	A
4	537	795	1245	0.431	539	0.8	5.115	A
5	38	1313	746	0.051	39	0.1	5.089	A

2021 Assessment Flows, 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		1, 2, 3, 4, 5	7.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2021 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1128	100.000
2				
3		✓	770	100.000
4		✓	435	100.000
5		✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	35	1088	0	5
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	521	222	0	0	27
	4	181	16	238	0	0
	5	8	8	38	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.80	11.25	3.8	E
2				
3	0.44	3.35	0.8	A
4	0.39	4.90	0.6	A
5	0.08	5.18	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	392	1669	0.509	845	1.0	4.348	A
2		1026						
3	580	4	1923	0.301	578	0.4	2.673	A
4	327	582	1359	0.241	326	0.3	3.483	A
5	41	884	957	0.042	40	0.0	3.926	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	469	1623	0.625	1012	1.6	5.862	A
2		1228						
3	692	4	1922	0.360	692	0.6	2.923	A
4	391	696	1298	0.301	391	0.4	3.969	A
5	49	1058	872	0.056	48	0.1	4.373	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	574	1561	0.796	1234	3.7	10.741	B
2		1499						
3	848	5	1922	0.441	847	0.8	3.346	A
4	479	852	1214	0.394	478	0.6	4.887	A
5	59	1295	755	0.079	59	0.1	5.177	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	575	1560	0.796	1242	3.8	11.248	E
2		1507						
3	848	6	1922	0.441	848	0.8	3.351	A
4	479	853	1214	0.395	479	0.6	4.902	A
5	59	1297	754	0.079	59	0.1	5.184	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	470	1622	0.625	1022	1.7	6.079	A
2		1239						
3	692	5	1922	0.360	693	0.6	2.932	A
4	391	698	1297	0.302	392	0.4	3.983	A
5	49	1061	870	0.056	49	0.1	4.383	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	393	1668	0.509	852	1.0	4.424	A
2		1033						
3	580	4	1923	0.301	580	0.4	2.684	A
4	327	584	1358	0.241	328	0.3	3.498	A
5	41	888	955	0.043	41	0.0	3.935	A

2031 Assessment Flows, 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		1, 2, 3, 4, 5	12.39	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	889	100.000
2				
3		✓	1141	100.000
4		✓	779	100.000
5		✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	21	863	0	5
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	813	301	0	0	27
	4	239	39	501	0	0
	5	21	7	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	5
From	1	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0
	4	0	0	0	0
	5	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.74	10.21	2.7	E
2				
3	0.65	5.41	1.9	A
4	0.86	25.15	5.7	D
5	0.17	11.80	0.2	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	656	1512	0.443	666	0.8	4.239	A
2		1046						
3	859	4	1923	0.447	856	0.8	3.364	A
4	586	860	1210	0.485	583	0.9	5.704	A
5	42	1418	694	0.061	42	0.1	5.517	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	799	785	1436	0.557	797	1.2	5.624	A
2		1252						
3	1026	4	1922	0.534	1024	1.1	4.003	A
4	700	1029	1120	0.625	698	1.6	8.473	A
5	50	1698	556	0.090	50	0.1	7.111	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	979	953	1336	0.733	973	2.6	9.776	A
2		1523						
3	1256	5	1922	0.654	1253	1.9	5.362	A
4	858	1259	997	0.861	843	5.2	21.683	C
5	62	2067	374	0.165	61	0.2	11.484	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	979	963	1330	0.736	978	2.7	10.215	B
2		1537						
3	1256	6	1922	0.654	1256	1.9	5.409	A
4	858	1262	995	0.862	856	5.7	25.151	D
5	62	2082	367	0.168	62	0.2	11.798	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	799	799	1427	0.560	805	1.3	5.836	A
2		1272						
3	1026	5	1922	0.534	1029	1.2	4.040	A
4	700	1033	1117	0.627	716	1.7	9.305	A
5	50	1720	545	0.092	51	0.1	7.286	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	662	1509	0.444	671	0.8	4.308	A
2		1056						
3	859	4	1923	0.447	860	0.8	3.394	A
4	586	864	1208	0.486	590	1.0	5.850	A
5	42	1430	688	0.061	42	0.1	5.572	A

2031 Assessment Flows, 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		1, 2, 3, 4, 5	11.77	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1235	100.000
2				
3		✓	839	100.000
4		✓	474	100.000
5		✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	38	1191	0	6
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	571	238	0	0	30
	4	199	17	258	0	0
	5	9	9	42	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.88	20.00	7.2	C
2				
3	0.48	3.61	0.9	A
4	0.45	5.53	0.8	A
5	0.09	5.71	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	930	423	1650	0.563	925	1.3	4.926	A
2		1121						
3	632	4	1922	0.329	630	0.5	2.782	A
4	357	634	1331	0.268	355	0.4	3.686	A
5	45	963	919	0.049	45	0.1	4.119	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1110	506	1601	0.694	1107	2.2	7.226	A
2		1342						
3	754	5	1922	0.392	754	0.6	3.080	A
4	426	759	1264	0.337	426	0.5	4.290	A
5	54	1152	825	0.065	54	0.1	4.667	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1360	620	1534	0.887	1342	6.7	17.355	C
2		1630						
3	924	7	1921	0.481	923	0.9	3.603	A
4	522	929	1173	0.445	521	0.8	5.508	A
5	66	1410	698	0.095	66	0.1	5.694	A

17:45 - 18:00

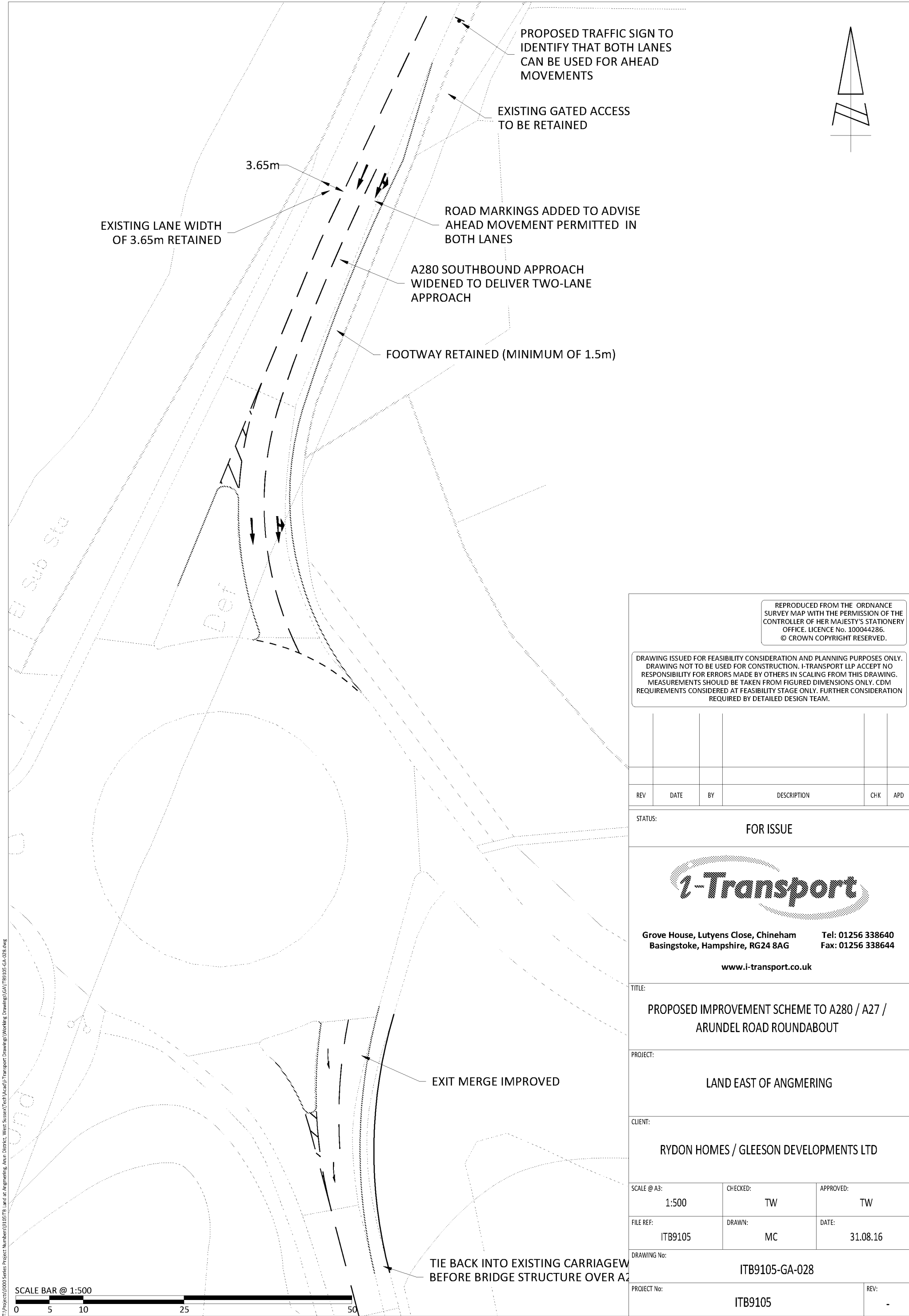
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1360	621	1533	0.887	1358	7.2	19.996	C
2		1646						
3	924	7	1921	0.481	924	0.9	3.609	A
4	522	930	1172	0.445	522	0.8	5.533	A
5	66	1413	697	0.095	66	0.1	5.706	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1110	508	1600	0.694	1130	2.3	7.955	A
2		1365						
3	754	5	1922	0.392	755	0.6	3.088	A
4	426	761	1263	0.337	427	0.5	4.314	A
5	54	1156	823	0.066	54	0.1	4.679	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	930	425	1649	0.564	934	1.3	5.062	A
2		1131						
3	632	5	1922	0.329	632	0.5	2.793	A
4	357	637	1329	0.268	357	0.4	3.705	A
5	45	967	916	0.049	45	0.1	4.134	A

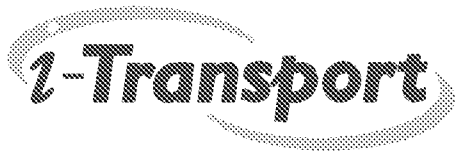


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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR ISSUE



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TITLE:
PROPOSED IMPROVEMENT SCHEME TO A280 / A27 /
ARUNDEL ROAD ROUNDABOUT

PROJECT:
LAND EAST OF ANGMERING

CLIENT:
RYDON HOMES / GLEESON DEVELOPMENTS LTD

SCALE @ A3: 1:500	CHECKED: TW	APPROVED: TW
FILE REF: ITB9105	DRAWN: MC	DATE: 31.08.16

DRAWING No:
ITB9105-GA-028

PROJECT No: ITB9105	REV: -
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Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: A27 North Roundabout + IMPS - July 19.j9

Path: Z:\projects\2020 Arundel Road, Angmering\Arcady\July 19

Report generation date: 30/07/2019 15:50:32

- »2021 Base Flows, AM
- »2021 Base Flows, PM
- »2031 Base Flows, AM
- »2031 Base Flows, PM
- »2021 Assessment Flows, AM
- »2021 Assessment Flows, PM
- »2031 Assessment Flows, AM
- »2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2021 Base Flows								
Arm 1	1.0	3.95	0.49	A	1.6	4.62	0.61	A
Arm 3	1.4	4.55	0.59	A	0.8	3.29	0.43	A
Arm 4	2.7	12.71	0.73	B	0.6	4.78	0.39	A
Arm 5	0.1	8.83	0.12	A	0.1	5.09	0.08	A
2031 Base Flows								
Arm 1	1.3	4.65	0.56	A	2.1	5.73	0.68	A
Arm 3	1.8	5.20	0.64	A	0.9	3.55	0.47	A
Arm 4	5.1	22.44	0.85	C	0.8	5.39	0.44	A
Arm 5	0.2	11.25	0.16	B	0.1	5.60	0.09	A
2021 Assessment Flows								
Arm 1	1.0	4.04	0.50	A	1.6	4.73	0.62	A
Arm 3	1.5	4.70	0.60	A	0.8	3.35	0.44	A
Arm 4	2.9	13.59	0.75	B	0.6	4.90	0.39	A
Arm 5	0.1	9.17	0.13	A	0.1	5.18	0.08	A
2031 Assessment Flows								
Arm 1	1.3	4.78	0.57	A	2.2	5.89	0.69	A
Arm 3	1.9	5.41	0.65	A	0.9	3.61	0.48	A
Arm 4	5.7	25.15	0.86	C	0.8	5.54	0.45	A
Arm 5	0.2	11.80	0.17	B	0.1	5.71	0.09	A

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

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

File summary

File Description

Title	A27 North Roundabout + Mitigation
Location	Angmering
Site number	
Date	22/05/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Croft Transport Solutions
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15
D2	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15
D7	2021 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D8	2021 Assessment Flows	PM	ONE HOUR	17:00	18:30	15
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	6.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A280 Long Furlong	
2	A27 On Slip	
3	A280 South	
4	A27 Off-Slip	
5	Arundel Road	

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)	Exit only
1	3.65	8.40	62.0	45.0	60.0	20.0	
2							✓
3	3.65	8.10	14.0	37.0	60.0	12.0	
4	3.65	6.60	30.0	15.0	60.0	44.0	
5	3.65	6.30	6.5	25.0	60.0	45.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.695	2402
2		
3	0.618	1925
4	0.535	1670
5	0.493	1393

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	811	100.000
2				
3		✓	1027	100.000
4		✓	709	100.000
5		✓	51	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	19	788	0	4
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	746	257	0	0	24
	4	218	36	455	0	0
	5	19	6	26	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.49	3.95	1.0	A
2				
3	0.59	4.55	1.4	A
4	0.73	12.71	2.7	B
5	0.12	8.83	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	584	1996	0.306	609	0.4	2.592	A
2		955						
3	773	3	1923	0.402	771	0.7	3.117	A
4	534	774	1256	0.425	531	0.7	4.943	A
5	38	1283	761	0.050	38	0.1	4.985	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	729	700	1916	0.381	728	0.6	3.031	A
2		1143						
3	923	4	1923	0.480	922	0.9	3.594	A
4	637	926	1175	0.543	636	1.2	6.655	A
5	46	1536	636	0.072	46	0.1	6.104	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	893	854	1808	0.494	892	1.0	3.927	A
2		1396						
3	1131	4	1922	0.588	1129	1.4	4.525	A
4	781	1133	1064	0.734	775	2.6	12.209	B
5	56	1877	468	0.120	56	0.1	8.738	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	893	859	1805	0.495	893	1.0	3.946	A
2		1401						
3	1131	4	1922	0.588	1131	1.4	4.547	A
4	781	1135	1063	0.734	780	2.7	12.707	B
5	56	1885	464	0.121	56	0.1	8.826	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	729	706	1911	0.381	730	0.6	3.051	A
2		1150						
3	923	4	1923	0.480	925	0.9	3.617	A
4	637	929	1173	0.543	643	1.2	6.866	A
5	46	1547	631	0.073	46	0.1	6.165	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	589	1993	0.306	611	0.4	2.609	A
2		960						
3	773	3	1923	0.402	774	0.7	3.135	A
4	534	777	1254	0.426	536	0.7	5.021	A
5	38	1292	756	0.051	38	0.1	5.017	A

2021 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1128	100.000
2				
3		✓	753	100.000
4		✓	428	100.000
5		✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	35	1088	0	5
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	521	205	0	0	27
	4	181	16	231	0	0
	5	8	8	38	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	5
From	1	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0
	4	0	0	0	0
	5	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.61	4.62	1.6	A
2				
3	0.43	3.29	0.8	A
4	0.39	4.78	0.6	A
5	0.08	5.09	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	374	2142	0.396	847	0.7	2.772	A
2		1022						
3	567	4	1923	0.295	565	0.4	2.648	A
4	322	569	1366	0.236	321	0.3	3.443	A
5	41	866	966	0.042	40	0.0	3.889	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	447	2091	0.485	1013	0.9	3.336	A
2		1223						
3	677	4	1922	0.352	676	0.5	2.887	A
4	385	681	1306	0.295	384	0.4	3.905	A
5	49	1037	882	0.055	48	0.1	4.318	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	548	2021	0.614	1239	1.6	4.590	A
2		1497						
3	829	5	1922	0.431	828	0.8	3.287	A
4	471	834	1224	0.385	470	0.6	4.771	A
5	59	1269	768	0.077	59	0.1	5.083	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	548	2021	0.615	1242	1.6	4.622	A
2		1500						
3	829	6	1922	0.431	829	0.8	3.294	A
4	471	835	1224	0.385	471	0.6	4.784	A
5	59	1271	767	0.078	59	0.1	5.089	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	448	2090	0.485	1017	0.9	3.360	A
2		1227						
3	677	5	1922	0.352	678	0.5	2.896	A
4	385	682	1305	0.295	386	0.4	3.919	A
5	49	1039	881	0.055	49	0.1	4.326	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	375	2141	0.397	850	0.7	2.791	A
2		1027						
3	567	4	1923	0.295	567	0.4	2.658	A
4	322	571	1365	0.236	323	0.3	3.458	A
5	41	870	964	0.042	41	0.0	3.898	A

2031 Base Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	889	100.000
2				
3		✓	1117	100.000
4		✓	775	100.000
5		✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	21	863	0	5
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	813	277	0	0	27
	4	239	39	497	0	0
	5	21	7	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	5
From	1	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0
	4	0	0	0	0
	5	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.56	4.65	1.3	A
2				
3	0.64	5.20	1.8	A
4	0.85	22.44	5.1	C
5	0.16	11.25	0.2	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	635	1961	0.341	667	0.5	2.778	A
2		1044						
3	841	4	1923	0.437	838	0.8	3.308	A
4	583	842	1220	0.478	580	0.9	5.594	A
5	42	1397	704	0.060	42	0.1	5.434	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	799	760	1874	0.427	798	0.7	3.344	A
2		1250						
3	1004	4	1922	0.522	1003	1.1	3.909	A
4	697	1007	1131	0.616	694	1.6	8.184	A
5	50	1673	569	0.089	50	0.1	6.942	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	979	924	1760	0.556	977	1.2	4.586	A
2		1523						
3	1230	5	1922	0.640	1227	1.8	5.164	A
4	853	1233	1011	0.844	841	4.7	19.840	C
5	62	2038	389	0.159	61	0.2	10.986	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	979	933	1754	0.558	979	1.3	4.646	A
2		1533						
3	1230	6	1922	0.640	1230	1.8	5.202	A
4	853	1235	1009	0.845	852	5.1	22.442	C
5	62	2052	382	0.162	62	0.2	11.246	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	799	773	1865	0.429	801	0.8	3.392	A
2		1263						
3	1004	5	1922	0.522	1007	1.1	3.944	A
4	697	1011	1129	0.617	710	1.6	8.864	A
5	50	1693	559	0.090	51	0.1	7.093	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	641	1956	0.342	670	0.5	2.800	A
2		1052						
3	841	4	1923	0.437	842	0.8	3.334	A
4	583	846	1218	0.479	586	0.9	5.730	A
5	42	1408	699	0.060	42	0.1	5.482	A

2031 Base Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1235	100.000
2				
3		✓	823	100.000
4		✓	467	100.000
5		✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	38	1191	0	6
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	571	222	0	0	30
	4	199	17	251	0	0
	5	9	9	42	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	5
From	1	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0
	4	0	0	0	0
	5	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.68	5.73	2.1	A
2				
3	0.47	3.55	0.9	A
4	0.44	5.39	0.8	A
5	0.09	5.60	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	930	406	2120	0.439	927	0.8	3.010	A
2		1118						
3	620	5	1922	0.322	618	0.5	2.757	A
4	352	622	1337	0.263	350	0.4	3.642	A
5	45	945	927	0.049	45	0.1	4.080	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1110	486	2064	0.538	1109	1.2	3.761	A
2		1338						
3	740	5	1922	0.385	739	0.6	3.043	A
4	420	745	1272	0.330	419	0.5	4.220	A
5	54	1132	835	0.065	54	0.1	4.607	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1360	595	1989	0.684	1356	2.1	5.655	A
2		1636						
3	906	7	1921	0.472	905	0.9	3.541	A
4	514	912	1182	0.435	513	0.8	5.369	A
5	66	1385	710	0.093	66	0.1	5.584	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1360	596	1988	0.684	1360	2.1	5.728	A
2		1640						
3	906	7	1921	0.472	906	0.9	3.547	A
4	514	913	1182	0.435	514	0.8	5.391	A
5	66	1387	709	0.093	66	0.1	5.595	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1110	487	2063	0.538	1114	1.2	3.807	A
2		1344						
3	740	5	1922	0.385	741	0.6	3.053	A
4	420	746	1271	0.330	421	0.5	4.240	A
5	54	1135	834	0.065	54	0.1	4.619	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	930	408	2118	0.439	931	0.8	3.036	A
2		1124						
3	620	5	1922	0.322	620	0.5	2.766	A
4	352	625	1336	0.263	352	0.4	3.663	A
5	45	950	925	0.049	45	0.1	4.092	A

2021 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2021 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	811	100.000
2				
3		✓	1051	100.000
4		✓	713	100.000
5		✓	51	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	19	788	0	4
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	746	281	0	0	24
	4	218	36	459	0	0
	5	19	6	26	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.50	4.04	1.0	A
2				
3	0.60	4.70	1.5	A
4	0.75	13.59	2.9	B
5	0.13	9.17	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	605	1981	0.308	609	0.4	2.620	A
2		958						
3	791	3	1923	0.411	788	0.7	3.164	A
4	537	791	1247	0.431	534	0.7	5.028	A
5	38	1304	750	0.051	38	0.1	5.057	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	729	725	1898	0.384	728	0.6	3.076	A
2		1146						
3	945	4	1923	0.491	944	1.0	3.674	A
4	641	947	1163	0.551	639	1.2	6.841	A
5	46	1561	624	0.074	46	0.1	6.234	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	893	884	1787	0.500	891	1.0	4.012	A
2		1400						
3	1157	4	1922	0.602	1155	1.5	4.678	A
4	785	1159	1050	0.748	779	2.8	12.974	E
5	56	1907	453	0.124	56	0.1	9.063	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	893	889	1784	0.501	893	1.0	4.040	A
2		1406						
3	1157	4	1922	0.602	1157	1.5	4.704	A
4	785	1162	1049	0.749	785	2.9	13.587	B
5	56	1915	449	0.125	56	0.1	9.166	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	729	732	1893	0.385	731	0.6	3.099	A
2		1154						
3	945	4	1923	0.491	947	1.0	3.695	A
4	641	951	1162	0.552	648	1.3	7.090	A
5	46	1573	618	0.074	46	0.1	6.301	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	610	1978	0.309	611	0.4	2.637	A
2		963						
3	791	3	1923	0.411	792	0.7	3.185	A
4	537	795	1245	0.431	539	0.8	5.113	A
5	38	1313	746	0.051	39	0.1	5.093	A

2021 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2021 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1128	100.000
2				
3		✓	770	100.000
4		✓	435	100.000
5		✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	35	1088	0	5
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	521	222	0	0	27
	4	181	16	238	0	0
	5	8	8	38	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	5
From	1	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0
	4	0	0	0	0
	5	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.62	4.73	1.6	A
2				
3	0.44	3.35	0.8	A
4	0.39	4.90	0.6	A
5	0.08	5.18	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	392	2130	0.399	847	0.7	2.800	A
2		1027						
3	580	4	1923	0.301	578	0.4	2.673	A
4	327	582	1359	0.241	326	0.3	3.481	A
5	41	884	957	0.042	40	0.0	3.927	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	469	2076	0.488	1013	0.9	3.383	A
2		1229						
3	692	4	1922	0.360	692	0.6	2.923	A
4	391	696	1298	0.301	391	0.4	3.967	A
5	49	1058	872	0.056	48	0.1	4.374	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	574	2003	0.620	1239	1.6	4.698	A
2		1504						
3	848	5	1922	0.441	847	0.8	3.346	A
4	479	852	1214	0.394	478	0.6	4.884	A
5	59	1295	755	0.079	59	0.1	5.178	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	575	2002	0.620	1242	1.6	4.733	A
2		1507						
3	848	6	1922	0.441	848	0.8	3.351	A
4	479	853	1214	0.395	479	0.6	4.899	A
5	59	1297	754	0.079	59	0.1	5.185	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	470	2075	0.489	1017	1.0	3.411	A
2		1234						
3	692	5	1922	0.360	693	0.6	2.930	A
4	391	698	1297	0.302	392	0.4	3.981	A
5	49	1061	870	0.056	49	0.1	4.382	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	393	2128	0.399	850	0.7	2.821	A
2		1032						
3	580	4	1923	0.301	580	0.4	2.684	A
4	327	584	1358	0.241	328	0.3	3.499	A
5	41	888	955	0.043	41	0.0	3.936	A

2031 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.71	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	889	100.000
2				
3		✓	1141	100.000
4		✓	779	100.000
5		✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	21	863	0	5
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	813	301	0	0	27
	4	239	39	501	0	0
	5	21	7	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.57	4.78	1.3	A
2				
3	0.65	5.41	1.9	A
4	0.86	25.15	5.7	C
5	0.17	11.80	0.2	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	656	1946	0.344	667	0.5	2.810	A
2		1047						
3	859	4	1923	0.447	856	0.8	3.364	A
4	586	860	1210	0.485	583	0.9	5.705	A
5	42	1418	694	0.061	42	0.1	5.516	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	799	785	1856	0.431	798	0.8	3.399	A
2		1253						
3	1026	4	1922	0.534	1024	1.1	4.004	A
4	700	1029	1120	0.625	698	1.6	8.467	A
5	50	1698	556	0.090	50	0.1	7.110	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	979	953	1739	0.563	977	1.3	4.707	A
2		1527						
3	1256	5	1922	0.654	1253	1.9	5.362	A
4	858	1259	997	0.861	843	5.3	21.686	C
5	62	2067	374	0.165	61	0.2	11.483	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	979	963	1732	0.565	979	1.3	4.776	A
2		1537						
3	1256	6	1922	0.654	1256	1.9	5.409	A
4	858	1262	995	0.862	856	5.7	25.152	D
5	62	2082	367	0.168	62	0.2	11.796	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	799	799	1846	0.433	801	0.8	3.453	A
2		1268						
3	1026	5	1922	0.534	1029	1.2	4.040	A
4	700	1033	1117	0.627	716	1.7	9.306	A
5	50	1720	545	0.092	51	0.1	7.288	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	662	1942	0.345	670	0.5	2.835	A
2		1055						
3	859	4	1923	0.447	860	0.8	3.392	A
4	586	864	1208	0.486	590	1.0	5.852	A
5	42	1430	688	0.061	42	0.1	5.574	A

2031 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1235	100.000
2				
3		✓	839	100.000
4		✓	474	100.000
5		✓	60	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	38	1191	0	6
	2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	3	571	238	0	0	30
	4	199	17	258	0	0
	5	9	9	42	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	5
From	1	0	0	0	0
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0	0	0	0
	4	0	0	0	0
	5	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.69	5.89	2.2	A
2				
3	0.48	3.61	0.9	A
4	0.45	5.54	0.8	A
5	0.09	5.71	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	930	423	2108	0.441	927	0.8	3.040	A
2		1123						
3	632	5	1922	0.329	630	0.5	2.782	A
4	357	634	1331	0.268	355	0.4	3.688	A
5	45	963	919	0.049	45	0.1	4.119	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1110	506	2050	0.542	1109	1.2	3.818	A
2		1344						
3	754	5	1922	0.392	754	0.6	3.080	A
4	426	759	1264	0.337	426	0.5	4.293	A
5	54	1152	825	0.065	54	0.1	4.667	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1360	620	1971	0.690	1356	2.2	5.813	A
2		1644						
3	924	7	1921	0.481	923	0.9	3.603	A
4	522	929	1173	0.445	521	0.8	5.511	A
5	66	1410	698	0.095	66	0.1	5.694	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1360	621	1970	0.690	1360	2.2	5.893	A
2		1648						
3	924	7	1921	0.481	924	0.9	3.609	A
4	522	930	1172	0.445	522	0.8	5.536	A
5	66	1413	697	0.095	66	0.1	5.706	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1110	508	2049	0.542	1114	1.2	3.868	A
2		1350						
3	754	5	1922	0.392	755	0.6	3.091	A
4	426	761	1263	0.337	427	0.5	4.316	A
5	54	1156	823	0.066	54	0.1	4.679	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	930	425	2106	0.441	931	0.8	3.067	A
2		1129						
3	632	5	1922	0.329	632	0.5	2.793	A
4	357	637	1329	0.268	357	0.4	3.709	A
5	45	967	916	0.049	45	0.1	4.132	A

APPENDIX 12

PICADY Output for A27/Arundel Road

(Left in/Left out)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.0.6896 © Copyright TRL Limited, 2018			
TEL: 01944 375777 Software@trl.co.uk www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: A27 - Arundel Road - HE Base and Ass - July 19.j9
Path: Z:\projects\2020 Arundel Road, Angmering\Picady\July 19
Report generation date: 30/07/2019 14:59:32

- »2021 Base Flows, AM
- »2021 Base Flows, PM
- »2031 Base Flows, AM
- »2031 Base Flows, PM
- »2021 Assessment Flows, AM
- »2021 Assessment Flows, PM
- »2031 Assessment Flows, AM
- »2031 Assessment Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2021 Base Flows								
Stream B-AC	1.3	25.28	0.58	D	0.3	14.32	0.24	B
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2031 Base Flows								
Stream B-AC	2.4	43.73	0.72	E	0.4	18.23	0.31	C
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2021 Assessment Flows								
Stream B-AC	1.5	28.13	0.61	D	0.4	15.03	0.27	C
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2031 Assessment Flows								
Stream B-AC	3.0	52.42	0.77	F	0.5	19.41	0.34	C
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	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	(untitled)
Location	
Site number	
Date	06/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Cadworkstation4\Kyle
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15
D2	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15
D7	2021 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D8	2021 Assessment Flows	PM	ONE HOUR	17:00	18:30	15
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A27 (E)		Major
B	Arundel Road		Minor
C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.85			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.50	0	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	605	0.101	0.256	0.161	0.366
1	B-C	790	0.111	0.281	-	-
1	C-B	574	0.204	0.204	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

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)
D1	2021 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1514	100.000
B		✓	175	100.000
C		✓	1367	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	73	1441
	B	0	0	175
	C	1367	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.58	25.28	1.3	D
C-A				
C-B	0.00	0.00	0.0	A
AB				
AC				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	479	0.275	130	0.4	10.292	B
C-A	1029			1029			
C-B	0	341	0.000	0	0.0	0.000	A
AB	55			55			
AC	1085			1085			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	418	0.376	156	0.6	13.711	B
C-A	1229			1229			
C-B	0	296	0.000	0	0.0	0.000	A
A-B	66			66			
A-C	1295			1295			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	335	0.576	190	1.3	24.439	C
C-A	1505			1505			
C-B	0	233	0.000	0	0.0	0.000	A
A-B	80			80			
A-C	1587			1587			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	335	0.576	193	1.3	25.279	D
C-A	1505			1505			
C-B	0	233	0.000	0	0.0	0.000	A
A-B	80			80			
A-C	1587			1587			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	418	0.376	160	0.6	14.096	B
C-A	1229			1229			
C-B	0	296	0.000	0	0.0	0.000	A
A-B	66			66			
A-C	1295			1295			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	479	0.275	133	0.4	10.436	B
C-A	1029			1029			
C-B	0	341	0.000	0	0.0	0.000	A
A-B	55			55			
A-C	1085			1085			

2021 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1551	100.000
B		✓	74	100.000
C		✓	1323	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	125	1426
	B	0	0	74
	C	1323	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	14.32	0.3	E
C-A				
C-B	0.00	0.00	0.0	A
AB				
AC				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	477	0.117	55	0.1	8.516	A
C-A	996			996			
C-B	0	335	0.000	0	0.0	0.000	A
AB	94			94			
AC	1074			1074			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	417	0.160	66	0.2	10.267	E
C-A	1189			1189			
C-B	0	289	0.000	0	0.0	0.000	A
AB	112			112			
AC	1282			1282			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	333	0.245	81	0.3	14.264	E
C-A	1457			1457			
C-B	0	225	0.000	0	0.0	0.000	A
AB	138			138			
AC	1570			1570			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	333	0.245	81	0.3	14.320	E
C-A	1457			1457			
C-B	0	225	0.000	0	0.0	0.000	A
AB	138			138			
AC	1570			1570			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	417	0.160	67	0.2	10.311	B
C-A	1189			1189			
C-B	0	289	0.000	0	0.0	0.000	A
A-B	112			112			
A-C	1282			1282			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	477	0.117	56	0.1	8.546	A
C-A	996			996			
C-B	0	335	0.000	0	0.0	0.000	A
A-B	94			94			
A-C	1074			1074			

2031 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1660	100.000
B		✓	191	100.000
C		✓	1501	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	79	1581
	B	0	0	191
	C	1501	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.72	43.79	2.4	E
C-A				
C-B	0.00	0.00	0.0	A
AB				
AC				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	448	0.321	142	0.5	11.679	B
C-A	1130			1130			
C-B	0	318	0.000	0	0.0	0.000	A
AB	59			59			
AC	1190			1190			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	172	382	0.449	170	0.8	16.898	C
C-A	1349			1349			
C-B	0	269	0.000	0	0.0	0.000	A
AB	71			71			
AC	1421			1421			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	210	290	0.724	204	2.3	33.448	E
C-A	1653			1653			
C-B	0	200	0.000	0	0.0	0.000	A
AB	87			87			
AC	1741			1741			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	210	290	0.724	210	2.4	43.785	E
C-A	1653			1653			
C-B	0	200	0.000	0	0.0	0.000	A
AB	87			87			
AC	1741			1741			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	172	382	0.449	178	0.8	18.143	C
C-A	1349			1349			
C-B	0	269	0.000	0	0.0	0.000	A
A-B	71			71			
A-C	1421			1421			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	448	0.321	145	0.5	11.929	B
C-A	1130			1130			
C-B	0	318	0.000	0	0.0	0.000	A
A-B	59			59			
A-C	1190			1190			

2031 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1708	100.000
B		✓	81	100.000
C		✓	1456	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	138	1570
	B	0	0	81
	C	1456	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	18.23	0.4	C
C-A				
C-B	0.00	0.00	0.0	A
AB				
AC				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	446	0.137	60	0.2	9.325	A
C-A	1096			1096			
C-B	0	311	0.000	0	0.0	0.000	A
AB	104			104			
AC	1182			1182			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	379	0.192	73	0.2	11.735	B
C-A	1309			1309			
C-B	0	260	0.000	0	0.0	0.000	A
AB	124			124			
AC	1411			1411			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	287	0.311	88	0.4	18.087	C
C-A	1603			1603			
C-B	0	189	0.000	0	0.0	0.000	A
AB	152			152			
AC	1729			1729			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	287	0.311	89	0.4	18.229	C
C-A	1603			1603			
C-B	0	189	0.000	0	0.0	0.000	A
AB	152			152			
AC	1729			1729			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	379	0.192	74	0.2	11.820	B
C-A	1309			1309			
C-B	0	260	0.000	0	0.0	0.000	A
A-B	124			124			
A-C	1411			1411			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	446	0.137	61	0.2	9.372	A
C-A	1096			1096			
C-B	0	311	0.000	0	0.0	0.000	A
A-B	104			104			
A-C	1182			1182			

2021 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2021 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1539	100.000
B		✓	184	100.000
C		✓	1371	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	89	1450
	B	0	0	184
	C	1371	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.61	28.13	1.5	D
C-A				
C-B	0.00	0.00	0.0	A
AB				
AC				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	475	0.291	137	0.4	10.605	B
C-A	1032			1032			
C-B	0	337	0.000	0	0.0	0.000	A
AB	67			67			
AC	1092			1092			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	414	0.399	164	0.6	14.354	B
C-A	1233			1233			
C-B	0	291	0.000	0	0.0	0.000	A
AB	80			80			
AC	1304			1304			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	330	0.614	199	1.5	26.921	D
C-A	1509			1509			
C-B	0	227	0.000	0	0.0	0.000	A
AB	98			98			
AC	1596			1596			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	330	0.614	202	1.5	28.135	D
C-A	1509			1509			
C-B	0	227	0.000	0	0.0	0.000	A
AB	98			98			
AC	1596			1596			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	414	0.399	169	0.7	14.860	B
C-A	1233			1233			
C-B	0	291	0.000	0	0.0	0.000	A
A-B	80			80			
A-C	1304			1304			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	475	0.291	140	0.4	10.755	B
C-A	1032			1032			
C-B	0	337	0.000	0	0.0	0.000	A
A-B	67			67			
A-C	1092			1092			

2021 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2021 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1585	100.000
B		✓	80	100.000
C		✓	1330	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	153	1432
	B	0	0	80
	C	1330	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	15.03	0.4	C
C-A				
C-B	0.00	0.00	0.0	A
AB				
AC				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	474	0.127	60	0.1	8.680	A
C-A	1001			1001			
C-B	0	330	0.000	0	0.0	0.000	A
AB	115			115			
AC	1078			1078			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	412	0.174	72	0.2	10.558	B
C-A	1196			1196			
C-B	0	283	0.000	0	0.0	0.000	A
AB	138			138			
AC	1287			1287			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	328	0.269	87	0.4	14.963	B
C-A	1464			1464			
C-B	0	217	0.000	0	0.0	0.000	A
AB	168			168			
AC	1577			1577			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	328	0.269	88	0.4	15.032	C
C-A	1464			1464			
C-B	0	217	0.000	0	0.0	0.000	A
AB	168			168			
AC	1577			1577			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	412	0.174	73	0.2	10.612	B
C-A	1196			1196			
C-B	0	283	0.000	0	0.0	0.000	A
A-B	138			138			
A-C	1287			1287			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	474	0.127	60	0.1	8.717	A
C-A	1001			1001			
C-B	0	330	0.000	0	0.0	0.000	A
A-B	115			115			
A-C	1078			1078			

2031 Assessment Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1685	100.000
B		✓	200	100.000
C		✓	1505	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	95	1590
	B	0	0	200
	C	1505	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.77	52.42	3.0	F
C-A				
C-B	0.00	0.00	0.0	A
AB				
AC				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	445	0.338	149	0.5	12.060	B
C-A	1133			1133			
C-B	0	315	0.000	0	0.0	0.000	A
AB	72			72			
AC	1197			1197			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	378	0.475	178	0.9	17.872	C
C-A	1353			1353			
C-B	0	264	0.000	0	0.0	0.000	A
AB	85			85			
AC	1429			1429			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	220	286	0.771	213	2.8	45.409	E
C-A	1657			1657			
C-B	0	195	0.000	0	0.0	0.000	A
AB	105			105			
AC	1751			1751			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	220	286	0.771	219	3.0	52.418	F
C-A	1657			1657			
C-B	0	195	0.000	0	0.0	0.000	A
AB	105			105			
AC	1751			1751			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	378	0.475	188	0.9	19.679	C
C-A	1353			1353			
C-B	0	264	0.000	0	0.0	0.000	A
A-B	85			85			
A-C	1429			1429			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	445	0.338	152	0.5	12.358	B
C-A	1133			1133			
C-B	0	315	0.000	0	0.0	0.000	A
A-B	72			72			
A-C	1197			1197			

2031 Assessment Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Assessment Flows	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1742	100.000
B		✓	87	100.000
C		✓	1463	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	166	1576
	B	0	0	87
	C	1463	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	19.41	0.5	C
C-A				
C-B	0.00	0.00	0.0	A
AB				
AC				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	442	0.148	65	0.2	9.532	A
C-A	1101			1101			
C-B	0	306	0.000	0	0.0	0.000	A
AB	125			125			
AC	1186			1186			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	375	0.209	78	0.3	12.127	B
C-A	1315			1315			
C-B	0	254	0.000	0	0.0	0.000	A
AB	149			149			
AC	1417			1417			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	281	0.341	95	0.5	19.226	C
C-A	1611			1611			
C-B	0	182	0.000	0	0.0	0.000	A
AB	183			183			
AC	1735			1735			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	281	0.341	96	0.5	19.414	C
C-A	1611			1611			
C-B	0	182	0.000	0	0.0	0.000	A
AB	183			183			
AC	1735			1735			

18:00 - 18:15

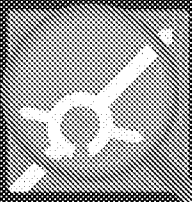
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	375	0.209	79	0.3	12.236	B
C-A	1315			1315			
C-B	0	254	0.000	0	0.0	0.000	A
A-B	149			149			
A-C	1417			1417			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	442	0.148	66	0.2	9.587	A
C-A	1101			1101			
C-B	0	306	0.000	0	0.0	0.000	A
A-B	125			125			
A-C	1186			1186			

APPENDIX 13

Personal Injury Accident Data



Crash Date: Saturday, February 28, 2015 **Time of Crash:** 4:06:00 PM **Crash Reference:** 2015471501197

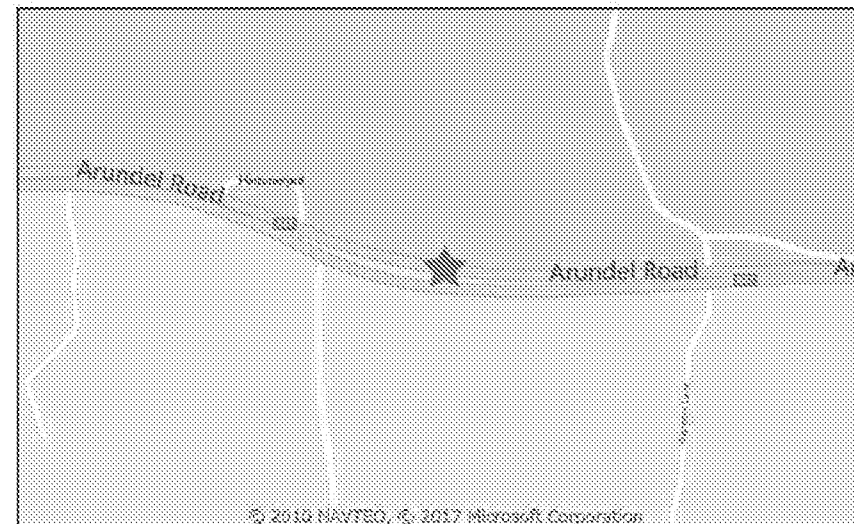
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: A27

Number of Casualties: 1

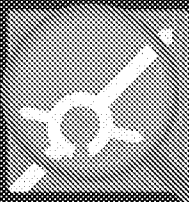
Number of Vehicles: 1

OS Grid Reference: 506917 105634



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	Tree

Casualties

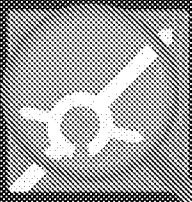
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Thursday, October 08, 2015 **Time of Crash:** 10:10:00 AM **Crash Reference:** 2015471505890

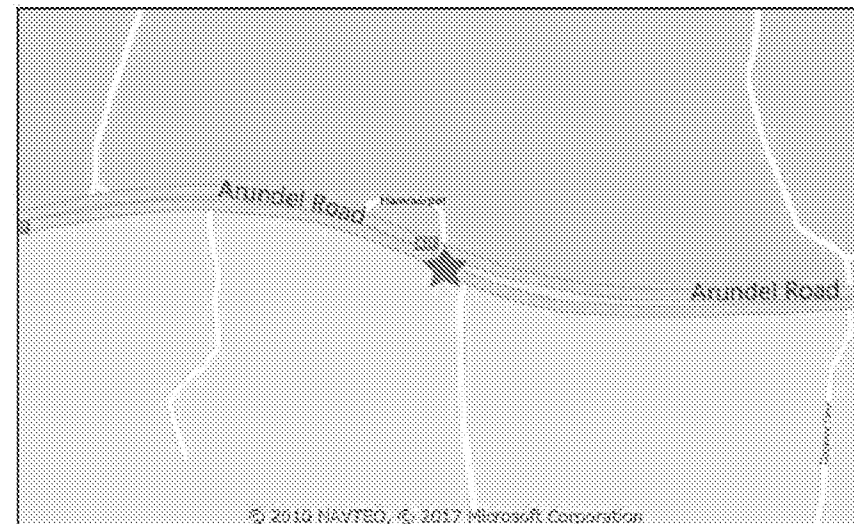
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Give way or uncontrolled

Road Number: A27

Number of Casualties: 2

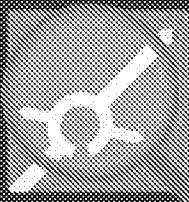
Number of Vehicles: 2

OS Grid Reference: 506709 105658



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under		1 Male	26 - 35	Vehicle is in the act of turning left	Back	Commuting to/from work	None	None
2	Car (excluding private hire)		6 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

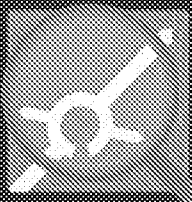
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Tuesday, December 06, 2016 **Time of Crash:** 12:20:00 PM **Crash Reference:** 2016471607337

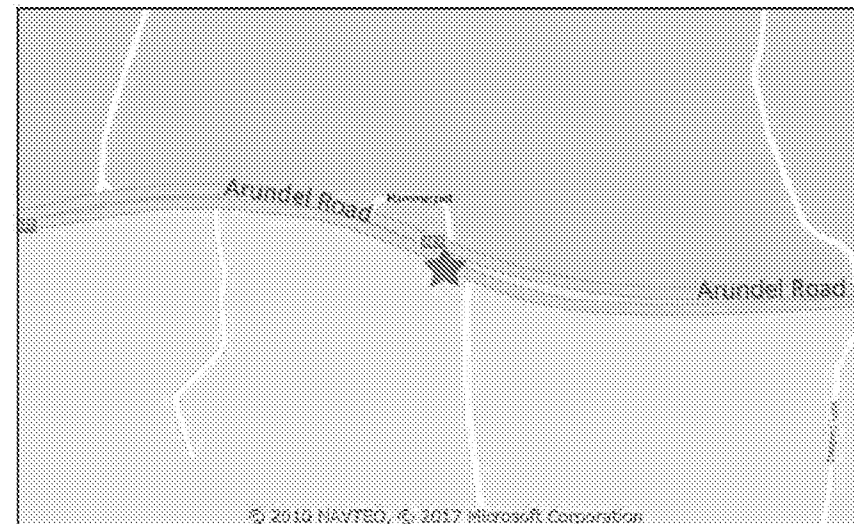
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: A27

Number of Casualties: 1

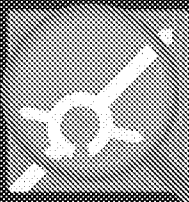
Number of Vehicles: 2

OS Grid Reference: 506699 105654



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	11	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Other permanent object
2	Car (excluding private hire)	10	Unknown	Unknown	Vehicle is parked in the carriageway	Offside	Other	None	None

Casualties

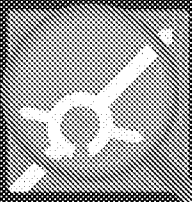
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Accident Description:

Not Available

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Friday, March 11, 2016 **Time of Crash:** 7:12:00 PM **Crash Reference:** 2016471601476

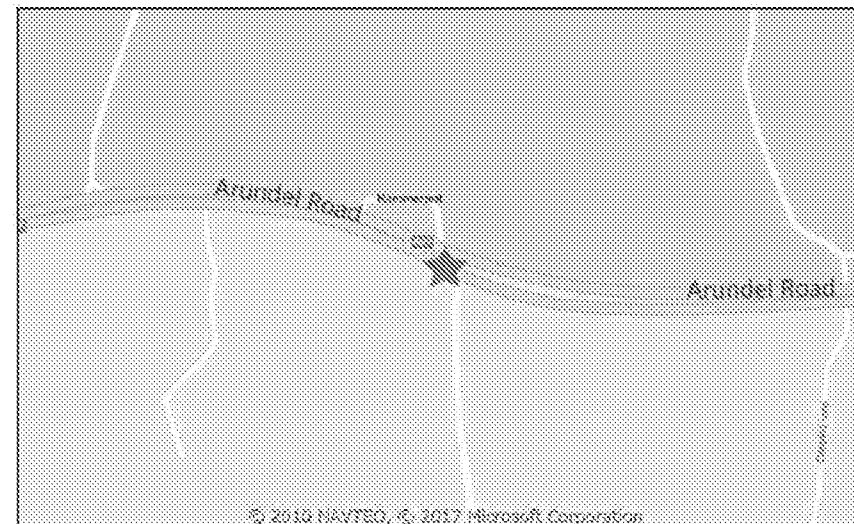
Highest Injury Severity: Fatal
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Central refuge - no other controls
Road Type: Dual carriageway
Junction Control: Stop sign

Road Number: A27

Number of Casualties: 1

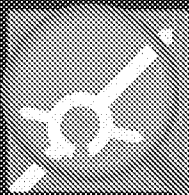
Number of Vehicles: 1

OS Grid Reference: 506714 105654



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

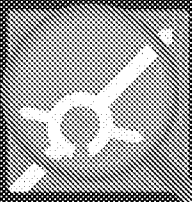
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Female	66 - 75	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

Accident Description:

Not Available

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Tuesday, December 06, 2016 **Time of Crash:** 12:20:00 PM **Crash Reference:** 2016471607337

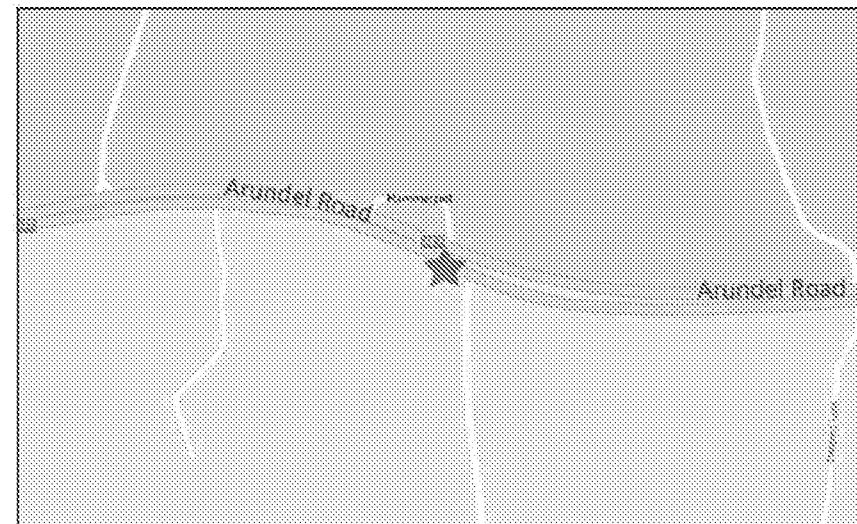
Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: A27

Number of Casualties: 1

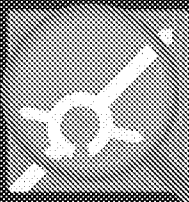
Number of Vehicles: 2

OS Grid Reference: 506699 105654



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicles involved

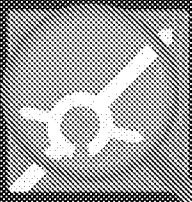
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	11	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Other permanent object
2	Car (excluding private hire)	10	Unknown	Unknown	Vehicle is parked in the carriageway	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date:

Thursday, October 08, 2015

Time of Crash: 10:10:00 AM

Crash Reference: 2015471505890

Highest Injury Severity:

Slight

Road Number: A27

Number of Casualties: 2

Highway Authority:

West Sussex

Number of Vehicles: 2

Local Authority:

Arun District

OS Grid Reference: 506709 105658

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

70

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

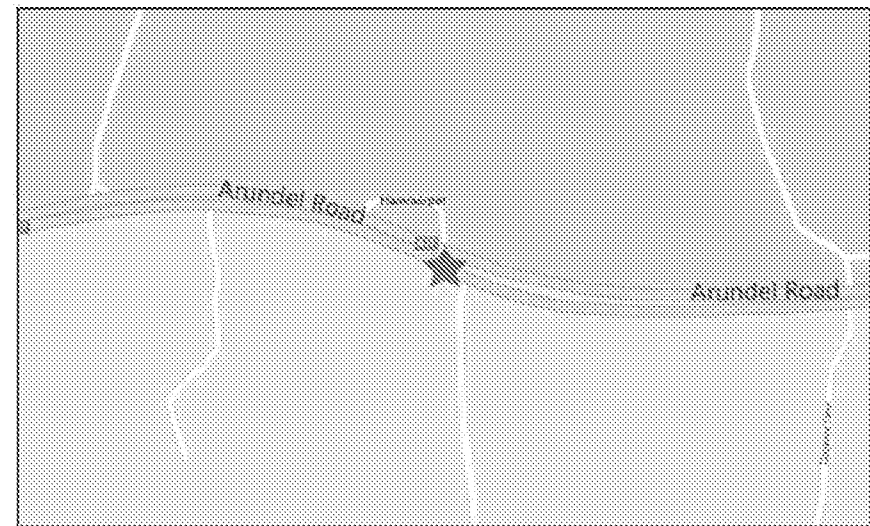
No physical crossing facility within 50 metres

Road Type:

Dual carriageway

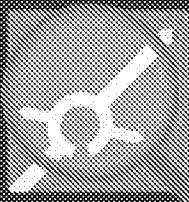
Junction Control:

Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicles involved

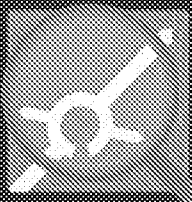
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under		1 Male	26 - 35	Vehicle is in the act of turning left	Back	Commuting to/from work	None	None
2	Car (excluding private hire)		6 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Crash Date: Friday, March 11, 2016 **Time of Crash:** 7:12:00 PM **Crash Reference:** 2016471601476

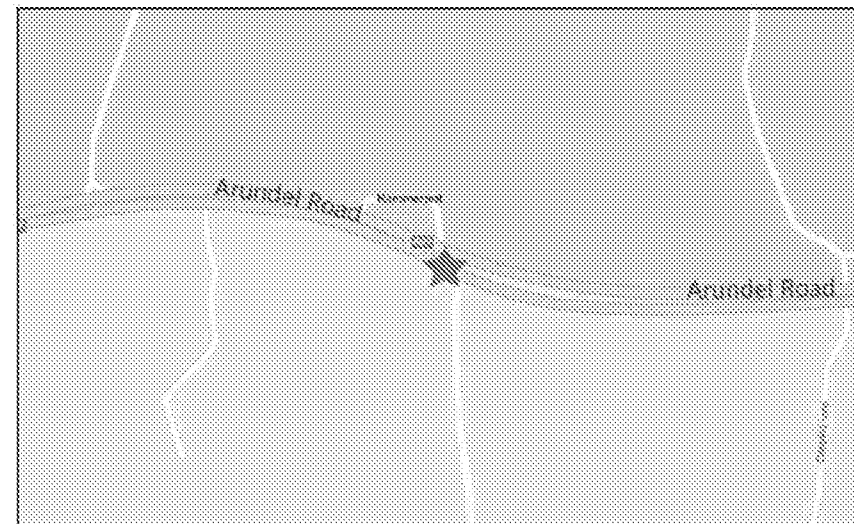
Highest Injury Severity: Fatal
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Central refuge - no other controls
Road Type: Dual carriageway
Junction Control: Stop sign

Road Number: A27

Number of Casualties: 1

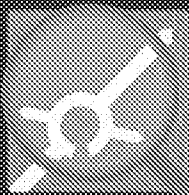
Number of Vehicles: 1

OS Grid Reference: 506714 105654



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicles involved

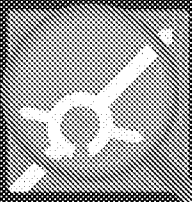
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Female	66 - 75	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





crashmap.co.uk

Crash Date:

Sunday, November 23, 2014

Time of Crash: 9:45:00 AM

Crash Reference: 2014471406929

Highest Injury Severity:

Slight

Road Number: A27

Number of Casualties: 1

Highway Authority:

West Sussex

Number of Vehicles: 1

Local Authority:

Arun District

OS Grid Reference: 506726 105630

Weather Description:

Raining without high winds

Road Surface Description:

Wet or Damp

Speed Limit:

70

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

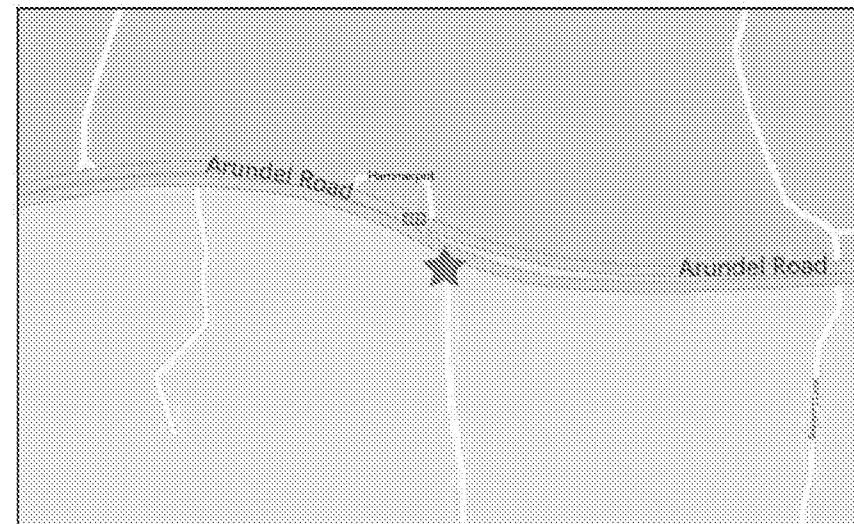
No physical crossing facility within 50 metres

Road Type:

Slip Road

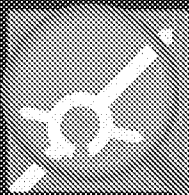
Junction Control:

Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





Vehicles involved

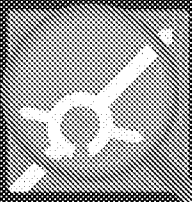
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	16 - 20	Vehicle is in the act of turning left	Offside	Other	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





2017 data is provisional and is subject to change

Crash Date: Saturday, April 01, 2017

Time of Crash: 2:25:00 PM

Crash Reference: 2017471701871

Highest Injury Severity: Slight
Highway Authority: West Sussex
Local Authority: Arun District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Unknown

Road Number: A27

Number of Casualties: 1

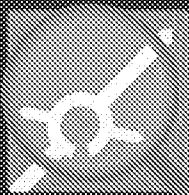
Number of Vehicles: 2

OS Grid Reference: 504783 105835



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions





2017 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	16-24	Vehicle is performing a U turn	Unknown	Other	None	Central crash barrier
2	Car (excluding private hire)	-1	Female	35-44	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16-24	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



APPENDIX 14

Road Safety Audit & Designers Response (Main Access)



Croft TS

PROPOSED ACCESS ARRANGEMENTS, ARUNDEL ROAD, ANGMERING

**STAGE 1 - ROAD SAFETY AUDIT
JANUARY 2018**

Transport Planning / Traffic Surveys/ Road Safety Audits

REPORT CONTROL

Document: Proposed Access Arrangements, Arundel Road, Angmering – S1 RSA

Project: Proposed Access Arrangements, Arundel Road, Angmering – S1 RSA

Client: Croft TS

Job Number: gs-545-2017

File Origin: /go-surveys/Road Safety Audits/GS545 - Arundel Road - Angmering - Stage 1 RSA/GS545-2017 - Proposed Access, Arundel Road, Angmering - Stage 1 RSA - Final.docx

Document Checking:

Primary Author	T Brooks	Initialed:	TB
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Contributor	R Lister	Initialed:	RL
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Review By	Initialed:
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Issue	Date	Status	Checked for Issue
1	03/01/2018	Final	Tristan Brooks
2			
3			
4			



Contents

1	INTRODUCTION	2
2	ROAD SAFETY AUDIT FINDINGS FROM RSA 1	4
	PROBLEM 1	4
	PROBLEM 2	5
3	OBSERVATIONS/ NOTES.....	7
4	AUDIT STATEMENT	8

Appendices

Appendix A – List of drawings and documents supplied for audit.

Appendix B – Location plan of identified problems.



1 INTRODUCTION

- 1.1 This report presents the findings from a Stage 1 Road Safety Audit undertaken on the proposed access arrangements to a residential development of up to 215 dwellings to the north of Angmering, West Sussex.
- 1.2 The audit was carried out by the following:
- | | |
|---|---------------------------------|
| Tristan Brooks
BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,
HE RSA Cert of Competency | - Road Safety Audit Team Leader |
| R Lister
BSc (Hons), MSc, MRTPI, CMILT, MCIHT,
MSoRSA | - Road Safety Audit Team Member |
- 1.3 The RSA was commissioned by Croft Transport Solutions (the designers of the scheme).
- 1.4 The site visit was undertaken on Saturday 9th December 2017 between 13:15-13:40 and comprised a walk and drive through of the area in the vicinity of the scheme. During the site visit both the weather and road surface were dry. Traffic in the vicinity of the scheme was light/moderate.
- 1.5 Arundel Road in the vicinity of the proposed access is subject to a 60 mph speed limit.
- 1.6 The drawings and documents supplied for audit are listed at **Appendix A**. An annotated drawing showing the locations of the problems identified is provided at **Appendix B**.
- 1.7 The terms of reference of the audit are as that described in DMRB HD19/15 Guidelines on Road Safety Audits. This standard has been used for guidance only. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.8 The scope of the RSA is limited to the proposed access arrangements to the site that will include:



- The introduction of a priority controlled 'ghost island' right turn lane with lane widths of 3.0 metres;
- Visibility splays of 2.4 metres by 59 metres from the site access (which it is noted accords with MfS guidance on vehicle speeds of 37mph); and
- Access road with a 5.5 metre width, 6.0 metre kerb radii and 2.0 metre wide footways on either side of the access road.

- 1.9 Junction capacity assessments provided for review as part of the RSA has forecast that the proposed junction would operate within capacity with no forecast queuing during the 2027 assessment year.
- 1.10 A review of the Personal Injury Collisions (PIC) data between 01/01/2012 and 31/12/2016 in the immediate vicinity of the proposed site access junction has indicated that during this period there have been no PIC's recorded.
- 1.11 The Audit Team have not been made aware of any previous RSA's undertaken on the scheme nor have they been made aware of any departures or relaxations from standard within the design of the scheme. Although, it is noted that the proposed junction visibility splays do not accord with the that set out within DMRB for carriageways subject to a 60 mph speed limit.

2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1

PROBLEM 1

LOCATION: Site Access.

SUMMARY: Vertical carriageway alignment may potentially result in restrictions to the achievable inter-visibility splays to/from the site access increasing the risk of a number of collision types.

- 2.1 It is considered that the inter-visibility splays at the proposed site access junction will be restricted by the crest in the carriageway alignment to the south of the proposed site access (Ref: **Photograph 1**).

Photograph 1 – View south from approximate location of site access junction.



- 2.2 Insufficient visibility in the vertical plane for vehicles accessing or egressing the site access could result in an increased risk of number of collision types, including shunt or side-swipe type collisions associated with vehicles accessing/egressing the site.



- 2.3 This issue would be exacerbated if the speed limit is to be retained at 60 mph.

RECOMMENDATION

- 2.4 It is recommended that details of the proposed vertical cross sections throughout the scheme are provided for review as part of the Stage 2 RSA and that the conspicuity /inter-visibility for drivers using the site access are appropriate.

CROFT RESPONSE

Comment noted. Our revised drawing now incorporates a vertical cross section illustrating the southbound visibility splay in respect of the existing crest in the carriageway to the south of the site access junction. As can be seen by the cross section, a visibility splay of 59m can be achieved despite the vertical alignment of Arundel Road.

PROBLEM 2

LOCATION: Proposed site access.

SUMMARY: Vehicle encroachment into adjoining lanes may result in vehicle/vehicle collisions.

- 2.5 The vehicle swept path analysis provided for review as part of the RSA indicate that a refuse vehicle would have to encroach into adjoining lanes accessing/egressing the site. Encroachment into adjoining lanes to manoeuvre to/from the site could potentially result in head-on type or side swipe type collisions.
- 2.6 It is acknowledged that refuse vehicle movements to/from the site will be minimal, and that it is not atypical for some minor encroachment into adjoin lanes for this or similar types of vehicles at residential accesses although not to the extent as shown in the vehicle swept path drawing provided for review.

RECOMMENDATION

- 2.7 It is recommended that the proposed junction arrangement is revised to remove this problem.



CROFT RESPONSE

As noted above, the left turn exit for the large waste vehicle shows only minimal encroachment into the right turn pocket. Speeds in the right turn pocket will be low with good intervisibility between vehicles. Waste vehicles will be arriving in the morning peak where right turning vehicles into the site should be minimal. Infrequent encroachment into adjacent lanes by large service vehicles is considered acceptable and Manual for Streets advises further in para 6.8.1

"The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not be fully accommodated."

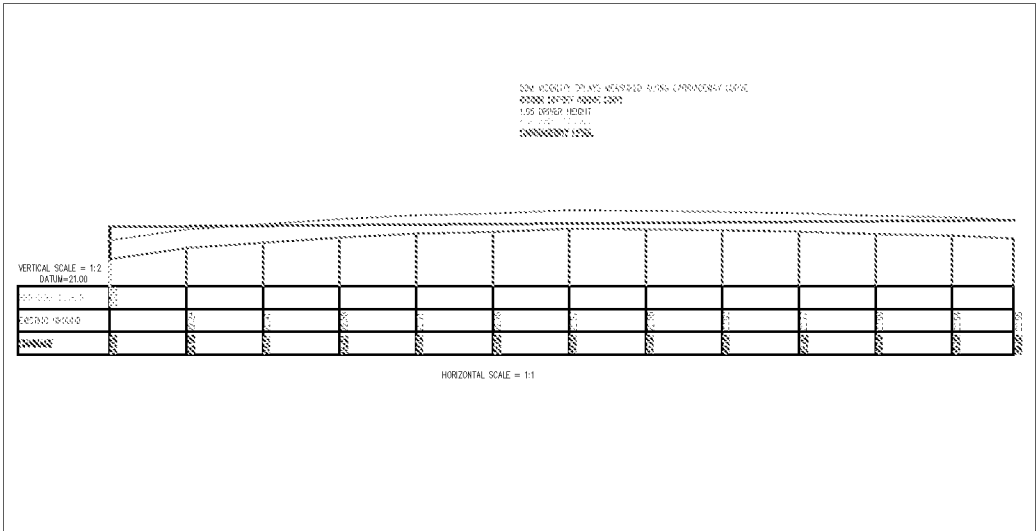
And further in para 6.5.8

"It would be acceptable for the occasional lorry to have to negotiate a particular junction with care."



NORTH SOUTH AERIAL VIEW

Warrington



NOTES

PLAN 2

DRAWING IS INDICATIVE ONLY AND WILL BE SUBJECT TO
CHANGE AS DESIGN IS PROGRESSED WITH LOCAL AUTHORITY



SITE LAYOUT NTS

INDICATIVE SITE BOUNDARY

REV.	DETAILS	DRAWN	CHECKED	DATE
------	---------	-------	---------	------

CLIENT:

GLADMAN

PROJECT:

ARUNDEL ROAD, ANGMERING

DRAWING TITLE:

PROPOSED ACCESS
ARRANGEMENT

SCALES:

1:500 @ A3

DRAWN:	MC	CHECKED:	MC	DATE:	OCT 2017
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9 Jordan St
Manchester
M15 4PY

Email: info@crofts.co.uk
Tel: 0161 667 3746
Web: www.crofts.co.uk

crofts
Transport Solutions

DRAWING NUMBER:	2020-F01	REVISION:	A
-----------------	----------	-----------	---



3 OBSERVATIONS/ NOTES

- 3.1 The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD19/15. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 3.2 It should be noted that although not necessarily expected at a Stage 1 RSA, there was limited information provided as part of the Audit Brief to indicate details of cross-section dimension details, drainage provision, street furniture details (including signage and lighting), landscaping and kerb details. As a result, it is not possible to ascertain any potential road safety issues arising from these elements of the scheme.
- 3.3 However, like many Stage 1 RSA's it is envisaged that this information would be provided and addressed accordingly as part of the Stage 2 RSA that would be undertaken as part of the detailed design of the team.



4 AUDIT STATEMENT

4.1 We certify that this audit has been carried out broadly in accordance with HD 19/15.

Signed:



Date: 03 January 2018

T Brooks – BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,
HE RSA Cert of Competency.

Audit Team Leader
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ

Signed:



Date: 03 January 2018

R Lister - BSc (Hons), MSc, MRTPI, MILT, MCIHT,
MSoRSA

Audit Team Member
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ



APPENDIX A

List of Drawings and Documents Provided for Audit

2020-F01

Proposed Access Arrangement

2020-SP01

Vehicle Swept Path Analysis

Junction Capacity Assessments

PIC Data

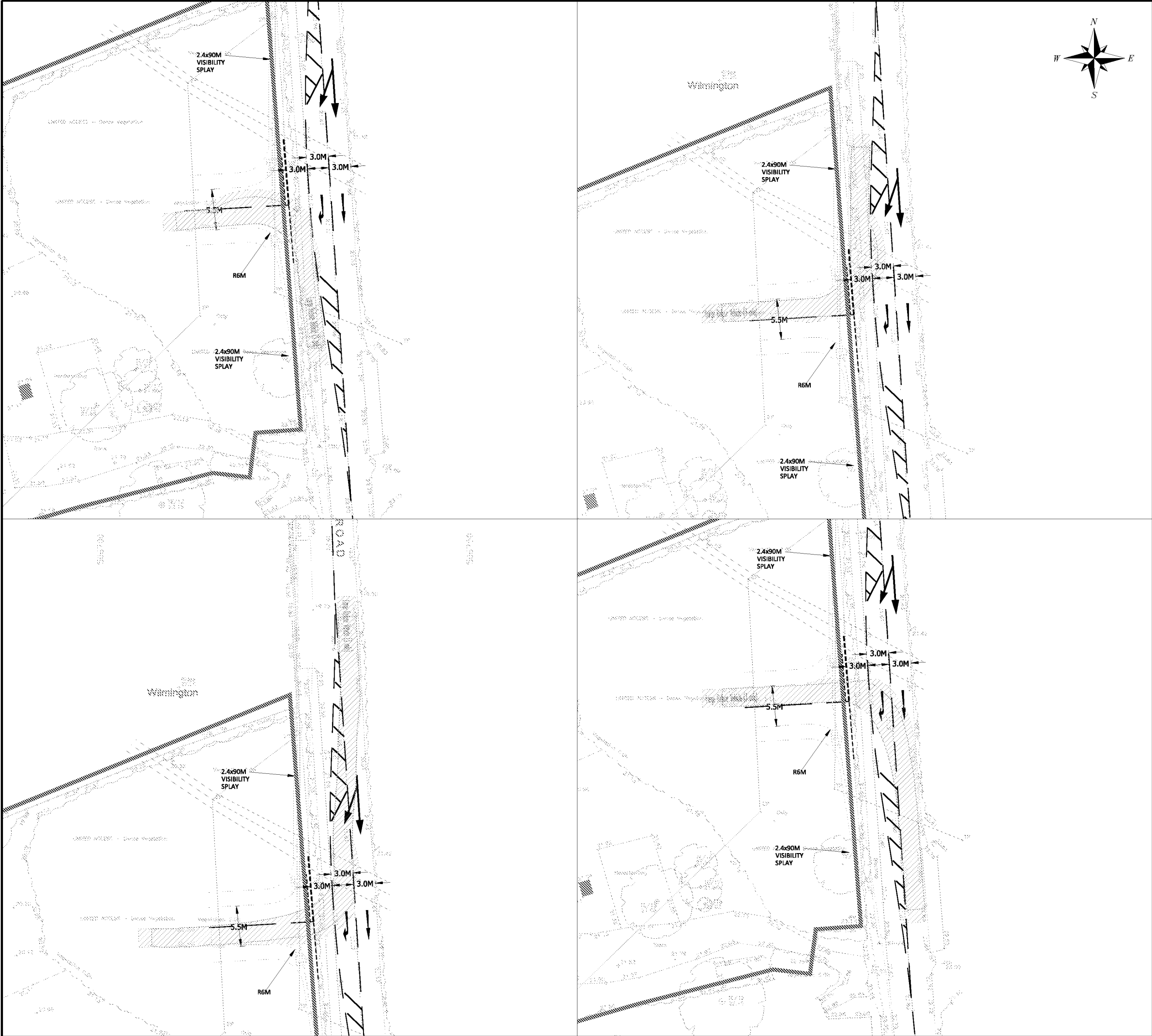
(Jan 2012- Dec 2016)



APPENDIX B

Location of Identified Problems

Z:\projects\2020 Arundel Road, Angmering\CAD\Croft Drawings\2020-SP01.dwg



NOTES

Large Refuse Vehicle (3 axle)	9.860m
Overall Length	2.450m
Overall Width	2.814m
Overall Body Height	0.366m
Min Body Ground Clearance	2.450m
Track Width	4.00s
Lock to lock time	9.500m
Kerb to Kerb Turning Radius	

REV.	DETAILS	DRAWN	CHECKED	DATE
CLIENT: GLADMAN				
PROJECT: ARUNDEL ROAD, ANGMERING				
DRAWING TITLE: SWEPT PATH ANALYSIS				
SCALES: 1:500 @ A3				
DRAWN: GM		CHECKED: MR		DATE: JAN 2018
9 Jordan Street, Manchester, M15 4PY Transport Solutions Email: info@crofts.co.uk Tel: 0161 667 3746 Web: www.crofts.co.uk				
DRAWING NUMBER: 2020-SP01				REVISION: .

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Fri 01-Dec-17

Channel: Northbound

AVE

NB 85%ile=

37.6

AVE

SB 85%ile=

35.7

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	-	43.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	17	44.6	40.9	4.6	0	0	0	0	1	1	4	11	0	0	0	0
06:00	63	42.7	36.7	6.9	0	1	1	1	6	17	25	6	6	0	0	0
07:00	136	40.4	36	4.9	0	0	0	0	14	61	46	10	4	1	0	0
08:00	120	38.7	33.1	5.1	0	0	1	2	43	41	27	5	1	0	0	0
09:00	101	37.4	32.7	5.5	1	0	1	5	24	50	16	3	1	0	0	0
10:00	59	38.7	32.1	6.6	0	0	3	8	12	19	14	2	1	0	0	0
11:00	82	38.6	32.8	5.7	1	0	1	1	27	30	18	4	0	0	0	0
12:00	68	37.8	32.4	5.4	0	1	0	4	21	27	12	3	0	0	0	0
13:00	67	40.2	35.4	4.8	0	0	0	0	11	27	22	6	1	0	0	0
14:00	65	39.2	33	5.7	0	0	1	3	21	24	9	7	0	0	0	0
15:00	111	35.6	31.7	4.2	0	0	0	3	50	44	13	0	1	0	0	0
16:00	70	37.7	33.2	4.6	0	0	0	0	23	32	12	2	1	0	0	0
17:00	68	39.6	33.8	5.9	0	0	3	2	12	28	17	6	0	0	0	0
18:00	72	40.7	35.2	5.8	0	0	1	1	13	26	21	8	2	0	0	0
19:00	51	40.9	35.5	6	0	0	0	1	12	14	16	7	0	1	0	0
20:00	17	40.1	37.3	5.9	0	0	0	0	0	9	6	0	1	1	0	0
21:00	21	40	35.2	7.4	0	0	2	0	1	8	8	0	2	0	0	0
22:00	16	41.3	34.4	7.7	0	0	1	1	2	6	3	2	1	0	0	0
23:00	4	-	37.3	4.9	0	0	0	0	0	2	1	1	0	0	0	0

12H,7-19	1019	39.1	33.5	5.5	2	1	11	29	271	409	227	56	12	1	0	0
16H,6-22	1171	39.5	33.9	5.7	2	2	14	31	290	457	282	69	21	3	0	0
18H,6-24	1191	39.6	33.9	5.7	2	2	15	32	292	465	286	72	22	3	0	0
24H,0-24	1212	39.7	34	5.8	2	2	15	32	293	466	293	83	23	3	0	0

Am	07:00	-	-	-	11:00	06:00	10:00	10:00	08:00	07:00	07:00	05:00	06:00	07:00	-	-
Peak	136	-	-	-	1	1	3	8	43	61	46	11	6	1	-	-

Pm	15:00	-	20:00	22:00	-	12:00	17:00	12:00	15:00	15:00	13:00	18:00	21:00	20:00	-	-
Peak	111	-	37.3	7.7	-	1	3	4	50	44	22	8	2	1	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Sat 02-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	6	-	37.7		4	0	0	0	0	0	2	3	1	0	0	0
01:00	3	-	38.5		5	0	0	0	0	0	1	1	1	0	0	0
02:00	1	-	38.5	-		0	0	0	0	0	0	1	0	0	0	0
03:00	1	-	33.5	-		0	0	0	0	0	1	0	0	0	0	0
04:00	4	-	43.5		6	0	0	0	0	0	0	2	0	2	0	0
05:00	6	-	36		6.3	0	0	0	0	2	0	3	1	0	0	0
06:00	15	42.6	34.5	8.6		0	1	0	1	2	4	3	4	0	0	0
07:00	43	41.9	37.1	5.5		0	0	0	0	4	15	16	6	1	1	0
08:00	83	39.6	34.5	6		1	1	0	1	13	34	28	3	2	0	0
09:00	80	39.4	33	6.9		0	2	1	5	22	24	20	4	1	1	0
10:00	95	39	33.3	6.7		0	2	2	2	23	40	19	4	2	0	1
11:00	95	39.4	34.2	5.4		0	1	2	0	18	38	31	5	0	0	0
12:00	79	40.5	35.9	4.9		0	0	1	0	5	39	24	8	2	0	0
13:00	78	39.5	34.3	5.3		0	0	2	0	16	31	24	4	1	0	0
14:00	74	40.3	34.1	6.3		1	0	1	2	16	26	19	9	0	0	0
15:00	84	41.4	35.6	5.7		0	0	0	0	18	31	21	11	2	1	0
16:00	82	38.7	34	4.4		0	0	0	1	17	39	23	1	1	0	0
17:00	62	40.7	35.4	6.9		0	0	0	2	11	27	13	5	2	1	0
18:00	45	40.8	35.3	5.7		0	0	0	2	5	22	9	5	2	0	0
19:00	30	40.5	36.2	5.7		0	0	0	0	5	10	11	3	0	1	0
20:00	14	38.3	34.9	6.5		0	0	0	0	3	7	3	0	0	1	0
21:00	15	40.5	37.5	3.7		0	0	0	0	0	5	8	2	0	0	0
22:00	15	39.6	36.8	2.9		0	0	0	0	0	5	10	0	0	0	0
23:00	14	44.5	37.8	9		0	0	0	1	2	3	4	2	1	0	1

12H,7-19	900	40	34.6	5.9	2	6	9	15	168	366	247	65	16	4	1	1
16H,6-22	974	40.1	34.7	6	2	7	9	16	178	392	272	74	16	6	1	1
18H,6-24	1003	40.1	34.7	6	2	7	9	17	180	400	286	76	17	6	2	1
24H,0-24	1024	40.2	34.8	6	2	7	9	17	182	404	296	79	19	6	2	1

Am	11:00	-	04:00	-	08:00	10:00	11:00	09:00	10:00	10:00	11:00	07:00	10:00	09:00	10:00	-
Peak	95	-	43.5	-	1	2	2	5	23	40	31	6	2	1	1	-

Pm	15:00	23:00	23:00	23:00	14:00	-	13:00	18:00	15:00	16:00	13:00	15:00	18:00	20:00	23:00	17:00
Peak	84	44.5	37.8	9	1	-	2	2	18	39	24	11	2	1	1	1

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Sun 03-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	7 -		39.9	8.1	0	0	0	0	0	3	2	0	1	1	0	0
01:00	6 -		36.8	3	0	0	0	0	0	2	4	0	0	0	0	0
02:00	3 -		35.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
03:00	0 -	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2 -		26	3.5	0	0	0	1	1	0	0	0	0	0	0	0
05:00	3 -		36.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
06:00	12	40.3	36	5.2	0	0	0	0	2	4	4	2	0	0	0	0
07:00	21	40.4	34	7	0	0	1	0	7	5	5	2	1	0	0	0
08:00	53	39.9	35.4	4.3	0	0	0	0	6	26	16	5	0	0	0	0
09:00	93	38.7	33.8	5.3	0	0	0	4	20	45	18	4	1	1	0	0
10:00	82	38	32.7	5.3	1	0	0	3	25	33	18	2	0	0	0	0
11:00	74	37.7	33	4.5	0	0	0	4	18	35	16	1	0	0	0	0
12:00	95	39.1	34.2	5.1	0	0	1	2	15	51	18	6	2	0	0	0
13:00	81	39.8	35	5	0	0	0	1	15	32	27	4	2	0	0	0
14:00	61	39.7	34.2	6.1	0	1	1	1	10	28	14	4	2	0	0	0
15:00	56	38.7	33.9	5.1	0	0	2	0	9	29	13	3	0	0	0	0
16:00	51	38.8	33.2	6.1	0	1	0	3	11	24	7	4	1	0	0	0
17:00	36	40.5	36	4.1	0	0	0	0	1	21	9	5	0	0	0	0
18:00	28	39.3	33.5	6.9	1	0	0	1	5	11	8	2	0	0	0	0
19:00	12	40.3	37.3	5.5	0	0	0	1	0	2	7	2	0	0	0	0
20:00	21	44.4	36.4	8.6	0	1	0	1	2	6	4	5	2	0	0	0
21:00	11	45.6	39	5.8	0	0	0	0	0	4	4	1	2	0	0	0
22:00	5 -		34.5	4.4	0	0	0	0	1	2	2	0	0	0	0	0
23:00	5 -		40.5	6.8	0	0	0	0	0	2	0	2	1	0	0	0

12H,7-19	731	39.3	34	5.3	2	2	5	19	142	340	169	42	9	1	0	0
16H,6-22	787	39.6	34.2	5.5	2	3	5	21	146	356	188	52	13	1	0	0
18H,6-24	797	39.7	34.2	5.5	2	3	5	21	147	360	190	54	14	1	0	0
24H,0-24	818	39.7	34.3	5.6	2	3	5	22	149	367	198	55	15	2	0	0

Am	09:00 -	-	-		10:00 -		07:00	11:00	10:00	09:00	10:00	08:00	09:00	09:00 -	-	
Peak	93 -	-	-		1 -		1	4	25	45	18	5	1	1 -	-	

Pm	12:00 -		23:00	20:00	18:00	20:00	15:00	16:00	13:00	12:00	13:00	12:00	21:00 -	-	-	
Peak	95 -		40.5	8.6	1	1	2	3	15	51	27	6	2 -	-	-	

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Mon 04-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00		2 -		41	3.5	0	0	0	0	0	0	1	1	0	0	0
01:00		2 -		36	3.5	0	0	0	0	0	1	1	0	0	0	0
02:00		1 -		33.5 -		0	0	0	0	0	1	0	0	0	0	0
03:00		1 -		48.5 -		0	0	0	0	0	0	0	0	1	0	0
04:00		5 -		39.5	4.4	0	0	0	0	0	1	2	2	0	0	0
05:00	35	44	38.6	5.3	0	0	0	0	0	2	8	15	7	3	0	0
06:00	67	41.9	36.8	5.3	0	0	0	0	0	4	32	19	8	3	1	0
07:00	160	39.5	34.2	5.6	1	1	0	5	28	69	45	9	2	0	0	0
08:00	128	37.9	33.1	4.4	0	0	0	1	42	56	25	4	0	0	0	0
09:00	89	38.1	32.8	5.4	0	0	2	4	24	38	17	3	1	0	0	0
10:00	82	39.1	33.6	5.9	0	1	1	4	16	34	21	3	2	0	0	0
11:00	73	37.6	32.5	5.7	0	1	0	3	26	29	8	5	1	0	0	0
12:00	73	37.8	32.7	5.6	0	0	1	5	20	31	13	2	0	1	0	0
13:00	64	39.3	33.9	6.2	0	0	2	2	14	24	18	2	1	1	0	0
14:00	65	35.4	30.9	6.3	1	1	0	7	22	27	5	1	0	1	0	0
15:00	98	36.6	31.9	4.8	0	0	1	5	38	37	15	2	0	0	0	0
16:00	71	37.8	33	6.1	0	0	2	5	13	36	11	3	0	0	1	0
17:00	48	39.3	33.6	6.6	0	2	1	1	6	21	14	3	0	0	0	0
18:00	36	37.8	34.1	5.1	0	0	0	1	6	21	6	0	2	0	0	0
19:00	39	40.3	34.8	7.2	0	0	0	2	10	13	9	2	2	0	1	0
20:00	21	40.5	36.1	4.6	0	0	0	0	2	9	7	3	0	0	0	0
21:00	12	40.1	36.8	5.5	0	0	0	0	2	2	7	0	1	0	0	0
22:00	9 -		34.1	4.2	0	0	0	0	2	4	3	0	0	0	0	0
23:00	3 -		35.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0

12H,7-19	987	38.5	33	5.6	2	6	10	43	255	423	198	37	9	3	1	0
16H,6-22	1126	39	33.4	5.7	2	6	10	45	273	479	240	50	15	4	2	0
18H,6-24	1138	39	33.4	5.7	2	6	10	45	276	484	243	51	15	4	2	0
24H,0-24	1184	39.2	33.6	5.8	2	6	10	45	278	495	262	61	19	4	2	0

Am	07:00 -		03:00 -		07:00	11:00	09:00	07:00	08:00	07:00	07:00	07:00	06:00	06:00 -	-	
Peak	160 -		48.5 -		1	1	2	5	42	69	45	9	3	1 -	-	
Pm	15:00 -		21:00	23:00	14:00	17:00	16:00	14:00	15:00	15:00	13:00	20:00	19:00	14:00	19:00 -	
Peak	98 -		36.8	7.6	1	2	2	7	38	37	18	3	2	1	1 -	

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Tue 05-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00		2 -		36	3.5	0	0	0	0	0	1	1	0	0	0	0
01:00		2 -		36	10.6	0	0	0	0	1	0	0	1	0	0	0
02:00		1 -		33.5 -		0	0	0	0	0	1	0	0	0	0	0
03:00		1 -		43.5 -		0	0	0	0	0	0	0	1	0	0	0
04:00		4 -		39.8	2.8	0	0	0	0	0	0	3	1	0	0	0
05:00	30	44		38	5.8	0	0	0	0	3	8	11	5	3	0	0
06:00	73	42.5		36.2	6.2	0	1	0	1	10	24	22	12	3	0	0
07:00	142	40.8		35.5	5.8	1	0	0	2	17	64	38	15	4	1	0
08:00	147	37.9		32.6	5.8	1	0	0	7	53	56	20	6	3	1	0
09:00	102	36.6		32.2	5.1	0	2	0	3	33	46	17	0	1	0	0
10:00	73	38.9		33.5	6.5	0	2	0	3	15	33	15	2	2	1	0
11:00	49	40.1		33.1	8.1	0	3	1	1	12	16	10	4	1	1	0
12:00	87	37.2		32.6	5.2	0	1	1	4	21	43	14	3	0	0	0
13:00	76	36.6		31.3	6	1	0	3	3	29	27	10	3	0	0	0
14:00	54	38.3		32.3	6.2	0	2	0	3	15	20	12	2	0	0	0
15:00	110	37.2		32.5	5.5	0	2	1	5	26	55	17	3	1	0	0
16:00	84	39.7		34.7	6.1	0	0	2	1	16	31	28	5	0	0	1
17:00	61	40.2		34.9	6	0	1	0	2	7	28	16	6	0	1	0
18:00	44	39.8		34.8	5.6	0	0	1	1	6	19	13	3	1	0	0
19:00	32	40.3		35.7	6	0	0	0	0	6	13	9	2	1	1	0
20:00	17	45.9		39.7	8.3	0	0	0	0	0	8	3	3	2	0	1
21:00	17	40.3		36.4	4.6	0	0	0	0	2	5	8	2	0	0	0
22:00	7 -			39.2	7.4	0	0	0	0	0	3	2	1	0	1	0
23:00	6 -			37.7	4	0	0	0	0	0	2	3	1	0	0	0

12H,7-19	1029	39	33.3	6	3	13	9	35	250	438	210	52	13	5	0	1
16H,6-22	1168	39.5	33.7	6.1	3	14	9	36	268	488	252	71	19	6	0	2
18H,6-24	1181	39.5	33.8	6.2	3	14	9	36	268	493	257	73	19	7	0	2
24H,0-24	1221	39.7	33.9	6.2	3	14	9	36	272	503	272	81	22	7	0	2

Am	08:00 -		03:00 -		08:00	11:00	11:00	08:00	08:00	07:00	07:00	07:00	07:00	11:00 -	-	
Peak	147 -		43.5 -		1	3	1	7	53	64	38	15	4	1 -	-	
Pm	15:00 -		20:00	20:00	13:00	15:00	13:00	15:00	13:00	15:00	16:00	17:00	20:00	22:00 -		20:00
Peak	110 -		39.7	8.3	1	2	3	5	29	55	28	6	2	1 -		1

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Wed 06-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	3	-	33.5		5	0	0	0	0	1	1	1	0	0	0	0
01:00	1	-	48.5	-		0	0	0	0	0	0	0	0	1	0	0
02:00	0	-	-	-		0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	48.5	-		0	0	0	0	0	0	0	0	1	0	0
04:00	5	-	41.5		3.1	0	0	0	0	0	0	2	3	0	0	0
05:00	25	45.7	39.7		6	0	0	0	0	2	4	9	6	4	0	0
06:00	84	42.3	36.5		5.9	0	1	0	0	14	20	32	15	2	0	0
07:00	147	39.5	34.9		5	1	0	0	0	21	72	44	6	2	1	0
08:00	128	39.5	34.3		5.1	0	0	0	1	30	59	26	9	3	0	0
09:00	99	40.3	35		6	0	2	0	3	11	42	30	8	3	0	0
10:00	87	39.7	33.6		6.3	0	2	0	6	16	34	21	7	1	0	0
11:00	73	39.4	34.5		4.9	0	0	1	1	13	30	24	4	0	0	0
12:00	69	40.2	35		5.5	0	0	1	1	13	23	24	6	1	0	0
13:00	64	39.4	33.8		5.3	0	0	1	1	17	24	16	5	0	0	0
14:00	57	38.3	33.1		4.9	0	0	0	3	15	25	11	3	0	0	0
15:00	102	36.4	31.3		5.4	0	0	4	8	36	37	14	3	0	0	0
16:00	71	40.6	35.4		6.3	0	0	0	0	17	28	16	4	4	2	0
17:00	41	42.3	35.7		6.8	0	1	0	3	2	14	12	9	0	0	0
18:00	44	40	34.8		7	0	0	1	1	10	16	11	2	1	2	0
19:00	40	39.5	33.4		7.1	1	0	2	0	8	14	12	3	0	0	0
20:00	27	42.5	36.1		6	0	0	0	0	6	8	7	5	1	0	0
21:00	18	43	37.4		6.5	0	0	0	1	1	5	7	2	2	0	0
22:00	6	-	44.3		8.1	0	0	0	0	0	1	1	2	0	2	0
23:00	4	-	38.5		4.2	0	0	0	0	0	1	2	1	0	0	0

12H,7-19	982	39.8	34.2	5.7	1	5	8	28	201	404	249	66	15	5	0	0
16H,6-22	1151	40.1	34.4	5.8	2	6	10	29	230	451	307	91	20	5	0	0
18H,6-24	1161	40.1	34.5	5.9	2	6	10	29	230	453	310	94	20	7	0	0
24H,0-24	1196	40.3	34.7	6	2	6	10	29	233	458	322	103	26	7	0	0

Am	07:00	-	-	-	07:00	10:00	11:00	10:00	08:00	07:00	07:00	06:00	05:00	07:00	-	-
Peak	147	-	-	-	1	2	1	6	30	72	44	15	4	1	-	-

Pm	15:00	-	22:00	22:00	19:00	17:00	15:00	15:00	15:00	15:00	12:00	17:00	16:00	22:00	-	-
Peak	102	-	44.3	8.1	1	1	4	8	36	37	24	9	4	2	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:47 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Thu 07-Dec-17

Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	4 -		36		6.5	0	0	0	0	1	1	1	1	0	0	0
01:00	0 -	-	-	-		0	0	0	0	0	0	0	0	0	0	0
02:00	1 -		38.5	-		0	0	0	0	0	0	1	0	0	0	0
03:00	0 -	-	-	-		0	0	0	0	0	0	0	0	0	0	0
04:00	4 -		39.8		4.9	0	0	0	0	0	1	1	2	0	0	0
05:00	24	43.4	39.1	4.7		0	0	0	0	2	1	14	6	1	0	0
06:00	85	41.9	36.4	6		0	1	0	0	8	36	25	10	4	1	0
07:00	129	39.7	34.5	5.4		1	0	0	3	24	50	42	8	1	0	0
08:00	144	39.5	34.5	5		0	0	0	2	29	65	37	9	1	1	0
09:00	101	38.7	33.4	5.2		0	0	1	4	25	45	19	6	1	0	0
10:00	61	37.2	32.8	4.4		0	0	0	1	20	28	10	2	0	0	0
11:00	63	37.5	31.8	6.1		0	1	2	6	16	25	10	3	0	0	0
12:00	74	36.9	32.6	4.6		0	0	1	3	20	36	13	1	0	0	0
13:00	73	38.7	33.1	5		0	0	0	3	24	25	18	3	0	0	0
14:00	69	35.2	30.6	5.6		1	0	2	7	22	31	5	1	0	0	0
15:00	85	37.4	32.4	4.6		0	0	0	5	28	34	17	1	0	0	0
16:00	76	38.3	32.8	5.9		0	0	2	5	20	31	13	3	2	0	0
17:00	40	39.9	34.1	6.3		0	1	0	3	4	17	11	4	0	0	0
18:00	51	39.7	34.2	6		0	0	0	2	14	18	12	2	3	0	0
19:00	54	38.8	33.4	4.8		0	0	0	1	18	18	15	2	0	0	0
20:00	16	40.4	37.3	4.8		0	0	0	0	1	5	8	1	1	0	0
21:00	21	39.1	33.8	7.1		1	0	0	0	3	9	7	1	0	0	0
22:00	13	38.8	38.5	4.3		0	0	0	0	0	3	8	1	1	0	0
23:00	5 -		35.5		3.1	0	0	0	0	0	3	2	0	0	0	0

12H,7-19	966	38.7	33.2	5.4	2	2	8	44	246	405	207	43	8	1	0	0
16H,6-22	1142	39.1	33.5	5.5	3	3	8	45	276	473	262	57	13	2	0	0
18H,6-24	1160	39.2	33.6	5.5	3	3	8	45	276	479	272	58	14	2	0	0
24H,0-24	1193	39.3	33.7	5.6	3	3	8	45	279	482	289	67	15	2	0	0

Am	08:00 -	-	-		07:00	11:00	11:00	11:00	08:00	08:00	07:00	06:00	06:00	08:00 -	-	
Peak	144 -	-	-		1	1	2	6	29	65	42	10	4	1 -	-	
Pm	15:00 -		22:00	21:00	21:00	17:00	16:00	14:00	15:00	12:00	13:00	17:00	18:00 -	-	-	
Peak	85 -		38.5	7.1	1	1	2	7	28	36	18	4	3 -	-	-	

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Fri 01-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	31.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	13	38.8	33.5	8.3	0	0	0	2	3	5	1	1	0	1	0	0
07:00	45	37.9	31.9	5.3	0	0	0	5	16	13	10	1	0	0	0	0
08:00	55	38.2	32.2	5.4	0	0	1	4	19	16	14	1	0	0	0	0
09:00	39	35.6	30.9	5.5	1	0	0	2	16	15	5	0	0	0	0	0
10:00	36	35	30.6	4.4	0	0	0	5	14	14	3	0	0	0	0	0
11:00	34	35.7	30.9	5.2	0	0	0	5	14	10	4	1	0	0	0	0
12:00	41	35.6	31.4	5.2	0	1	0	4	10	21	5	0	0	0	0	0
13:00	44	37.5	33.3	4.4	0	0	1	1	7	25	10	0	0	0	0	0
14:00	59	37.7	32.5	5.5	0	0	2	5	11	28	11	2	0	0	0	0
15:00	67	38.8	33.3	5.3	0	0	1	3	17	27	15	4	0	0	0	0
16:00	105	38.6	32.5	5.6	0	0	0	10	34	34	21	5	1	0	0	0
17:00	109	38.3	32.6	5.7	0	0	2	11	25	45	20	5	1	0	0	0
18:00	44	38	32.5	5.3	0	0	1	3	12	17	10	1	0	0	0	0
19:00	27	38	32.2	6.3	0	0	1	2	9	8	6	0	1	0	0	0
20:00	25	37.8	32.9	5.1	0	0	0	2	6	11	5	1	0	0	0	0
21:00	13	37.4	33.5	5.2	0	0	0	1	2	7	2	1	0	0	0	0
22:00	11	38.1	34	6.6	0	0	0	1	2	5	2	0	1	0	0	0
23:00	7	-	32.1	4.9	0	0	0	0	4	1	2	0	0	0	0	0

12H,7-19	678	37.9	32.2	5.4	1	1	8	58	195	265	128	20	2	0	0	0
16H,6-22	756	37.9	32.3	5.4	1	1	9	65	215	296	142	23	3	1	0	0
18H,6-24	774	38	32.3	5.4	1	1	9	66	221	302	146	23	4	1	0	0
24H,0-24	778	37.9	32.3	5.4	1	1	9	66	223	304	146	23	4	1	0	0

Am	08:00	-	-	-	09:00	-	08:00	11:00	08:00	08:00	08:00	11:00	-	06:00	-	-
Peak	55	-	-	-	1	-	1	5	19	16	14	1	-	1	-	-

Pm	17:00	-	22:00	22:00	-	12:00	17:00	17:00	16:00	17:00	16:00	17:00	22:00	-	-	-
Peak	109	-	34	6.6	-	1	2	11	34	45	21	5	1	-	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Sat 02-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00		7 -	27.8	5.5	0	0	1	1	3	2	0	0	0	0	0	0
01:00		5 -	29.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
02:00		1 -	33.5 -		0	0	0	0	0	1	0	0	0	0	0	0
03:00		1 -	33.5 -		0	0	0	0	0	1	0	0	0	0	0	0
04:00		2 -	31	10.6	0	0	0	1	0	0	1	0	0	0	0	0
05:00		3 -	25.2	10.4	0	1	0	0	1	1	0	0	0	0	0	0
06:00		6 -	34.3	8.1	0	0	0	1	0	4	0	0	1	0	0	0
07:00		9 -	31.8	5.2	0	0	0	1	3	3	2	0	0	0	0	0
08:00	13	34.9	30.4	5.8	0	0	1	1	5	4	2	0	0	0	0	0
09:00	41	35.9	32.4	4.2	0	0	0	3	9	23	6	0	0	0	0	0
10:00	35	37.6	32.6	6.2	0	2	0	0	7	18	7	1	0	0	0	0
11:00	57	37.1	32.2	5.1	0	0	0	6	16	24	9	2	0	0	0	0
12:00	63	37.8	33.2	4.9	0	0	0	2	18	29	11	2	1	0	0	0
13:00	48	37.3	33	4.3	0	0	0	1	14	23	9	1	0	0	0	0
14:00	37	38.5	33.2	5.6	0	0	1	0	12	14	8	1	1	0	0	0
15:00	42	38.6	32.7	5.5	0	0	0	4	13	13	10	2	0	0	0	0
16:00	48	39.3	34.3	5.6	0	0	0	3	8	20	14	1	2	0	0	0
17:00	41	35.8	30.7	5.9	0	0	2	7	10	16	5	1	0	0	0	0
18:00	31	38.3	32.2	7	0	1	0	3	9	11	4	2	1	0	0	0
19:00	20	34.8	31.5	5.2	0	0	0	2	8	7	2	1	0	0	0	0
20:00	10	37.7	33.5	4.3	0	0	0	0	3	4	3	0	0	0	0	0
21:00	9 -		32.4	5.6	0	0	0	1	3	2	3	0	0	0	0	0
22:00	8 -		34.8	3.8	0	0	0	0	0	7	0	1	0	0	0	0
23:00	9 -		31.8	5.7	0	0	0	1	4	1	3	0	0	0	0	0

12H,7-19	465	38	32.6	5.4	0	3	4	31	124	198	87	13	5	0	0	0
16H,6-22	510	38	32.6	5.4	0	3	4	35	138	215	95	14	6	0	0	0
18H,6-24	527	38	32.6	5.4	0	3	4	36	142	223	98	15	6	0	0	0
24H,0-24	546	37.9	32.5	5.5	0	4	5	39	148	230	99	15	6	0	0	0

Am	11:00 -	06:00 -	-		10:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	06:00 -	-	-	
Peak	57 -	34.3 -	-		2	1	6	16	24	9	2	1 -	-	-	-	
Pm	12:00 -	22:00	18:00 -		18:00	17:00	17:00	12:00	12:00	16:00	18:00	16:00 -	-	-	-	
Peak	63 -	34.8	7 -		1	2	7	18	29	14	2	2 -	-	-	-	

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Sun 03-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00		7 -		30.6	4.2	0	0	0	1	2	4	0	0	0	0	0
01:00		3 -		26.8	3.1	0	0	0	1	2	0	0	0	0	0	0
02:00		1 -		33.5 -		0	0	0	0	0	1	0	0	0	0	0
03:00		3 -		31.8	7.6	0	0	0	1	0	1	1	0	0	0	0
04:00		3 -		31.8	3.1	0	0	0	0	1	2	0	0	0	0	0
05:00		1 -		23.5 -		0	0	0	1	0	0	0	0	0	0	0
06:00		2 -		26	3.5	0	0	0	1	1	0	0	0	0	0	0
07:00		0 -	-	-		0	0	0	0	0	0	0	0	0	0	0
08:00	14	36.7		31	6.9	0	1	0	1	4	5	3	0	0	0	0
09:00	42	39.8		34.2	5.8	0	0	1	2	7	16	12	4	0	0	0
10:00	45	35.8		31.2	5.1	0	0	0	8	12	18	7	0	0	0	0
11:00	47	35.6		32.2	4.9	1	0	0	1	10	30	5	0	0	0	0
12:00	44	37.8		32.9	7.1	0	0	1	2	15	16	8	0	1	0	1
13:00	58	37.7		32.6	4.9	0	0	1	1	20	23	11	2	0	0	0
14:00	51	38.3		32.4	5.3	0	0	1	3	17	16	13	1	0	0	0
15:00	39	39		33.8	5.9	0	0	0	2	10	17	6	2	2	0	0
16:00	41	35.4		32	3.7	0	0	0	1	14	22	4	0	0	0	0
17:00	32	38.7		33.8	5	0	0	0	1	7	16	5	3	0	0	0
18:00	27	35.8		31.6	4.6	0	0	1	0	11	11	4	0	0	0	0
19:00	19	35.2		30.9	5	0	0	1	1	7	8	2	0	0	0	0
20:00	6 -			36	5.4	0	0	0	0	1	2	2	1	0	0	0
21:00	11	34.8		32.1	3.5	0	0	0	1	1	9	0	0	0	0	0
22:00	4 -			36	9.6	0	0	0	0	2	0	1	0	1	0	0
23:00	4 -			29.8	4.9	0	0	0	1	1	2	0	0	0	0	0

12H,7-19	440	37.8		32.6	5.4	1	1	5	22	127	190	78	12	3	0	1
16H,6-22	478	37.6		32.5	5.4	1	1	6	25	137	209	82	13	3	0	1
18H,6-24	486	37.7		32.6	5.4	1	1	6	26	140	211	83	13	4	0	1
24H,0-24	504	37.5		32.5	5.4	1	1	6	30	145	219	84	13	4	0	1

Am	11:00 -	-	-			11:00	08:00	09:00	10:00	10:00	11:00	09:00	09:00 -	-	-	-
Peak	47 -	-	-			1	1	1	8	12	30	12	4 -	-	-	-

Pm	13:00 -		20:00	22:00 -	-		19:00	14:00	13:00	13:00	14:00	17:00	15:00 -	-		12:00
Peak	58 -		36	9.6 -	-		1	3	20	23	13	3	2 -	-		1

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Mon 04-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00		2 -		38.5	1.8	0	0	0	0	0	0	2	0	0	0	0
01:00		1 -		33.5 -		0	0	0	0	0	1	0	0	0	0	0
02:00		0 -	-	-		0	0	0	0	0	0	0	0	0	0	0
03:00		0 -	-	-		0	0	0	0	0	0	0	0	0	0	0
04:00		0 -	-	-		0	0	0	0	0	0	0	0	0	0	0
05:00		3 -		26.8	7.6	0	0	1	0	1	1	0	0	0	0	0
06:00		10	36	32.5	5.8	0	0	0	1	3	4	1	1	0	0	0
07:00		41	35.5	31.9	5.2	0	1	1	1	9	25	3	1	0	0	0
08:00		51	38	32.5	5.7	0	1	0	5	10	22	12	1	0	0	0
09:00		38	35.1	30.5	5.7	0	0	3	4	10	18	2	1	0	0	0
10:00		32	35.6	32.3	4.3	0	0	0	0	14	13	4	1	0	0	0
11:00		30	39	31.8	7	0	1	1	2	11	4	10	1	0	0	0
12:00		42	36.2	32.3	5.5	0	0	1	2	13	19	5	1	1	0	0
13:00		57	38.3	32.1	6	0	0	1	6	19	17	11	2	1	0	0
14:00		48	35.7	31.7	5	0	0	1	5	11	25	5	1	0	0	0
15:00		52	37.9	32.3	4.9	0	0	0	2	22	16	10	2	0	0	0
16:00		100	37.6	32.3	5.2	0	0	3	6	27	42	20	2	0	0	0
17:00		125	38.3	33	4.9	0	0	0	8	33	52	28	4	0	0	0
18:00		72	38.6	32.9	5.7	0	0	1	5	20	28	13	4	1	0	0
19:00		33	37.9	31.8	6.7	0	0	1	5	9	11	4	2	1	0	0
20:00		17	38	33.5	4.2	0	0	0	0	5	7	5	0	0	0	0
21:00		13	37.4	33.1	5.4	0	0	0	1	3	6	2	1	0	0	0
22:00		11	35.6	32.1	4.7	0	0	0	1	3	5	2	0	0	0	0
23:00		2 -		36	3.5	0	0	0	0	0	1	1	0	0	0	0

12H,7-19	688	37.8	32.3	5.4	0	3	12	46	199	281	123	21	3	0	0	0
16H,6-22	761	37.8	32.3	5.4	0	3	13	53	219	309	135	25	4	0	0	0
18H,6-24	774	37.8	32.3	5.4	0	3	13	54	222	315	138	25	4	0	0	0
24H,0-24	780	37.8	32.3	5.4	0	3	14	54	223	317	140	25	4	0	0	0

Am	08:00 -	-	-	-	-	11:00	09:00	08:00	10:00	07:00	08:00	11:00 -	-	-	-	-
Peak	51 -	-	-	-	-	1	3	5	14	25	12	1 -	-	-	-	-

Pm	17:00 -		23:00	19:00 -	-	16:00	17:00	17:00	17:00	17:00	17:00	18:00	19:00 -	-	-	-
Peak	125 -		36	6.7 -	-	3	8	33	52	28	4	1 -	-	-	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Tue 05-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	-	28.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	3	-	28.5	8.8	0	0	1	0	0	2	0	0	0	0	0	0
06:00	8	-	31.6	6.6	0	0	1	0	2	3	2	0	0	0	0	0
07:00	43	37.5	32.1	6	0	1	0	5	9	19	7	2	0	0	0	0
08:00	46	37.3	32.3	5.3	0	0	1	1	18	17	6	3	0	0	0	0
09:00	46	35.7	32.2	5.1	0	0	1	2	14	22	6	0	1	0	0	0
10:00	32	34.6	30.4	4.4	0	0	1	3	12	15	1	0	0	0	0	0
11:00	43	35.2	31.5	4.5	0	0	0	2	19	18	2	2	0	0	0	0
12:00	26	35.3	31.2	5.7	0	0	0	6	5	11	3	1	0	0	0	0
13:00	74	37.2	31.8	5.3	0	0	2	7	21	29	14	1	0	0	0	0
14:00	32	37.9	32.9	4.7	0	0	0	1	11	12	7	1	0	0	0	0
15:00	50	37.1	32	5.5	0	0	1	7	9	23	9	1	0	0	0	0
16:00	107	38.3	32.8	5.3	0	0	1	8	29	42	23	3	1	0	0	0
17:00	102	39	33.7	6.8	0	0	1	6	26	40	22	4	1	0	0	2
18:00	71	37.5	32.5	4.9	0	0	0	6	19	31	13	2	0	0	0	0
19:00	47	38.9	33	5.3	0	0	0	1	19	16	6	5	0	0	0	0
20:00	17	39.5	35.9	3.8	0	0	0	0	1	8	7	1	0	0	0	0
21:00	14	38.8	34.9	4.4	0	0	0	1	0	7	6	0	0	0	0	0
22:00	12	49.5	36	12.2	0	1	0	1	1	4	2	1	0	1	1	0
23:00	7	-	34.9	4	0	0	0	0	1	3	3	0	0	0	0	0

12H,7-19	672	37.6	32.4	5.5	0	1	8	54	192	279	113	20	3	0	0	2
16H,6-22	758	37.9	32.5	5.5	0	1	9	56	214	313	134	26	3	0	0	2
18H,6-24	777	38	32.6	5.6	0	2	9	57	216	320	139	27	3	1	1	2
24H,0-24	783	38	32.6	5.6	0	2	10	57	219	322	139	27	3	1	1	2

Am	09:00	-	-	-	-	07:00	10:00	07:00	11:00	09:00	07:00	08:00	09:00	-	-	-
Peak	46	-	-	-	-	1	1	5	19	22	7	3	1	-	-	-

Pm	16:00	-	22:00	22:00	-	22:00	13:00	16:00	16:00	16:00	16:00	19:00	17:00	22:00	22:00	17:00
Peak	107	-	36	12.2	-	1	2	8	29	42	23	5	1	1	1	2

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Wed 06-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	33.5	7.1	0	0	0	1	0	1	2	0	0	0	0	0
06:00	12	34.5	31.4	6.3	0	0	0	3	2	5	1	1	0	0	0	0
07:00	42	36.3	32.3	6	0	1	0	2	13	19	4	2	1	0	0	0
08:00	66	36.3	31.7	4.9	0	0	0	6	25	24	9	2	0	0	0	0
09:00	38	36.7	31.8	5.8	0	1	1	1	12	16	6	1	0	0	0	0
10:00	33	36.6	30.6	6.6	0	1	2	3	10	11	5	1	0	0	0	0
11:00	43	35.4	31.3	5	0	0	1	2	19	16	3	2	0	0	0	0
12:00	37	35.5	31.6	5.6	0	1	1	2	8	21	3	1	0	0	0	0
13:00	32	35.7	30.5	4.4	0	0	0	2	20	5	5	0	0	0	0	0
14:00	66	35.5	31.8	4.8	0	0	0	6	21	32	5	1	1	0	0	0
15:00	57	35.8	31.3	4.9	0	0	0	8	18	23	7	1	0	0	0	0
16:00	93	37.6	32.6	5	0	0	1	7	22	43	17	3	0	0	0	0
17:00	130	38.9	33.5	5.2	0	0	1	6	33	50	35	3	2	0	0	0
18:00	87	38.3	32.6	5.1	0	0	1	4	30	29	21	2	0	0	0	0
19:00	49	36.8	31.4	5.4	0	0	1	4	21	14	7	2	0	0	0	0
20:00	31	38.9	33.8	4.9	0	0	0	1	8	11	10	1	0	0	0	0
21:00	16	37.4	32.9	4.6	0	0	0	1	4	7	4	0	0	0	0	0
22:00	14	35	32.4	4.3	0	0	0	0	5	8	0	1	0	0	0	0
23:00	8	-	31.6	5.5	0	0	0	1	3	2	2	0	0	0	0	0

12H,7-19	724	37.4	32.1	5.3	0	4	8	49	231	289	120	19	4	0	0	0
16H,6-22	832	37.5	32.1	5.3	0	4	9	58	266	326	142	23	4	0	0	0
18H,6-24	854	37.5	32.1	5.2	0	4	9	59	274	336	144	24	4	0	0	0
24H,0-24	860	37.5	32.2	5.3	0	4	9	60	274	338	147	24	4	0	0	0

Am	08:00	-	-	-	-	10:00	10:00	08:00	08:00	08:00	08:00	11:00	07:00	-	-	-
Peak	66	-	-	-	-	1	2	6	25	24	9	2	1	-	-	-

Pm	17:00	-	20:00	12:00	-	12:00	19:00	15:00	17:00	17:00	17:00	17:00	17:00	-	-	-
Peak	130	-	33.8	5.6	-	1	1	8	33	50	35	3	2	-	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Site No: 22422001

Grid Reference: TQ06733,05483

Arundel Road, Angmering (Direction Sign)

Speed Report-Limit 60 Mph

Thu 07-Dec-17

Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	2	-	33.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	28.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	3	-	36.8	5.9	0	0	0	0	0	2	0	1	0	0	0	0
06:00	10	36	28	8.1	0	1	0	4	1	2	2	0	0	0	0	0
07:00	41	35.5	31.4	4.8	0	0	0	3	18	15	3	2	0	0	0	0
08:00	49	38	32.3	5.4	0	0	0	4	18	16	8	3	0	0	0	0
09:00	38	35.3	30.1	5	0	0	1	5	18	9	5	0	0	0	0	0
10:00	39	34.7	29.5	5	0	0	0	11	12	13	3	0	0	0	0	0
11:00	38	34.4	29.3	5.8	1	0	2	4	14	16	1	0	0	0	0	0
12:00	42	36.2	31	6.3	1	0	0	5	15	14	5	2	0	0	0	0
13:00	34	34.4	30	4.2	0	0	0	5	16	11	2	0	0	0	0	0
14:00	59	35.8	32.1	4.4	0	0	0	4	18	29	7	1	0	0	0	0
15:00	56	37.5	32.2	5.5	0	0	1	4	19	21	7	4	0	0	0	0
16:00	89	36.8	32	5.7	0	0	3	6	26	38	13	2	0	1	0	0
17:00	105	38.7	33.3	5.6	0	0	0	6	30	42	20	3	4	0	0	0
18:00	65	36.8	31.7	5.2	0	0	1	8	17	27	11	1	0	0	0	0
19:00	30	37.7	32.3	5.5	0	0	1	2	8	12	6	1	0	0	0	0
20:00	26	37.6	33.5	4.2	0	0	0	0	7	13	5	1	0	0	0	0
21:00	18	38.3	32.4	6.2	0	0	0	4	2	7	4	1	0	0	0	0
22:00	12	39.5	36.4	7	0	0	0	0	2	5	3	1	0	1	0	0
23:00	8	-	34.1	8.3	0	0	0	1	2	3	0	1	1	0	0	0

12H,7-19	655	36.5	31.6	5.4	2	0	8	65	221	251	85	18	4	1	0	0
16H,6-22	739	36.8	31.7	5.5	2	1	9	75	239	285	102	21	4	1	0	0
18H,6-24	759	37	31.8	5.6	2	1	9	76	243	293	105	23	5	2	0	0
24H,0-24	768	37	31.8	5.6	2	1	9	76	246	298	105	24	5	2	0	0

Am	08:00	-	-	-	11:00	06:00	11:00	10:00	09:00	11:00	08:00	08:00	-	-	-	-
Peak	49	-	-	-	1	1	2	11	18	16	8	3	-	-	-	-

Pm	17:00	-	22:00	23:00	12:00	-	16:00	18:00	17:00	17:00	17:00	15:00	17:00	22:00	-	-
Peak	105	-	36.4	8.3	1	-	3	8	30	42	20	4	4	1	-	-

K & M TRAFFIC SURVEYS

Created at 11:37:48 on 13 Dec 2017

Mfs

$$SSD = vt + (v^2/2d)$$

where:

v = speed (m/s)
t = driver perception-reaction time (seconds)
d = deceleration (m/s²)

Cars

NB

Speed (mph) = 37.6
v = Speed (m/s) = 16.8087
t = 1.5
d = 0.45 x g (9.81) = 4.4145

SSD = 57.21 m
SSD adjusted for bonnet = 59.61 m

Mfs

$$SSD = vt + (v^2/2d)$$

where:

v = speed (m/s)
t = driver perception-reaction time (seconds)
d = deceleration (m/s²)

Cars

SB

Speed (mph) = 35.7
v = Speed (m/s) = 15.95933
t = 1.5
d = 0.45 x g (9.81) = 4.4145

SSD = 52.79 m
SSD adjusted for bonnet = 55.19 m

APPENDIX 15

Road Safety Audit & Designers Response (Secondary Access)



Croft TS

PROPOSED SOUTHERN SITE ACCESS ARRANGEMENTS, ARUNDEL ROAD, ANGMERING

**STAGE 1 - ROAD SAFETY AUDIT
MAY 2018**

Transport Planning / Traffic Surveys/ Road Safety Audits

REPORT CONTROL

Document: Proposed Southern Site Access Arrangements, Arundel Road, Angmering
– St RSA

Project: Proposed Southern Site Access Arrangements, Arundel Road, Angmering
– St RSA

Client: Croft TS

Job Number: gs-597-2017

File Origin: /go-surveys/Road Safety Audits/GS597 - Arundel Road - Angmering -
Southern Site Access - Stage 1 RSA/GS597-2018 - Proposed Southern
Site Access, Arundel Road, Angmering - Stage 1 RSA - Final.docx

Document Checking:

Primary Author	T Brooks	Initialed:	TB
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Contributor	R Lister	Initialed:	RL
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Review By	Initialed:
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Issue	Date	Status	Checked for Issue
1	09/05/2018	Final	Tristan Brooks
2			
3			
4			



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1	INTRODUCTION	2
2	ROAD SAFETY AUDIT FINDINGS FROM RSA 1	4
	PROBLEM 1	4
	PROBLEM 2	5
3	OBSERVATIONS/ NOTES.....	6
4	AUDIT STATEMENT	7

Appendices

Appendix A – List of drawings and documents supplied for audit.

Appendix B – Location plan of identified problems.



1 INTRODUCTION

- 1.1 This report presents the findings from a Stage 1 Road Safety Audit (RSA) undertaken on the proposed southern site access arrangements to a residential development of up to 215 dwellings to the north of Angmering, West Sussex.
- 1.2 It should be noted that the northern site access to the site was subject to a Stage 1 RSA undertaken in January 2018.
- 1.3 The audit was carried out by the following:
- | | |
|---|---------------------------------|
| Tristan Brooks
BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,
HE RSA Cert of Competency | - Road Safety Audit Team Leader |
| R Lister
BSc (Hons), MSc, MRTPI, CMILT, MCIHT,
MSoRSA | - Road Safety Audit Team Member |
- 1.4 The RSA was commissioned by Croft Transport Solutions (the designers of the scheme) on behalf of Gladman (the developers of the scheme).
- 1.5 The site visit was undertaken on Saturday 9th December 2017 between 13:15-13:40 and comprised a walk and drive through of the area in the vicinity of the scheme. During the site visit both the weather and road surface were dry. Traffic in the vicinity of the scheme was light/moderate.
- 1.6 Arundel Road in the vicinity of the proposed access is subject to a 30mph speed limit, although it is noted this transitions to 60mph national speed limit approximately 50 metres to the north of the proposed site access. Approximately 40 metres to the south of the site access there is a priority controlled road narrowing traffic calming feature, where priority is afforded to vehicles travelling northbound.
- 1.7 The drawings and documents supplied for audit are listed at **Appendix A**. An annotated drawing showing the locations of the problems identified is provided at **Appendix B**.



- 1.8 The terms of reference of the audit are as that described in DMRB HD19/15 Guidelines on Road Safety Audits. This standard has been used for guidance only. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.9 The scope of the RSA is limited to the proposed access arrangements to the site that in summary will include:
- Modifications to the existing site access that takes the form of a priority controlled 'T' Junction;
 - Visibility splays of 2.4 metres by 43 and 59 metres from the site access (which it is noted accords with MfS guidance on vehicle speeds of 37mph); and
 - Access road with a width of 5.5 metres, 6.0 metre kerb radii and 2.0 metre wide footways on either side of the access road.
- 1.10 A review of the Personal Injury Collisions (PIC) data between 01/01/2013 and 31/06/2017 in the vicinity of the existing/proposed site access has indicated that there have been no PICs associated with the existing use of the junction or on the approaches to the junction.
- 1.11 The Audit Team have not been made aware of any previous RSA's undertaken on the scheme, or have they been made aware of any departures or relaxations from standard within the design of the scheme.
- 1.12 The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD19/15. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.



2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1

PROBLEM 1

LOCATION: Proposed site access.

SUMMARY: Vehicle encroachment into adjoining lanes may result in vehicle/vehicle collisions.

- 2.1 The vehicle swept path analysis provided for review as part of the RSA indicate that a refuse vehicle would have to encroach into adjoining lanes accessing/egressing the site. Encroachment into adjoining lanes to manoeuvre to/from the site could potentially result in head-on type or side swipe type collisions.
- 2.2 It is acknowledged that refuse vehicle movements to/from the site will be minimal, and that it is not atypical for some minor encroachment into adjoin lanes for this or similar types of vehicles at residential accesses although not to the extent as shown in the vehicle swept path drawing provided for review.

RECOMMENDATION

- 2.3 It is recommended that the proposed junction arrangement is revised to remove this problem.

CROFT RESPONSE

As noted above, the left in/left out movements for the large waste vehicle shows encroachment into the opposing lanes however waste vehicles will be arriving in the morning peak where vehicles turning into the site should be minimal. Infrequent encroachment into adjacent lanes by large service vehicles is considered acceptable and Manual for Streets advises further in para 6.5.1

"The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not be fully accommodated."

And further in para 6.5.8

"It would be acceptable for the occasional lorry to have to negotiate a particular junction with care"



PROBLEM 2

LOCATION: Proposed site access.

- 2.4 **SUMMARY:** Omission of uncontrolled pedestrian crossing including dropped kerbs and tactile paving may result in a number of trip hazards to pedestrians particularly those with mobility impairments.
- 2.5 The drawings provided for Audit do not indicate the provision of an uncontrolled crossing point (i.e. tactile paving and dropped kerbs) at the bellmouth of the site access. The omission of an uncontrolled crossing at the mouth of the site access, where pedestrian are likely to cross may result in trip hazards to pedestrians particularly those with mobility impairments.
- 2.6 It is noted that there are currently dropped kerbs at the site access.

RECOMMENDATION

- 2.7 It is recommended that uncontrolled pedestrian crossing including dropped kerbs and tactile paving is provide across the moth of the junction.

CROFT RESPONSE

Problem noted and an in line uncontrolled pedestrian crossing point is now proposed at the mouth of the access.



3 OBSERVATIONS/ NOTES

- 3.1 There were no notes/observations to be made as part of this RSA.



4 AUDIT STATEMENT

4.1 We certify that this audit has been carried out broadly in accordance with HD 19/15.

Signed:



Date: 09 May 2018

T Brooks – BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,
HE RSA Cert of Competency.

Audit Team Leader
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ

Signed:



Date: 09 May 2018

R Lister - BSc (Hons), MSc, MRTPI, MILT, MCIHT,
MSoRSA

Audit Team Member
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ



APPENDIX A

List of Drawings and Documents Provided for Audit

2020-F03 – Rev B

Potential Secondary Access Arrangement

2020-SP02

Vehicle Swept Path Analysis

2020-CSA/ 3467/ 116 – Rev C

Development Framework Plan

PIC Data

(Jan 2013 - June 2017)



APPENDIX B

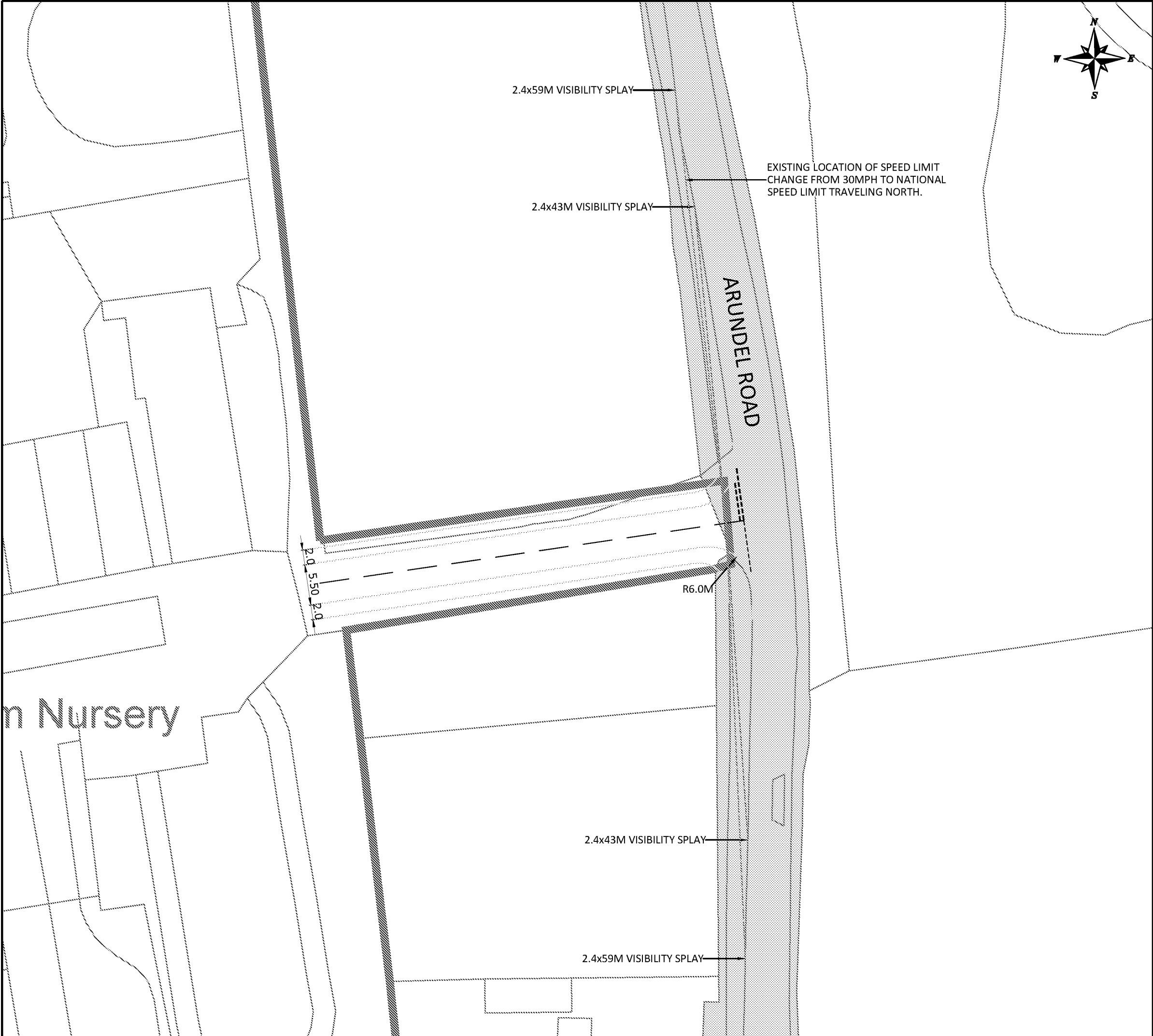
Location of Identified Problems

Proposed Southern Site Access Arrangements, Arundel Road, Angmering – Stage 1 RSA

9

Z:\projects\2020 Arundel Road, Angmering\Docs\res docs\Road Safety Audit\Q&A\2018 - Proposed Southern Site Access, Arundel Road, Angmering - Stage 1 RSA - Final (Designers Response).docx
May 2018

Z:\projects\2020 Arundel Road, Angmering\CAD\Croft Drawings\2020-F03B.dwg



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. IT IS SUBJECT TO FURTHER DESIGN ANALYSIS, TOPOGRAPHICAL MAPPING & CONFIRMATION OF HIGHWAY/THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

B				
A	WIDENED TO 5.5M ADDITIONAL VISIBILITY SPLAYS ADDED IN LINE WITH SPEED SURVEY	JC SM	MR MR	APR 18 APR 18
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

GLADMAN

PROJECT:

ARUNDEL ROAD, ANGMERING

DRAWING TITLE:

POTENTIAL SECONDARY ACCESS ARRANGEMENT

SCALES:

1:500 @ A3

DRAWN:	JC	CHECKED:	MR	DATE:	DEC 17
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Transport Solutions

DRAWING NUMBER:	2020-F03	REVISION:	B
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