

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	9.51	0.2	A
C-AB	0.22	5.33	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	501	0.113	56	0.1	8.085	A
C-AB	104	790	0.132	103	0.2	5.240	A
C-A	269			269			
A-B	32			32			
A-C	154			154			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	67	484	0.139	67	0.2	8.629	A
C-AB	138	824	0.167	137	0.3	5.248	A
C-A	308			308			
A-B	38			38			
A-C	184			184			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	83	461	0.179	82	0.2	9.496	A
C-AB	194	871	0.222	193	0.5	5.312	A
C-A	352			352			
A-B	46			46			
A-C	226			226			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	83	461	0.179	83	0.2	9.509	A
C-AB	194	872	0.223	194	0.5	5.326	A
C-A	352			352			
A-B	46			46			
A-C	226			226			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	67	484	0.139	68	0.2	8.648	A
C-AB	138	824	0.168	139	0.3	5.269	A
C-A	308			308			
A-B	38			38			
A-C	184			184			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	501	0.113	57	0.1	8.113	A
C-AB	105	790	0.132	105	0.3	5.267	A
C-A	269			269			
A-B	32			32			
A-C	154			154			

2021 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	3.29	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	2021 + Committed	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	543	100.000
B - Dappers Lane		✓	185	100.000
C - Water Lane (east)		✓	385	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	92	451
	B - Dappers Lane	93	0	92
	C - Water Lane (east)	352	33	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	1	2
	B - Dappers Lane	2	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.51	18.18	1.0	C
C-AB	0.10	5.33	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	459	0.303	138	0.4	11.133	B
C-AB	39	716	0.055	39	0.1	5.320	A
C-A	250			250			
A-B	69			69			
A-C	340			340			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	166	435	0.382	166	0.6	13.316	B
C-AB	52	737	0.071	52	0.1	5.259	A
C-A	294			294			
A-B	83			83			
A-C	405			405			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	204	402	0.507	202	1.0	17.912	C
C-AB	74	767	0.096	73	0.2	5.189	A
C-A	350			350			
A-B	101			101			
A-C	497			497			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	204	401	0.507	204	1.0	18.176	C
C-AB	74	767	0.096	74	0.2	5.196	A
C-A	350			350			
A-B	101			101			
A-C	497			497			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	166	435	0.382	168	0.6	13.540	B
C-AB	52	737	0.071	53	0.1	5.273	A
C-A	294			294			
A-B	83			83			
A-C	405			405			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	459	0.303	140	0.4	11.309	B
C-AB	40	716	0.055	40	0.1	5.330	A
C-A	250			250			
A-B	69			69			
A-C	340			340			

2021 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	1.92	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	2021 + Committed	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	291	100.000
B - Dappers Lane		✓	83	100.000
C - Water Lane (east)		✓	594	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	46	245
	B - Dappers Lane	35	0	48
	C - Water Lane (east)	506	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	2	3
	B - Dappers Lane	6	0	0
	C - Water Lane (east)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	10.37	0.3	S
C-AB	0.26	5.20	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	486	0.128	62	0.1	8.468	A
C-AB	122	832	0.147	121	0.3	5.059	A
C-A	325			325			
A-B	35			35			
A-C	184			184			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	467	0.160	74	0.2	9.175	A
C-AB	165	875	0.189	165	0.4	5.073	A
C-A	369			369			
A-B	41			41			
A-C	220			220			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	439	0.208	91	0.3	10.353	S
C-AB	241	936	0.257	240	0.7	5.180	A
C-A	413			413			
A-B	51			51			
A-C	270			270			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	438	0.208	91	0.3	10.373	S
C-AB	241	937	0.258	241	0.7	5.198	A
C-A	413			413			
A-B	51			51			
A-C	270			270			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	466	0.160	75	0.2	9.202	A
C-AB	166	876	0.189	167	0.4	5.097	A
C-A	368			368			
A-B	41			41			
A-C	220			220			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	486	0.129	63	0.1	8.502	A
C-AB	123	833	0.148	123	0.3	5.085	A
C-A	324			324			
A-B	35			35			
A-C	184			184			

2021 + Committed + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	3.71	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 + Committed + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	605	100.000
B - Dappers Lane		✓	196	100.000
C - Water Lane (east)		✓	465	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	94	511
	B - Dappers Lane	97	0	99
	C - Water Lane (east)	432	33	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	1	2
	B - Dappers Lane	2	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.57	22.36	1.3	C
C-AB	0.11	5.11	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	443	0.333	146	0.5	12.019	B
C-AB	44	749	0.059	44	0.1	5.103	A
C-A	306			306			
A-B	71			71			
A-C	385			385			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	176	415	0.424	175	0.7	14.928	B
C-AB	59	777	0.077	59	0.1	5.011	A
C-A	359			359			
A-B	85			85			
A-C	459			459			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	216	376	0.573	214	1.3	21.805	C
C-AB	87	819	0.106	87	0.2	4.915	A
C-A	425			425			
A-B	103			103			
A-C	563			563			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	216	376	0.573	216	1.3	22.356	C
C-AB	87	819	0.106	87	0.2	4.923	A
C-A	425			425			
A-B	103			103			
A-C	563			563			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	176	415	0.424	178	0.8	15.324	C
C-AB	60	778	0.077	60	0.1	5.028	A
C-A	358			358			
A-B	85			85			
A-C	459			459			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	443	0.333	149	0.5	12.260	B
C-AB	44	749	0.059	44	0.1	5.114	A
C-A	306			306			
A-B	71			71			
A-C	385			385			

2021 + Committed + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	2.01	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 + Committed + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	354	100.000
B - Dappers Lane		✓	88	100.000
C - Water Lane (east)		✓	668	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	49	305
	B - Dappers Lane	37	0	51
	C - Water Lane (east)	574	94	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	2	2
	B - Dappers Lane	6	0	0
	C - Water Lane (east)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.23	11.40	0.3	S
C-AB	0.30	5.30	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	470	0.141	66	0.2	8.888	A
C-AB	142	859	0.166	141	0.4	5.012	A
C-A	361			361			
A-B	37			37			
A-C	230			230			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	446	0.177	79	0.2	9.791	A
C-AB	197	908	0.217	196	0.5	5.062	A
C-A	404			404			
A-B	44			44			
A-C	274			274			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	97	413	0.235	97	0.3	11.372	S
C-AB	295	978	0.302	294	0.9	5.275	A
C-A	441			441			
A-B	54			54			
A-C	336			336			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	97	413	0.235	97	0.3	11.403	S
C-AB	296	979	0.302	296	0.9	5.296	A
C-A	440			440			
A-B	54			54			
A-C	336			336			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	446	0.177	79	0.2	9.829	A
C-AB	198	909	0.217	199	0.5	5.096	A
C-A	403			403			
A-B	44			44			
A-C	274			274			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	470	0.141	66	0.2	8.935	A
C-AB	143	860	0.167	144	0.4	5.045	A
C-A	359			359			
A-B	37			37			
A-C	230			230			

2031 + Committed + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	4.62	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)
D9	2031 + Committed + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	647	100.000
B - Dappers Lane		✓	212	100.000
C - Water Lane (east)		✓	496	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	102	545
	B - Dappers Lane	105	0	107
	C - Water Lane (east)	461	35	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	1	2
	B - Dappers Lane	2	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.65	27.88	1.7	D
C-AB	0.12	5.08	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	160	434	0.368	157	0.6	12.930	B
C-AB	49	758	0.064	48	0.1	5.069	A
C-A	325			325			
A-B	77			77			
A-C	410			410			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	191	404	0.472	189	0.9	16.693	C
C-AB	67	789	0.084	66	0.2	4.978	A
C-A	379			379			
A-B	92			92			
A-C	490			490			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	233	362	0.645	230	1.7	26.703	D
C-AB	99	835	0.118	98	0.3	4.888	A
C-A	447			447			
A-B	112			112			
A-C	600			600			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	233	362	0.645	233	1.7	27.880	D
C-AB	99	835	0.119	99	0.3	4.898	A
C-A	447			447			
A-B	112			112			
A-C	600			600			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	191	404	0.472	194	0.9	17.410	C
C-AB	67	790	0.085	67	0.2	4.995	A
C-A	379			379			
A-B	92			92			
A-C	490			490			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	160	434	0.368	161	0.6	13.269	B
C-AB	49	759	0.064	49	0.1	5.081	A
C-A	325			325			
A-B	77			77			
A-C	410			410			

2031 + Committed + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	2.25	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)
D10	2031 + Committed + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	379	100.000
B - Dappers Lane		✓	95	100.000
C - Water Lane (east)		✓	717	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
	A - Water Lane (west)	0	54	325
	B - Dappers Lane	40	0	55
	C - Water Lane (east)	614	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
	A - Water Lane (west)	0	2	2
	B - Dappers Lane	6	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	12.28	0.4	B
C-AB	0.35	5.56	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	72	461	0.155	71	0.2	9.216	A
C-AB	164	875	0.188	163	0.4	5.053	A
C-A	375			375			
A-B	41			41			
A-C	245			245			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	85	435	0.196	85	0.2	10.283	B
C-AB	230	928	0.248	229	0.6	5.161	A
C-A	415			415			
A-B	49			49			
A-C	292			292			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	105	398	0.263	104	0.4	12.231	B
C-AB	351	1003	0.350	349	1.1	5.525	A
C-A	438			438			
A-B	59			59			
A-C	358			358			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	105	398	0.263	105	0.4	12.279	B
C-AB	352	1004	0.351	352	1.1	5.560	A
C-A	437			437			
A-B	59			59			
A-C	358			358			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	85	435	0.197	86	0.2	10.335	B
C-AB	231	929	0.249	233	0.7	5.208	A
C-A	413			413			
A-B	49			49			
A-C	292			292			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	72	460	0.155	72	0.2	9.271	A
C-AB	166	876	0.189	167	0.4	5.098	A
C-A	374			374			
A-B	41			41			
A-C	245			245			

2021 + Committed + Dev + Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	5.45	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	2021 + Committed + Dev + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	620	100.000
B - Dappers Lane		✓	229	100.000
C - Water Lane (east)		✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	100	520
	B - Dappers Lane	111	0	118
	C - Water Lane (east)	456	41	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	1	2
	B - Dappers Lane	2	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.68	30.25	2.0	D
C-AB	0.14	5.13	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	172	440	0.392	170	0.6	13.219	B
C-AB	56	760	0.074	56	0.1	5.114	A
C-A	318			318			
A-B	75			75			
A-C	391			391			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	206	411	0.501	205	1.0	17.323	C
C-AB	77	791	0.097	77	0.2	5.041	A
C-A	370			370			
A-B	90			90			
A-C	467			467			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	252	370	0.681	248	2.0	28.653	D
C-AB	114	836	0.136	113	0.3	4.983	A
C-A	434			434			
A-B	110			110			
A-C	573			573			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	252	370	0.682	252	2.0	30.250	D
C-AB	114	836	0.136	114	0.3	4.993	A
C-A	433			433			
A-B	110			110			
A-C	573			573			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	206	411	0.501	210	1.0	18.252	C
C-AB	77	791	0.098	78	0.2	5.063	A
C-A	370			370			
A-B	90			90			
A-C	467			467			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	172	440	0.392	174	0.7	13.624	B
C-AB	57	760	0.075	57	0.1	5.130	A
C-A	318			318			
A-B	75			75			
A-C	391			391			

2021 + Committed + Dev + Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	2.46	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)
D12	2021 + Committed + Dev + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	385	100.000
B - Dappers Lane		✓	105	100.000
C - Water Lane (east)		✓	696	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	61	324
	B - Dappers Lane	44	0	61
	C - Water Lane (east)	586	110	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	2	2
	B - Dappers Lane	5	0	0
	C - Water Lane (east)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.29	12.55	0.4	B
C-AB	0.36	5.79	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	465	0.170	78	0.2	9.294	A
C-AB	170	861	0.197	168	0.4	5.192	A
C-A	354			354			
A-B	46			46			
A-C	244			244			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	94	439	0.215	94	0.3	10.422	B
C-AB	236	911	0.259	235	0.7	5.335	A
C-A	390			390			
A-B	55			55			
A-C	291			291			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	116	403	0.287	115	0.4	12.495	B
C-AB	356	982	0.362	354	1.1	5.751	A
C-A	410			410			
A-B	67			67			
A-C	357			357			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	116	402	0.287	116	0.4	12.548	B
C-AB	357	983	0.363	357	1.1	5.790	A
C-A	409			409			
A-B	67			67			
A-C	357			357			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	94	439	0.215	95	0.3	10.479	B
C-AB	237	913	0.260	239	0.7	5.381	A
C-A	389			389			
A-B	55			55			
A-C	291			291			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	464	0.170	79	0.2	9.356	A
C-AB	171	862	0.198	172	0.5	5.236	A
C-A	353			353			
A-B	46			46			
A-C	244			244			

2031 + Committed + Dev + Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	7.31	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)
D13	2031 + Committed + Dev + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	662	100.000
B - Dappers Lane		✓	245	100.000
C - Water Lane (east)		✓	528	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	108	554
	B - Dappers Lane	119	0	126
	C - Water Lane (east)	485	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	1	2
	B - Dappers Lane	2	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.76	41.02	2.9	E
C-AB	0.15	5.10	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	184	430	0.429	182	0.7	14.331	B
C-AB	62	769	0.080	61	0.1	5.083	A
C-A	336			336			
A-B	81			81			
A-C	417			417			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	399	0.552	218	1.2	19.733	C
C-AB	85	803	0.106	85	0.2	5.013	A
C-A	390			390			
A-B	97			97			
A-C	498			498			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	270	355	0.760	264	2.7	37.075	E
C-AB	128	852	0.150	127	0.4	4.968	A
C-A	454			454			
A-B	119			119			
A-C	610			610			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	270	355	0.760	269	2.9	41.015	E
C-AB	128	852	0.150	128	0.4	4.981	A
C-A	453			453			
A-B	119			119			
A-C	610			610			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	399	0.552	227	1.3	21.620	C
C-AB	85	803	0.106	86	0.2	5.036	A
C-A	389			389			
A-B	97			97			
A-C	498			498			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	184	430	0.429	187	0.8	14.917	B
C-AB	62	769	0.081	62	0.2	5.100	A
C-A	335			335			
A-B	81			81			
A-C	417			417			

2031 + Committed + Dev + Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	2.76	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)
D14	2031 + Committed + Dev + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	410	100.000
B - Dappers Lane		✓	112	100.000
C - Water Lane (east)		✓	746	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
	A - Water Lane (west)	0	66	344
	B - Dappers Lane	47	0	65
	C - Water Lane (east)	627	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
	A - Water Lane (west)	0	2	2
	B - Dappers Lane	5	0	0
	C - Water Lane (east)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	13.60	0.5	B
C-AB	0.41	6.13	1.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	84	456	0.185	83	0.2	9.644	A
C-AB	193	879	0.220	191	0.5	5.233	A
C-A	368			368			
A-B	50			50			
A-C	259			259			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	101	428	0.235	100	0.3	10.971	B
C-AB	272	933	0.291	271	0.8	5.446	A
C-A	399			399			
A-B	59			59			
A-C	309			309			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	388	0.318	123	0.5	13.533	B
C-AB	418	1010	0.414	415	1.4	6.080	A
C-A	403			403			
A-B	73			73			
A-C	379			379			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	388	0.318	123	0.5	13.601	B
C-AB	420	1012	0.415	420	1.4	6.134	A
C-A	402			402			
A-B	73			73			
A-C	379			379			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	101	428	0.235	101	0.3	11.052	B
C-AB	274	935	0.293	276	0.8	5.509	A
C-A	397			397			
A-B	59			59			
A-C	309			309			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	84	455	0.185	85	0.2	9.721	A
C-AB	195	880	0.222	196	0.5	5.287	A
C-A	367			367			
A-B	50			50			
A-C	259			259			

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
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Filename: Site Access - OH.J9

Path: T:\Projects\9000 Series Project Numbers\9105ITB Land at Angmering, Arun Distr, W Susx\Tech\Assessments\Northern Site\Updated Jan 2018

Report generation date: 25/01/2018 15:44:23

»2021 + Committed + Development, AM
 »2021 + Committed + Development, PM
 »2031 + Committed + Development, AM
 »2031 + Committed + Development, PM
 »2021 + Committed + Development + Sensitivity, AM
 »2021 + Committed + Development + Sensitivity, PM
 »2031 + Committed + Development + Sensitivity, AM
 »2031 + Committed + Development + Sensitivity, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2021 + Committed + Development								
Stream B-AC	1.0	17.65	0.50	C	0.6	12.13	0.37	B
Stream C-AB	0.2	8.47	0.18	A	0.2	7.20	0.16	A
2031 + Committed + Development								
Stream B-AC	1.1	19.47	0.52	C	0.6	12.72	0.38	B
Stream C-AB	0.2	8.77	0.18	A	0.2	7.33	0.16	A
2021 + Committed + Development + Sensitivity								
Stream B-AC	1.0	18.77	0.51	C	0.6	13.16	0.38	B
Stream C-AB	0.2	8.70	0.18	A	0.2	7.40	0.17	A
2031 + Committed + Development + Sensitivity								
Stream B-AC	1.2	21.21	0.54	C	0.6	13.25	0.39	B
Stream C-AB	0.2	9.02	0.19	A	0.2	7.42	0.17	A

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

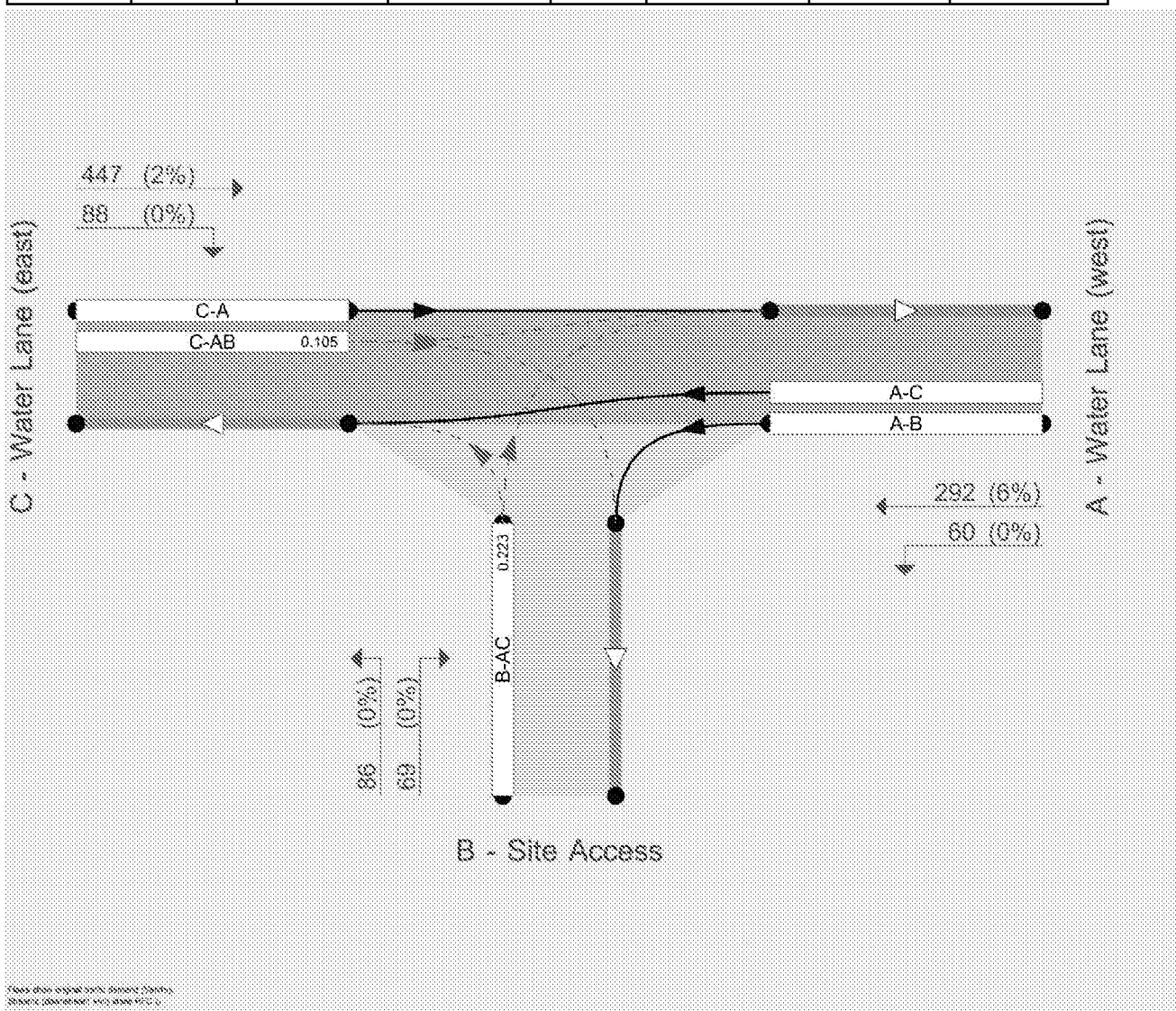
File summary

File Description

Title	A280 and Water Lane
Location	Angmering
Site number	ITB9105
Date	19/05/2016
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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



The junction diagram reflects the last run of Junctions.

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 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D2	2021 + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D3	2031 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D4	2031 + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D5	2021 + Committed + Development + Sensitivity	AM	ONE HOUR	07:45	09:15	15
D6	2021 + Committed + Development + Sensitivity	PM	ONE HOUR	16:45	18:15	15
D11	2031 + Committed + Development + Sensitivity	AM	ONE HOUR	07:45	09:15	15
D12	2031 + Committed + Development + Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	3.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Water Lane (west)		Major
B	Site Access		Minor
C	Water Lane (east)		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 - Water Lane (east)	7.00		✓	3.00	125.0	✓	6.00

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 - Site Access	One lane	4.29	31	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	561	0.098	0.247	0.155	0.353
1	B-C	717	0.105	0.266	-	-
1	C-B	703	0.260	0.260	-	-

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 + Committed + Development	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	603	100.000
B - Site Access		✓	183	100.000
C - Water Lane (east)		✓	401	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	62	541
	B - Site Access	78	0	105
	C - Water Lane (east)	317	84	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	8
	B - Site Access	0	0	0
	C - Water Lane (east)	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.50	17.65	1.0	C
C-AB	0.18	8.47	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	483	0.285	136	0.4	10.335	B
C-AB	63	576	0.110	63	0.1	7.009	A
C-A	239			239			
A-B	47			47			
A-C	407			407			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	451	0.365	164	0.6	12.513	B
C-AB	76	551	0.137	75	0.2	7.561	A
C-A	285			285			
A-B	56			56			
A-C	486			486			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	405	0.497	200	1.0	17.396	C
C-AB	92	517	0.179	92	0.2	8.464	A
C-A	349			349			
A-B	68			68			
A-C	596			596			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	405	0.497	201	1.0	17.648	C
C-AB	92	517	0.179	92	0.2	8.472	A
C-A	349			349			
A-B	68			68			
A-C	596			596			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	451	0.365	166	0.6	12.713	B
C-AB	76	551	0.137	76	0.2	7.571	A
C-A	285			285			
A-B	56			56			
A-C	486			486			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	483	0.285	138	0.4	10.475	B
C-AB	63	576	0.110	63	0.1	7.024	A
C-A	239			239			
A-B	47			47			
A-C	407			407			

2021 + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	2.35	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)
D2	2021 + Committed + Development	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	352	100.000
B - Site Access		✓	155	100.000
C - Water Lane (east)		✓	535	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	60	292
	B - Site Access	69	0	86
	C - Water Lane (east)	447	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	6
	B - Site Access	0	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.37	12.13	0.6	S
C-AB	0.16	7.20	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	524	0.223	116	0.3	8.789	A
C-AB	66	630	0.105	66	0.1	6.372	A
C-A	337			337			
A-B	45			45			
A-C	220			220			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	501	0.278	139	0.4	9.941	A
C-AB	79	616	0.128	79	0.1	6.700	A
C-A	402			402			
A-B	54			54			
A-C	263			263			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	467	0.365	170	0.6	12.074	S
C-AB	97	597	0.162	97	0.2	7.199	A
C-A	492			492			
A-B	66			66			
A-C	321			321			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	467	0.365	171	0.6	12.133	S
C-AB	97	597	0.162	97	0.2	7.201	A
C-A	492			492			
A-B	66			66			
A-C	321			321			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	501	0.278	140	0.4	10.004	B
C-AB	79	616	0.128	79	0.1	6.707	A
C-A	402			402			
A-B	54			54			
A-C	263			263			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	524	0.223	117	0.3	8.854	A
C-AB	66	630	0.105	66	0.1	6.385	A
C-A	337			337			
A-B	45			45			
A-C	220			220			

2031 + Committed + Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	3.22	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 + Committed + Development	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	644	100.000
B - Site Access		✓	183	100.000
C - Water Lane (east)		✓	426	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	62	582
	B - Site Access	78	0	105
	C - Water Lane (east)	342	84	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	9
	B - Site Access	0	0	0
	C - Water Lane (east)	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.52	19.47	1.1	C
C-AB	0.18	8.77	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	471	0.293	136	0.4	10.715	B
C-AB	63	566	0.112	63	0.1	7.143	A
C-A	257			257			
A-B	47			47			
A-C	438			438			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	436	0.378	164	0.6	13.202	B
C-AB	76	540	0.140	75	0.2	7.752	A
C-A	307			307			
A-B	56			56			
A-C	523			523			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	386	0.522	200	1.0	19.119	C
C-AB	92	503	0.184	92	0.2	8.759	A
C-A	377			377			
A-B	68			68			
A-C	641			641			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	386	0.522	201	1.1	19.471	C
C-AB	92	503	0.184	92	0.2	8.769	A
C-A	377			377			
A-B	68			68			
A-C	641			641			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	436	0.378	166	0.6	13.454	B
C-AB	76	540	0.140	76	0.2	7.764	A
C-A	307			307			
A-B	56			56			
A-C	523			523			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	470	0.293	139	0.4	10.876	B
C-AB	63	566	0.112	63	0.1	7.165	A
C-A	257			257			
A-B	47			47			
A-C	438			438			

2031 + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	2.31	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)
D4	2031 + Committed + Development	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	377	100.000
B - Site Access		✓	155	100.000
C - Water Lane (east)		✓	570	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	60	317
	B - Site Access	69	0	86
	C - Water Lane (east)	482	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	7
	B - Site Access	0	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.38	12.72	0.6	B
C-AB	0.16	7.33	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	515	0.226	116	0.3	8.978	A
C-AB	66	624	0.106	66	0.1	6.439	A
C-A	363			363			
A-B	45			45			
A-C	239			239			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	490	0.284	139	0.4	10.243	B
C-AB	79	609	0.130	79	0.1	6.788	A
C-A	433			433			
A-B	54			54			
A-C	285			285			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	454	0.376	170	0.6	12.643	B
C-AB	97	588	0.165	97	0.2	7.319	A
C-A	531			531			
A-B	66			66			
A-C	349			349			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	454	0.376	171	0.6	12.715	B
C-AB	97	588	0.165	97	0.2	7.326	A
C-A	531			531			
A-B	66			66			
A-C	349			349			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	490	0.284	140	0.4	10.317	B
C-AB	79	609	0.130	79	0.2	6.798	A
C-A	433			433			
A-B	54			54			
A-C	285			285			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	515	0.226	117	0.3	9.052	A
C-AB	66	624	0.106	66	0.1	6.454	A
C-A	363			363			
A-B	45			45			
A-C	239			239			

2021 + Committed + Development + Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	3.21	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	2021 + Committed + Development + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	639	100.000
B - Site Access		✓	183	100.000
C - Water Lane (east)		✓	420	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	62	577
	B - Site Access	78	0	105
	C - Water Lane (east)	336	84	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	8
	B - Site Access	0	0	0
	C - Water Lane (east)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.51	18.77	1.0	C
C-AB	0.18	8.70	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	475	0.290	136	0.4	10.578	B
C-AB	63	568	0.111	63	0.1	7.115	A
C-A	253			253			
A-B	47			47			
A-C	434			434			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	441	0.373	164	0.6	12.947	B
C-AB	76	542	0.139	75	0.2	7.708	A
C-A	302			302			
A-B	56			56			
A-C	519			519			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	393	0.513	200	1.0	18.460	C
C-AB	92	506	0.183	92	0.2	8.690	A
C-A	370			370			
A-B	68			68			
A-C	635			635			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	393	0.513	201	1.0	18.769	C
C-AB	92	506	0.183	92	0.2	8.701	A
C-A	370			370			
A-B	68			68			
A-C	635			635			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	441	0.373	166	0.6	13.179	B
C-AB	76	542	0.139	76	0.2	7.722	A
C-A	302			302			
A-B	56			56			
A-C	519			519			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	475	0.290	139	0.4	10.732	B
C-AB	63	568	0.111	63	0.1	7.133	A
C-A	253			253			
A-B	47			47			
A-C	434			434			

2021 + Committed + Development + Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	2.28	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	2021 + Committed + Development + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	394	100.000
B - Site Access		✓	155	100.000
C - Water Lane (east)		✓	600	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	60	334
	B - Site Access	69	0	86
	C - Water Lane (east)	512	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	7
	B - Site Access	0	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.38	13.16	0.6	B
C-AB	0.17	7.40	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	509	0.229	116	0.3	9.116	A
C-AB	66	621	0.107	66	0.1	6.480	A
C-A	385			385			
A-B	45			45			
A-C	251			251			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	482	0.289	139	0.4	10.466	B
C-AB	79	605	0.131	79	0.1	6.842	A
C-A	460			460			
A-B	54			54			
A-C	300			300			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	444	0.384	170	0.6	13.081	B
C-AB	97	583	0.166	97	0.2	7.399	A
C-A	564			564			
A-B	66			66			
A-C	368			368			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	444	0.384	171	0.6	13.162	B
C-AB	97	583	0.166	97	0.2	7.405	A
C-A	564			564			
A-B	66			66			
A-C	368			368			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	482	0.289	140	0.4	10.545	B
C-AB	79	605	0.131	79	0.2	6.850	A
C-A	460			460			
A-B	54			54			
A-C	300			300			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	509	0.229	117	0.3	9.195	A
C-AB	66	621	0.107	66	0.1	6.496	A
C-A	385			385			
A-B	45			45			
A-C	251			251			

2031 + Committed + Development + Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	3.32	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 + Committed + Development + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	681	100.000
B - Site Access		✓	183	100.000
C - Water Lane (east)		✓	446	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	62	619
	B - Site Access	78	0	105
	C - Water Lane (east)	362	84	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	9
	B - Site Access	0	0	0
	C - Water Lane (east)	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.54	21.21	1.2	C
C-AB	0.19	9.02	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	461	0.299	136	0.4	11.035	B
C-AB	63	558	0.113	63	0.1	7.258	A
C-A	273			273			
A-B	47			47			
A-C	466			466			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	424	0.388	164	0.6	13.802	B
C-AB	76	530	0.142	75	0.2	7.913	A
C-A	325			325			
A-B	56			56			
A-C	556			556			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	371	0.543	199	1.1	20.748	C
C-AB	92	491	0.188	92	0.2	9.012	A
C-A	399			399			
A-B	68			68			
A-C	682			682			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	371	0.543	201	1.2	21.214	C
C-AB	92	491	0.188	92	0.2	9.023	A
C-A	399			399			
A-B	68			68			
A-C	682			682			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	424	0.388	167	0.7	14.113	B
C-AB	76	530	0.142	76	0.2	7.928	A
C-A	325			325			
A-B	56			56			
A-C	556			556			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	461	0.299	139	0.4	11.212	B
C-AB	63	558	0.113	63	0.1	7.276	A
C-A	273			273			
A-B	47			47			
A-C	466			466			

2031 + Committed + Development + Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	2.27	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 + Committed + Development + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	398	100.000
B - Site Access		✓	155	100.000
C - Water Lane (east)		✓	604	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	60	338
	B - Site Access	69	0	86
	C - Water Lane (east)	516	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	7
	B - Site Access	0	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.39	13.25	0.6	B
C-AB	0.17	7.42	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	508	0.230	116	0.3	9.144	A
C-AB	66	620	0.107	66	0.1	6.490	A
C-A	388			388			
A-B	45			45			
A-C	254			254			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	481	0.290	139	0.4	10.511	B
C-AB	79	604	0.131	79	0.1	6.856	A
C-A	464			464			
A-B	54			54			
A-C	304			304			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	442	0.386	170	0.6	13.168	B
C-AB	97	582	0.167	97	0.2	7.418	A
C-A	568			568			
A-B	66			66			
A-C	372			372			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	442	0.386	171	0.6	13.247	B
C-AB	97	582	0.167	97	0.2	7.423	A
C-A	568			568			
A-B	66			66			
A-C	372			372			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	481	0.290	140	0.4	10.593	B
C-AB	79	604	0.131	79	0.2	6.866	A
C-A	464			464			
A-B	54			54			
A-C	304			304			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	508	0.230	117	0.3	9.225	A
C-AB	66	620	0.107	66	0.1	6.503	A
C-A	388			388			
A-B	45			45			
A-C	254			254			

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.0.2.5947 © Copyright TRL Limited, 2017	
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Filename: Water Lane A280.j9

Path: T:\Projects\9000 Series Project Numbers\9105ITB Land at Angmering, Arun Distr, W Susx\Tech\Assessments\Northern Site\Updated Jan 2018

Report generation date: 19/01/2018 16:51:39

»2017 Base, AM
 »2017 Base, PM
 »2021 Base, AM
 »2021 Base, PM
 »2021 + Committed, AM
 »2021 + Committed, PM
 »2021 + Committed + Development, AM
 »2021 + Committed + Development, PM
 »2031 + Committed + Development, AM
 »2031 + Committed + Development, PM
 »2021 + Committed + Development + Sensitivity, AM
 »2021 + Committed + Development + Sensitivity, PM
 »2031 + Committed + Development + Sensitivity, AM
 »2031 + Committed + Development + Sensitivity, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2017 Base										
Stream B-AC	2.6	20.95	0.73	C	14 %	0.9	11.02	0.48	B	47 %
Stream C-AB	0.9	10.59	0.49	B	[Stream B-AC]	1.3	12.13	0.58	B	[Stream C-AB]
2021 Base										
Stream B-AC	3.1	24.49	0.77	C	9 %	1.0	11.85	0.51	B	43 %
Stream C-AB	1.0	11.24	0.52	B	[Stream B-AC]	1.4	12.57	0.60	B	[Stream C-AB]
2021 + Committed										
Stream B-AC	6.8	48.57	0.90	E	-5 %	1.3	13.81	0.58	B	19 %
Stream C-AB	1.3	12.45	0.57	B	[Stream B-AC]	2.6	18.04	0.74	C	[Stream C-AB]
2021 + Committed + Development										
Stream B-AC	45.4	283.55	1.06	F	-19 %	2.3	19.23	0.71	C	3 %
Stream C-AB	2.1	16.79	0.69	C	[Stream B-AC]	5.4	29.79	0.88	C	[Stream C-AB]
2031 + Committed + Development										
Stream B-AC	84.4	453.88	1.14	F	-23 %	3.0	23.92	0.76	C	-4 %
Stream C-AB	2.7	20.05	0.74	C	[Stream B-AC]	9.4	44.34	0.94	E	[Stream C-AB]
2021 + Committed + Development + Sensitivity										
Stream B-AC	87.4	462.68	1.14	F	-24 %	2.8	22.44	0.75	C	-4 %
Stream C-AB	2.4	18.39	0.72	C	[Stream B-AC]	9.1	43.57	0.94	E	[Stream C-AB]
2031 + Committed + Development + Sensitivity										
Stream B-AC	130.5	688.17	1.22	F	-28 %	3.7	28.67	0.81	C	-10 %
Stream C-AB	3.3	22.54	0.78	C	[Stream B-AC]	19.4	71.78	1.05	F	[Stream C-AB]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

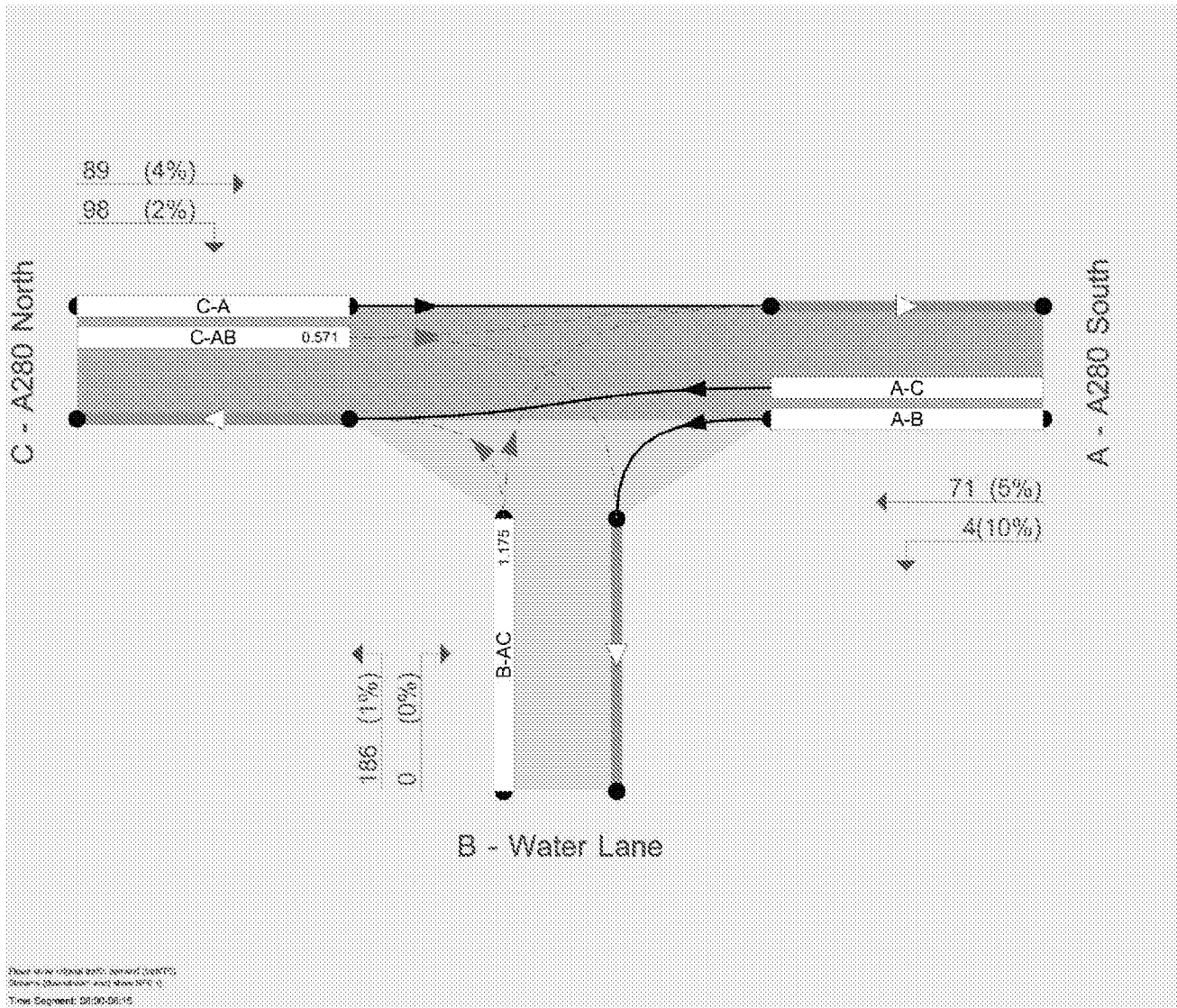
File summary

File Description

Title	A280 and Water Lane
Location	Angmering
Site number	ITB9105
Date	19/05/2016
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT/Hotdesk
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	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 period length (min)	Time segment length (min)
D1	2017 Base	AM	DIRECT	08:00	09:00	60	15
D2	2017 Base	PM	DIRECT	17:00	18:00	60	15
D3	2021 Base	AM	DIRECT	08:00	09:00	60	15
D4	2021 Base	PM	DIRECT	17:00	18:00	60	15
D5	2021 + Committed	AM	DIRECT	08:00	09:00	60	15
D6	2021 + Committed	PM	DIRECT	17:00	18:00	60	15
D9	2021 + Committed + Development	AM	DIRECT	08:00	09:00	60	15
D10	2021 + Committed + Development	PM	DIRECT	17:00	18:00	60	15
D11	2031 + Committed + Development	AM	DIRECT	08:00	09:00	60	15
D12	2031 + Committed + Development	PM	DIRECT	17:00	18:00	60	15
D13	2021 + Committed + Development + Sensitivity	AM	DIRECT	08:00	09:00	60	15
D14	2021 + Committed + Development + Sensitivity	PM	DIRECT	17:00	18:00	60	15
D15	2031 + Committed + Development + Sensitivity	AM	DIRECT	08:00	09:00	60	15
D16	2031 + Committed + Development + Sensitivity	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	8.50	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	A280 South		Major
B	Water Lane		Minor
C	A280 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 - A280 North	9.75	✓	4.20	✓	3.50	190.0	✓	13.00

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 - Water Lane	One lane	4.00	61	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	154.659	0.086	0.218	0.137	0.311
1	B-C	177.488	0.091	0.230	-	-
1	C-B	195.192	0.253	0.253	-	-

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 period length (min)	Time segment length (min)
D1	2017 Base	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		A - A280 South	B - Water Lane	C - A280 North
08:00 - 08:15	From	A - A280 South	0.00	2.00
		B - Water Lane	0.00	112.00
		C - A280 North	78.00	57.00
				0.00

Demand (Veh/TS)

		To		
		A - A280 South	B - Water Lane	C - A280 North
08:15 - 08:30	From	A - A280 South	0.00	4.00
		B - Water Lane	0.00	107.00
		C - A280 North	83.00	81.00
				0.00

Demand (Veh/TS)

		To		
		A - A280 South	B - Water Lane	C - A280 North
08:30 - 08:45	From	A - A280 South	0.00	9.00
		B - Water Lane	0.00	116.00
		C - A280 North	113.00	60.00
				0.00

Demand (Veh/TS)

		To		
		A - A280 South	B - Water Lane	C - A280 North
08:45 - 09:00	From	A - A280 South	0.00	6.00
		B - Water Lane	0.00	110.00
		C - A280 North	86.00	53.00
				0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	10	5
	B - Water Lane	0	0	2
	C - A280 North	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.73	20.95	2.6	C
C-AB	0.49	10.59	0.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	112.00	159.62	0.702	109.80	2.2	17.379	C
C-AB	57.00	174.18	0.327	56.52	0.5	7.618	A
C-A	78.00			78.00			
A-B	2.00			2.00			
A-C	63.00			63.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	107.00	151.54	0.706	106.90	2.3	20.050	C
C-AB	81.00	165.03	0.491	80.54	0.9	10.595	B
C-A	83.00			83.00			
A-B	4.00			4.00			
A-C	96.00			96.00			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	116.00	158.21	0.733	115.72	2.6	20.948	C
C-AB	60.00	171.49	0.350	60.40	0.5	8.131	A
C-A	113.00			113.00			
A-B	9.00			9.00			
A-C	66.00			66.00			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	110.00	153.97	0.714	110.03	2.6	20.540	C
C-AB	53.00	167.35	0.317	53.08	0.5	7.882	A
C-A	86.00			86.00			
A-B	6.00			6.00			
A-C	85.00			85.00			

2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	4.55	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2017 Base	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		A - A280 South	B - Water Lane	C - A280 North
17:00 - 17:15	From	A - A280 South	0.00	1.00
		B - Water Lane	0.00	0.00
		C - A280 North	137.00	45.00
				0.00

Demand (Veh/TS)

		To		
		A - A280 South	B - Water Lane	C - A280 North
17:15 - 17:30	From	A - A280 South	0.00	3.00
		B - Water Lane	0.00	0.00
		C - A280 North	130.00	99.00
				0.00

Demand (Veh/TS)

		To		
		A - A280 South	B - Water Lane	C - A280 North
17:30 - 17:45	From	A - A280 South	0.00	4.00
		B - Water Lane	0.00	0.00
		C - A280 North	119.00	93.00
				0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	3.00	88.00
	B - Water Lane	0.00	0.00	47.00
	C - A280 North	136.00	88.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	10	5
	B - Water Lane	0	0	2
	C - A280 North	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.48	11.02	0.9	B
C-AB	0.58	12.13	1.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	48.00	153.14	0.313	47.55	0.5	8.489	A
C-AB	45.00	168.42	0.267	44.64	0.4	7.251	A
C-A	137.00			137.00			
A-B	1.00			1.00			
A-C	87.00			87.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	69.00	156.02	0.442	68.67	0.8	10.264	B
C-AB	99.07	171.38	0.578	98.10	1.3	12.129	B
C-A	129.93			129.93			
A-B	3.00			3.00			
A-C	74.00			74.00			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	74.00	155.45	0.476	73.89	0.9	11.016	B
C-AB	93.03	170.52	0.546	93.13	1.2	11.649	B
C-A	118.97			118.97			
A-B	4.00			4.00			
A-C	76.00			76.00			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	47.00	152.71	0.308	47.44	0.5	8.585	A
C-AB	88.02	167.65	0.525	88.12	1.1	11.334	B
C-A	135.98			135.98			
A-B	3.00			3.00			
A-C	88.00			88.00			

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	9.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2021 Base	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	2.00	66.00
		B - Water Lane	0.00	0.00	116.00
		C - A280 North	82.00	59.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	4.00	100.00
		B - Water Lane	0.00	0.00	111.00
		C - A280 North	87.00	85.00	0.00

Demand (Veh/TS)

08:30 - 08:45		To			
		A - A280 South	B - Water Lane	C - A280 North	
	From	A - A280 South	0.00	10.00	69.00
		B - Water Lane	0.00	0.00	121.00
C - A280 North		118.00	62.00	0.00	

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	6.00	89.00
	B - Water Lane	0.00	0.00	114.00
	C - A280 North	90.00	55.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	10	5
	B - Water Lane	0	0	2
	C - A280 North	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.77	24.49	3.1	C
C-AB	0.52	11.24	1.0	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	116.00	158.13	0.734	113.46	2.5	19.201	C
C-AB	59.00	173.40	0.340	58.49	0.5	7.799	A
C-A	82.00			82.00			
A-B	2.00			2.00			
A-C	66.00			66.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	111.00	149.85	0.741	110.83	2.7	22.854	C
C-AB	85.01	164.00	0.518	84.47	1.0	11.241	B
C-A	86.99			86.99			
A-B	4.00			4.00			
A-C	100.00			100.00			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	121.00	156.63	0.773	120.57	3.1	24.495	C
C-AB	62.00	170.45	0.364	62.47	0.6	8.371	A
C-A	118.00			118.00			
A-B	10.00			10.00			
A-C	69.00			69.00			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	114.00	152.27	0.749	114.05	3.1	23.680	C
C-AB	55.00	166.31	0.331	55.08	0.5	8.097	A
C-A	90.00			90.00			
A-B	6.00			6.00			
A-C	89.00			89.00			

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	4.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	43	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2021 Base	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		A - A280 South	B - Water Lane	C - A280 North
17:00 - 17:15	From	A - A280 South	0.00	1.00
		B - Water Lane	0.00	0.00
		C - A280 North	143.00	47.00
				0.00

Demand (Veh/TS)

		To		
		A - A280 South	B - Water Lane	C - A280 North
17:15 - 17:30	From	A - A280 South	0.00	3.00
		B - Water Lane	0.00	0.00
		C - A280 North	136.00	103.00
				0.00

Demand (Veh/TS)

		To		
		A - A280 South	B - Water Lane	C - A280 North
17:30 - 17:45	From	A - A280 South	0.00	4.00
		B - Water Lane	0.00	0.00
		C - A280 North	124.00	97.00
				0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	3.00	91.00
	B - Water Lane	0.00	0.00	49.00
	C - A280 North	142.00	91.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	0	3
	B - Water Lane	0	0	3
	C - A280 North	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.51	11.85	1.0	B
C-AB	0.60	12.57	1.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	50.00	151.61	0.330	49.52	0.5	8.775	A
C-AB	47.00	169.88	0.277	46.62	0.4	7.280	A
C-A	143.00			143.00			
A-B	1.00			1.00			
A-C	90.00			90.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	72.00	154.18	0.467	71.63	0.9	10.852	B
C-AB	103.11	172.64	0.597	102.05	1.4	12.570	B
C-A	135.89			135.89			
A-B	3.00			3.00			
A-C	78.00			78.00			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	78.00	153.64	0.508	77.85	1.0	11.847	B
C-AB	97.05	171.78	0.565	97.15	1.3	12.085	B
C-A	123.95			123.95			
A-B	4.00			4.00			
A-C	80.00			80.00			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	49.00	151.20	0.324	49.52	0.5	8.894	A
C-AB	91.03	169.18	0.538	91.16	1.2	11.562	B
C-A	141.97			141.97			
A-B	3.00			3.00			
A-C	91.00			91.00			

2021 + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	18.25	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2021 + Committed	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	2.00	66.00
		B - Water Lane	0.00	0.00	136.00
		C - A280 North	82.00	68.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	4.00	100.00
		B - Water Lane	0.00	0.00	131.00
		C - A280 North	87.00	93.00	0.00

Demand (Veh/TS)

08:30 - 08:45		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	10.00	69.00
		B - Water Lane	0.00	0.00	141.00
		C - A280 North	118.00	71.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	6.00	89.00
	B - Water Lane	0.00	0.00	134.00
	C - A280 North	90.00	63.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	10	5
	B - Water Lane	0	0	2
	C - A280 North	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.80	46.57	6.8	E
C-AB	0.57	12.45	1.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	136.00	158.91	0.856	131.25	4.7	28.921	D
C-AB	68.00	173.40	0.392	67.36	0.6	8.438	A
C-A	82.00			82.00			
A-B	2.00			2.00			
A-C	66.00			66.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	131.00	150.59	0.870	130.15	5.6	41.157	E
C-AB	93.04	164.04	0.567	92.40	1.3	12.454	B
C-A	86.96			86.96			
A-B	4.00			4.00			
A-C	100.00			100.00			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	141.00	157.40	0.896	139.83	6.8	46.335	E
C-AB	71.00	170.44	0.417	71.55	0.7	9.151	A
C-A	118.00			118.00			
A-B	10.00			10.00			
A-C	69.00			69.00			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	134.00	153.02	0.876	133.98	6.8	46.574	E
C-AB	63.00	166.30	0.379	63.11	0.6	8.732	A
C-A	90.00			90.00			
A-B	6.00			6.00			
A-C	89.00			89.00			

2021 + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	7.35	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	19	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2021 + Committed	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	1.00	90.00
		B - Water Lane	0.00	0.00	61.00
		C - A280 North	143.00	71.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	3.00	78.00
		B - Water Lane	0.00	0.00	83.00
		C - A280 North	136.00	127.00	0.00

Demand (Veh/TS)

17:30 - 17:45		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	4.00	80.00
		B - Water Lane	0.00	0.00	89.00
		C - A280 North	124.00	121.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	3.00	91.00
	B - Water Lane	0.00	0.00	60.00
	C - A280 North	142.00	116.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	0	2
	B - Water Lane	0	0	3
	C - A280 North	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.58	13.81	1.3	B
C-AB	0.74	18.04	2.6	C
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	61.00	151.71	0.402	60.34	0.7	9.781	A
C-AB	71.00	170.00	0.418	70.30	0.7	8.966	A
C-A	143.00			143.00			
A-B	1.00			1.00			
A-C	90.00			90.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	83.00	154.27	0.538	82.53	1.1	12.461	B
C-AB	128.93	175.19	0.736	127.03	2.6	18.045	C
C-A	134.07			134.07			
A-B	3.00			3.00			
A-C	78.00			78.00			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	89.00	153.73	0.579	88.80	1.3	13.808	B
C-AB	121.96	173.17	0.704	122.08	2.5	17.717	C
C-A	123.04			123.04			
A-B	4.00			4.00			
A-C	80.00			80.00			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	60.00	151.31	0.397	60.66	0.7	10.001	B
C-AB	116.75	170.34	0.685	116.96	2.3	16.972	C
C-A	141.25			141.25			
A-B	3.00			3.00			
A-C	91.00			91.00			

2021 + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	88.73	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-19	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2021 + Committed + Development	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	3.00	66.00
		B - Water Lane	0.00	0.00	163.00
		C - A280 North	82.00	88.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	5.00	100.00
		B - Water Lane	0.00	0.00	157.00
		C - A280 North	87.00	113.00	0.00

Demand (Veh/TS)

08:30 - 08:45		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	10.00	69.00
		B - Water Lane	0.00	0.00	167.00
		C - A280 North	118.00	91.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	7.00	89.00
	B - Water Lane	0.00	0.00	161.00
	C - A280 North	90.00	83.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	6	4
	B - Water Lane	0	0	2
	C - A280 North	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.06	253.88	45.4	F
C-AB	0.69	16.79	2.1	C
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	163.00	158.23	1.030	148.21	14.8	81.338	F
C-AB	88.01	173.55	0.507	87.00	1.0	10.283	B
C-A	81.99			81.99			
A-B	3.00			3.00			
A-C	66.00			66.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	157.00	150.06	1.046	147.39	24.4	134.826	F
C-AB	113.51	164.97	0.688	112.42	2.1	16.787	C
C-A	86.49			86.49			
A-B	5.00			5.00			
A-C	100.00			100.00			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	167.00	156.87	1.065	155.50	35.6	188.222	F
C-AB	91.02	170.97	0.532	91.94	1.2	11.517	S
C-A	117.98			117.98			
A-B	10.00			10.00			
A-C	69.00			69.00			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	161.00	152.46	1.056	151.55	45.4	253.550	F
C-AB	83.01	166.56	0.498	83.16	1.0	10.813	S
C-A	89.99			89.99			
A-B	7.00			7.00			
A-C	89.00			89.00			

2021 + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	13.27	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2021 + Committed + Development	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	1.00	90.00
		B - Water Lane	0.00	0.00	82.00
		C - A280 North	143.00	93.00	0.00

Demand (Veh/TS)

17:15 - 17:30	To				
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	3.00	78.00
		B - Water Lane	0.00	0.00	105.00
		C - A280 North	136.00	149.00	0.00

Demand (Veh/TS)

17:30 - 17:45		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	4.00	80.00
		B - Water Lane	0.00	0.00	110.00
		C - A280 North	124.00	143.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	3.00	91.00
	B - Water Lane	0.00	0.00	81.00
	C - A280 North	142.00	138.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	0	2
	B - Water Lane	0	0	2
	C - A280 North	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.71	19.23	2.3	C
C-AB	0.66	29.79	5.4	D
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	82.00	153.96	0.533	80.89	1.1	12.145	B
C-AB	93.03	170.06	0.547	91.86	1.2	11.348	B
C-A	142.97			142.97			
A-B	1.00			1.00			
A-C	90.00			90.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	105.00	156.55	0.671	104.18	1.9	16.910	C
C-AB	166.74	193.04	0.864	162.56	5.4	26.829	D
C-A	118.26			118.26			
A-B	3.00			3.00			
A-C	78.00			78.00			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	110.00	156.00	0.705	109.67	2.3	19.230	C
C-AB	152.73	183.53	0.832	152.73	5.4	29.792	D
C-A	114.27			114.27			
A-B	4.00			4.00			
A-C	80.00			80.00			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	81.00	153.54	0.528	82.12	1.1	12.787	B
C-AB	146.37	179.52	0.815	146.64	5.1	28.348	D
C-A	133.63			133.63			
A-B	3.00			3.00			
A-C	91.00			91.00			

2031 + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	16.8 48	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-23	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	2031 + Committed + Development	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
08:00 - 08:15	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	3.00	71.00
		B - Water Lane	0.00	0.00	173.00
		C - A280 North	89.00	93.00	0.00

Demand (Veh/TS)

		To			
08:15 - 08:30	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	6.00	108.00
		B - Water Lane	0.00	0.00	167.00
		C - A280 North	95.00	120.00	0.00

Demand (Veh/TS)

		To			
08:30 - 08:45	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	11.00	75.00
		B - Water Lane	0.00	0.00	178.00
		C - A280 North	128.00	96.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	8.00	97.00
	B - Water Lane	0.00	0.00	171.00
	C - A280 North	98.00	88.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	10	5
	B - Water Lane	0	0	2
	C - A280 North	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.14	453.06	64.4	F
C-AB	0.74	20.05	2.7	C
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	173.00	157.61	1.086	150.81	22.2	81.780	F
C-AB	93.02	171.86	0.541	91.87	1.1	11.100	B
C-A	88.98			88.98			
A-B	3.00			3.00			
A-C	71.00			71.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	167.00	148.48	1.125	147.59	41.6	207.367	F
C-AB	121.63	163.52	0.744	120.08	2.7	20.048	C
C-A	93.37			93.37			
A-B	6.00			6.00			
A-C	108.00			108.00			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	178.00	155.87	1.142	155.51	84.1	320.338	F
C-AB	96.06	168.72	0.569	97.39	1.4	12.848	B
C-A	127.94			127.94			
A-B	11.00			11.00			
A-C	75.00			75.00			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	171.00	150.91	1.133	150.72	84.4	450.348	F
C-AB	88.02	163.71	0.538	88.19	1.2	11.950	B
C-A	97.98			97.98			
A-B	8.00			8.00			
A-C	97.00			97.00			

2031 + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	20.38	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D12	2031 + Committed + Development	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	1.00	99.00
		B - Water Lane	0.00	0.00	87.00
		C - A280 North	157.00	98.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	4.00	85.00
		B - Water Lane	0.00	0.00	112.00
		C - A280 North	149.00	160.00	0.00

Demand (Veh/TS)

17:30 - 17:45		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	5.00	87.00
		B - Water Lane	0.00	0.00	118.00
		C - A280 North	136.00	153.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	4.00	100.00
	B - Water Lane	0.00	0.00	86.00
	C - A280 North	156.00	147.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	0	2
	B - Water Lane	0	0	2
	C - A280 North	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.76	23.92	3.0	C
C-AB	0.584	44.34	9.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	87.00	151.87	0.573	85.70	1.3	13.357	B
C-AB	98.09	167.85	0.584	96.73	1.4	12.431	B
C-A	156.91			156.91			
A-B	1.00			1.00			
A-C	99.00			99.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	112.00	154.84	0.723	110.87	2.4	19.947	C
C-AB	221.57	235.95	0.939	213.81	9.1	33.074	D
C-A	87.43			87.43			
A-B	4.00			4.00			
A-C	85.00			85.00			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	118.00	154.29	0.765	117.44	3.0	23.917	C
C-AB	185.15	205.54	0.901	184.83	9.4	44.344	B
C-A	103.85			103.85			
A-B	5.00			5.00			
A-C	87.00			87.00			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	86.00	151.37	0.568	87.63	1.4	14.457	B
C-AB	174.28	197.64	0.882	174.34	9.4	42.538	B
C-A	128.72			128.72			
A-B	4.00			4.00			
A-C	100.00			100.00			

2021 + Committed + Development + Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	179.43	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-24	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D13	2021 + Committed + Development + Sensitivity	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	3.00	66.00
		B - Water Lane	0.00	0.00	176.00
		C - A280 North	82.00	93.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	5.00	100.00
		B - Water Lane	0.00	0.00	170.00
		C - A280 North	87.00	118.00	0.00

Demand (Veh/TS)

08:30 - 08:45		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	11.00	69.00
		B - Water Lane	0.00	0.00	180.00
		C - A280 North	118.00	96.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	8.00	89.00
	B - Water Lane	0.00	0.00	174.00
	C - A280 North	90.00	89.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	6	4
	B - Water Lane	0	0	2
	C - A280 North	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.14	462.68	57.4	F
C-AB	0.72	18.39	2.4	C
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	176.00	159.01	1.107	152.52	23.5	84.533	F
C-AB	93.02	173.40	0.536	91.89	1.1	10.898	B
C-A	81.98			81.98			
A-B	3.00			3.00			
A-C	66.00			66.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	170.00	150.80	1.127	149.98	43.5	214.254	F
C-AB	118.94	165.37	0.719	117.66	2.4	18.388	C
C-A	86.06			86.06			
A-B	5.00			5.00			
A-C	100.00			100.00			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	180.00	157.54	1.143	157.21	88.3	328.337	F
C-AB	96.04	170.59	0.563	97.12	1.3	12.427	B
C-A	117.96			117.96			
A-B	11.00			11.00			
A-C	69.00			69.00			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	174.00	153.11	1.136	152.93	87.4	322.861	F
C-AB	89.02	166.16	0.536	89.16	1.2	11.718	B
C-A	89.98			89.98			
A-B	8.00			8.00			
A-C	89.00			89.00			

2021 + Committed + Development + Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	20.48	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D14	2021 + Committed + Development + Sensitivity	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	1.00	90.00
		B - Water Lane	0.00	0.00	89.00
		C - A280 North	143.00	104.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	4.00	78.00
		B - Water Lane	0.00	0.00	111.00
		C - A280 North	136.00	161.00	0.00

Demand (Veh/TS)

17:30 - 17:45		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	5.00	80.00
		B - Water Lane	0.00	0.00	117.00
		C - A280 North	124.00	154.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	4.00	91.00
	B - Water Lane	0.00	0.00	88.00
	C - A280 North	142.00	149.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	0	2
	B - Water Lane	0	0	2
	C - A280 North	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.75	22.44	2.8	C
C-AB	0.64	43.57	9.1	E
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	89.00	153.96	0.578	87.68	1.3	13.329	E
C-AB	104.16	170.25	0.612	102.64	1.5	13.038	E
C-A	142.84			142.84			
A-B	1.00			1.00			
A-C	90.00			90.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	111.00	156.46	0.709	110.04	2.3	18.983	C
C-AB	214.01	228.87	0.935	206.70	8.8	33.356	D
C-A	82.99			82.99			
A-B	4.00			4.00			
A-C	78.00			78.00			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	117.00	155.91	0.750	116.49	2.8	22.438	C
C-AB	181.74	202.55	0.897	181.50	9.1	43.587	B
C-A	96.26			96.26			
A-B	5.00			5.00			
A-C	80.00			80.00			

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	88.00	153.45	0.573	89.40	1.4	14.339	B
C-AB	173.76	197.09	0.882	173.79	9.0	41.880	B
C-A	117.24			117.24			
A-B	4.00			4.00			
A-C	91.00			91.00			

2031 + Committed + Development + Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	261.41	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-28	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D15	2031 + Committed + Development + Sensitivity	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15	To			
		A - A280 South	B - Water Lane	C - A280 North
	From			
	A - A280 South	0.00	4.00	71.00
	B - Water Lane	0.00	0.00	186.00
	C - A280 North	89.00	98.00	0.00

Demand (Veh/TS)

08:15 - 08:30	To			
		A - A280 South	B - Water Lane	C - A280 North
	From			
	A - A280 South	0.00	6.00	108.00
	B - Water Lane	0.00	0.00	180.00
	C - A280 North	95.00	126.00	0.00

Demand (Veh/TS)

08:30 - 08:45	To			
		A - A280 South	B - Water Lane	C - A280 North
	From			
	A - A280 South	0.00	12.00	75.00
	B - Water Lane	0.00	0.00	191.00
	C - A280 North	128.00	102.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	8.00	97.00
	B - Water Lane	0.00	0.00	184.00
	C - A280 North	98.00	94.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	10	5
	B - Water Lane	0	0	1
	C - A280 North	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.22	688.17	130.5	F
C-AB	0.78	22.54	3.3	C
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	186.00	158.29	1.175	153.56	32.4	108.113	F
C-AB	98.04	171.62	0.571	96.75	1.3	11.829	B
C-A	88.96			88.96			
A-B	4.00			4.00			
A-C	71.00			71.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	180.00	149.22	1.206	148.88	63.6	306.662	F
C-AB	129.19	165.38	0.781	127.23	3.3	22.536	C
C-A	91.81			91.81			
A-B	6.00			6.00			
A-C	108.00			108.00			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	191.00	156.54	1.220	156.42	93.1	430.480	F
C-AB	102.13	168.59	0.606	103.79	1.6	14.231	S
C-A	127.87			127.87			
A-B	12.00			12.00			
A-C	75.00			75.00			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	184.00	151.66	1.213	151.60	130.5	555.170	F
C-AB	94.05	163.76	0.574	94.26	1.4	12.999	S
C-A	97.95			97.95			
A-B	8.00			8.00			
A-C	97.00			97.00			

2031 + Committed + Development + Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A280 and Water Lane	T-Junction	Two-way	38.41	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-10	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D16	2031 + Committed + Development + Sensitivity	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - A280 South		✓	100.000
B - Water Lane		✓	100.000
C - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	2.00	99.00
		B - Water Lane	0.00	0.00	94.00
		C - A280 North	157.00	109.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	4.00	85.00
		B - Water Lane	0.00	0.00	118.00
		C - A280 North	149.00	171.00	0.00

Demand (Veh/TS)

17:30 - 17:45		To			
	From		A - A280 South	B - Water Lane	C - A280 North
		A - A280 South	0.00	5.00	87.00
		B - Water Lane	0.00	0.00	124.00
		C - A280 North	136.00	164.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0.00	4.00	100.00
	B - Water Lane	0.00	0.00	93.00
	C - A280 North	156.00	158.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A280 South	B - Water Lane	C - A280 North
From	A - A280 South	0	0	2
	B - Water Lane	0	0	2
	C - A280 North	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.81	28.67	3.7	D
C-AB	1.00	71.75	19.4	F
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	94.00	151.04	0.622	92.42	1.6	14.983	E
C-AB	109.41	168.07	0.651	107.62	1.8	14.498	E
C-A	156.59			156.59			
A-B	2.00			2.00			
A-C	99.00			99.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	118.00	154.08	0.766	116.61	3.0	23.160	C
C-AB	320.00	318.75	1.004	306.56	15.2	40.841	F
C-A	0.00			0.00			
A-B	4.00			4.00			
A-C	85.00			85.00			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	124.00	153.53	0.808	123.22	3.7	28.674	D
C-AB	248.23	257.11	0.965	244.81	18.6	65.682	F
C-A	51.77			51.77			
A-B	5.00			5.00			
A-C	87.00			87.00			

17:45 - 18:00

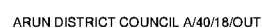
Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	93.00	150.63	0.617	95.06	1.7	16.744	C
C-AB	232.23	245.02	0.948	231.45	19.4	71.747	F
C-A	81.77			81.77			
A-B	4.00			4.00			
A-C	100.00			100.00			

APPENDIX K LINSIG 3 OUTPUTS

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	ITB9105
Title:	Station Rd / High St / Arundel Rd junction with Ped Xing
Location:	Angmering, W. Sussex
Additional detail:	
File name:	Station Rd_High St_Arundel Rd.lsg3x
Author:	AL
Company:	IT
Address:	



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)																																																						
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	44.0%	1661	0	0	2.3	-	-																																																						
	J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	27.2%	1185	0	0	0.4	-	-																																																						
	2/1	High St Right Left	O	-	-	-	-	168	Inf	618	27.2%	168	0	0	0.2	4.0	0.2																																																						
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	413	Inf	3321	12.4%	413	0	0	0.1	0.6	0.1																																																						
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	604	Inf	2452	24.6%	604	0	0	0.2	1.0	0.2																																																						
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	44.0%	476	0	0	1.9	-	-																																																						
1/1	Station Rd SB Ahead	U	B	-	1	41	-	601	1990	1393	43.1%	-	-	-	1.0	6.1	4.5																																																						
2/1	Station Rd NB Ahead	U	A	-	1	41	-	311	1990	1393	22.3%	-	-	-	0.4	4.9	2.0																																																						
3/1+3/2	Arundel Rd Right Left	O	- D	-	-	-	-	238	Inf :1900	168+373	44.0 : 44.0%	476	0	0	0.4 (0.1+0.3)	6.2 (5.9+6.4)	0.8																																																						
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0																																																						
<table><tr><td>C1</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>108.6</td><td colspan="4">Total Delay for Signalled Lanes (pcuHr):</td><td>1.44</td><td colspan="4">Cycle Time (s):</td><td>60</td><td colspan="4"></td></tr><tr><td>C1</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%)</td><td>0.0</td><td colspan="4">Total Delay for Signalled Lanes (pcuHr):</td><td>0.00</td><td colspan="4">Cycle Time (s):</td><td>60</td><td colspan="4" rowspan="2"></td></tr><tr><td></td><td></td><td>PRC Over All Lanes (%)</td><td>104.7</td><td colspan="4">Total Delay Over All Lanes (pcuHr):</td><td>2.28</td><td colspan="9"></td></tr></table>																		C1	Stream: 1	PRC for Signalled Lanes (%)	108.6	Total Delay for Signalled Lanes (pcuHr):				1.44	Cycle Time (s):				60					C1	Stream: 2	PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s):				60							PRC Over All Lanes (%)	104.7	Total Delay Over All Lanes (pcuHr):				2.28									
C1	Stream: 1	PRC for Signalled Lanes (%)	108.6	Total Delay for Signalled Lanes (pcuHr):				1.44	Cycle Time (s):				60																																																										
C1	Stream: 2	PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s):				60																																																										
		PRC Over All Lanes (%)	104.7	Total Delay Over All Lanes (pcuHr):				2.28																																																															

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	32.4%	1209	0	0	1.4	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	19.4%	857	0	0	0.3	-	-
2/1	High St Right Left	O	-	-	-	-	-	104	Inf	642	16.2%	104	0	0	0.1	3.3	0.1
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	302	Inf	2013	15.0%	302	0	0	0.1	1.1	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	451	Inf	2326	19.4%	451	0	0	0.1	1.0	0.1
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	32.4%	352	0	0	1.1	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	451	1990	1393	32.4%	-	-	-	0.7	5.4	3.1
2/1	Station Rd NB Ahead	U	A	-	1	41	-	217	1990	1393	15.6%	-	-	-	0.3	4.6	1.3
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	176	Inf :1900	273+423	25.3 : 25.3%	352	0	0	0.2 (0.1+0.1)	3.5 (3.5:3.5)	0.3
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr): 0.95 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes (pcuHr): 1.43 Cycle Time (s): 60 Cycle Time (s): 60																	

Network Layout Diagram



Basic Results Summary

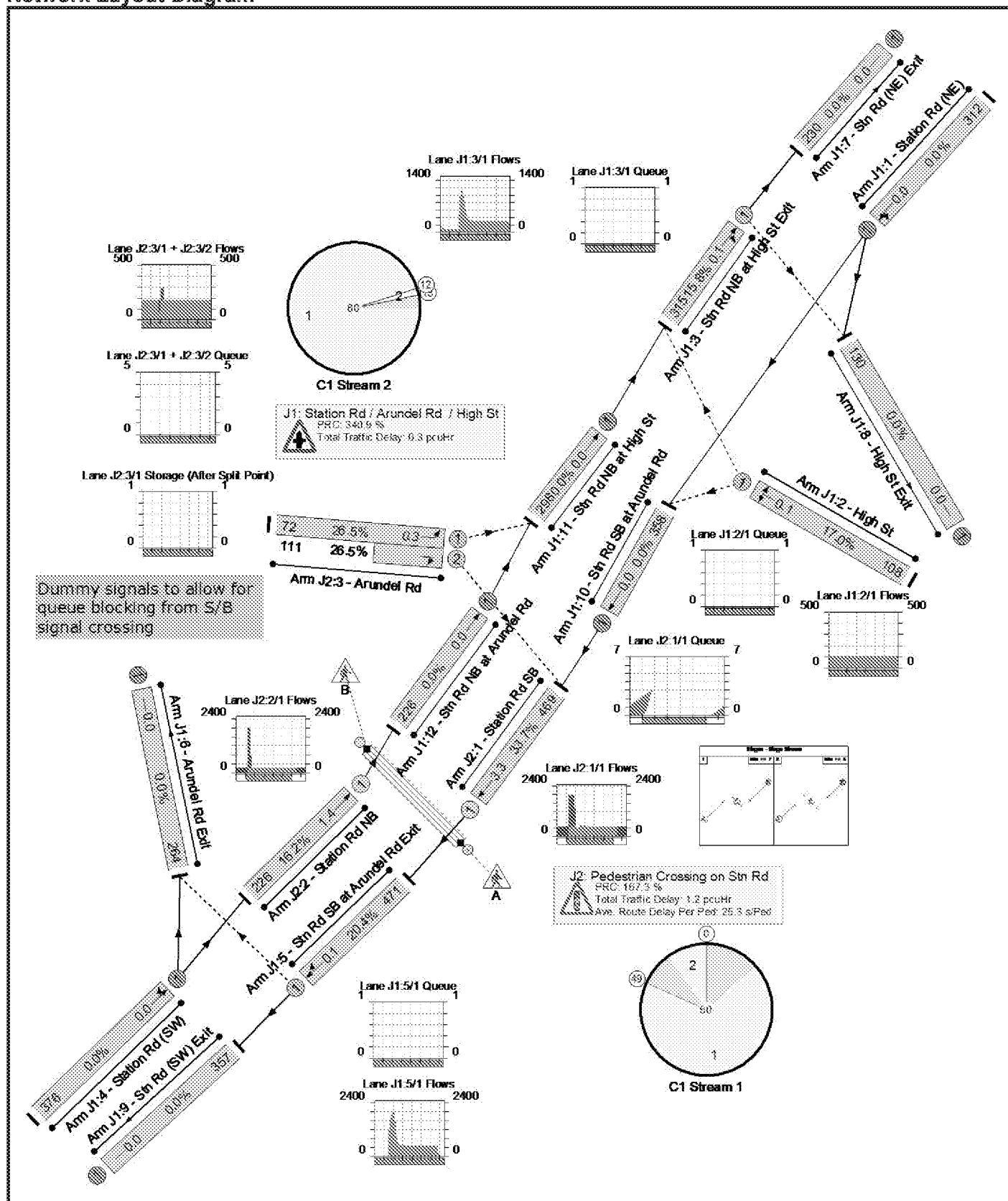
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcu/hr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	46.2%	1730	0	0	2.4	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	28.8%	1236	0	0	0.5	-	-
2/1	High St Right Left	O	-	-	-	-	-	176	Inf	612	28.8%	176	0	0	0.2	4.1	0.2
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	431	Inf	3297	13.1%	431	0	0	0.1	0.6	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	629	Inf	2428	25.9%	629	0	0	0.2	1.0	0.2
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	46.2%	494	0	0	2.0	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	625	1990	1393	44.9%	-	-	-	1.1	6.3	4.7
2/1	Station Rd NB Ahead	U	A	-	1	41	-	324	1990	1393	23.3%	-	-	-	0.4	4.9	2.0
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	247	Inf :1900	167+368	46.2% 46.2%	494	0	0	0.5 (0.1+0.3)	6.6 (6.2-6.8)	0.9
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcu/hr): Total Delay for Signalled Lanes (pcu/hr): Total Delay Over All Lanes (pcu/hr): Cycle Time (s): Cycle Time (s):																	
100.6 0.0 94.7																	
1.53 0.00 2.43																	
60 60																	

Basic Results Summary

Scenario 4: '4' (FG4: '2021 PM Growthed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

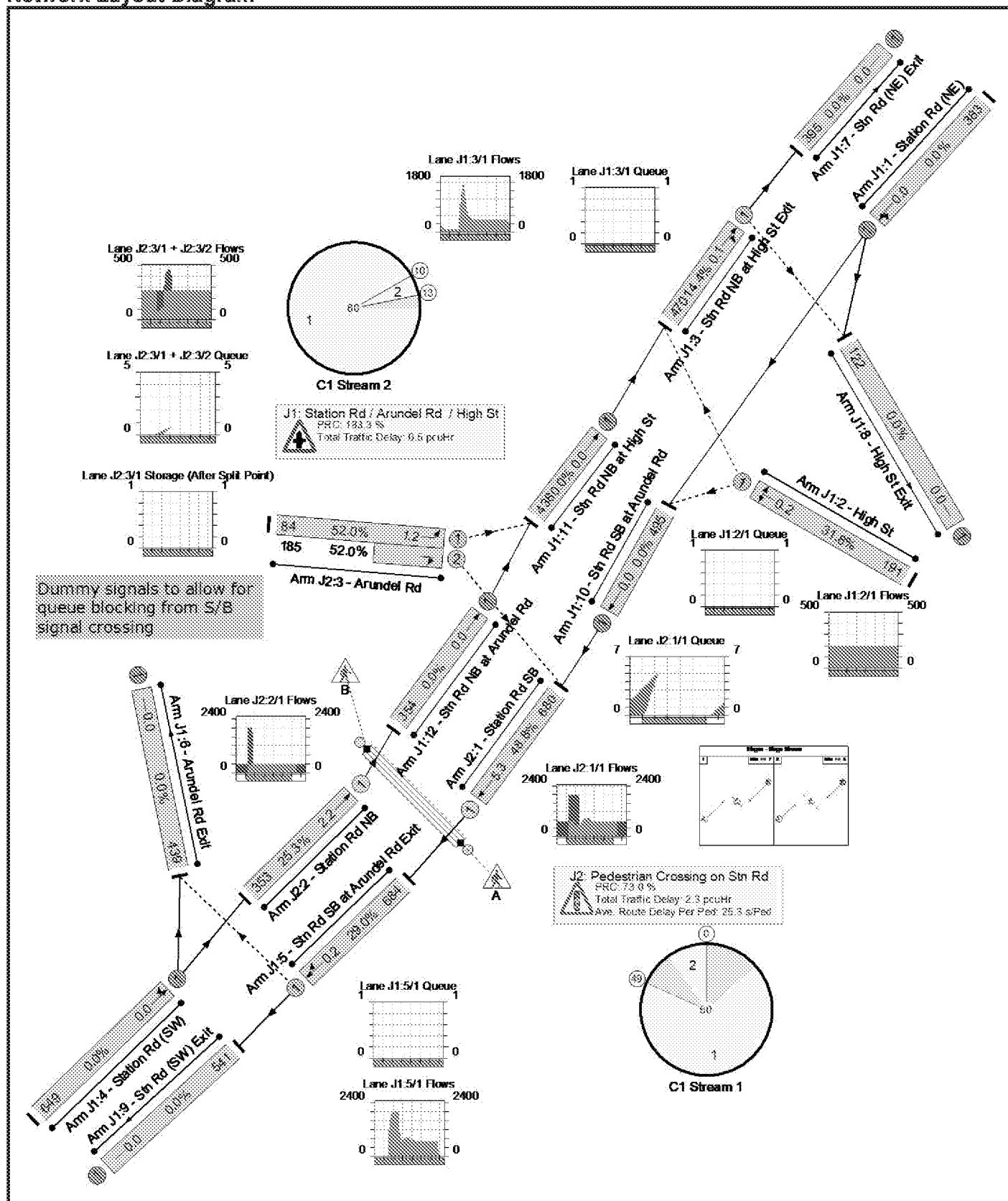
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcu/hr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	33.7%	1260	0	0	1.5	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	20.4%	894	0	0	0.3	-	-
2/1	High St Right Left	O	-	-	-	-	-	108	Inf	637	17.0%	108	0	0	0.1	3.4	0.1
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	315	Inf	1990	15.8%	315	0	0	0.1	1.1	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	471	Inf	2307	20.4%	471	0	0	0.1	1.0	0.1
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	33.7%	366	0	0	1.2	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	469	1990	1393	33.7%	-	-	-	0.7	5.5	3.3
2/1	Station Rd NB Ahead	U	A	-	1	41	-	226	1990	1393	16.2%	-	-	-	0.3	4.6	1.4
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	183	Inf :1900	272+419	26.5% 26.5%	366	0	0	0.2 (0.1+0.1)	3.6 (3.5:3.6)	0.3
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) 167.3 C1 Stream: 2 PRC for Signalled Lanes (%) 0.0 PRC Over All Lanes (%) 167.3 Total Delay for Signalled Lanes (pcu/hr): 1.00 Cycle Time (s): 60 Total Delay for Signalled Lanes (pcu/hr): 0.00 Cycle Time (s): 60 Total Delay Over All Lanes (pcu/hr): 1.51																	

Basic Results Summary

Scenario 5: '5' (FG5: '2031 AM Growthed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	52.0%	1883	0	0	2.8	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	31.8%	1345	0	0	0.5	-	-
2/1	High St Right Left	O	-	-	-	-	-	191	Inf	601	31.8%	191	0	0	0.2	4.4	0.2
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	470	Inf	3263	14.4%	470	0	0	0.1	0.6	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	684	Inf	2358	29.0%	684	0	0	0.2	1.1	0.2
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	52.0%	538	0	0	2.3	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	680	1990	1393	48.8%	-	-	-	1.2	6.6	5.3
2/1	Station Rd NB Ahead	U	A	-	1	41	-	353	1990	1393	25.3%	-	-	-	0.5	5.0	2.2
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	269	Inf :1900	161+356	52.0% 52.0%	538	0	0	0.6 (0.2+0.4)	7.7 (7.2-7.9)	1.2
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) 84.4 C1 Stream: 2 PRC for Signalled Lanes (%) 0.0 PRC Over All Lanes (%) 73.0 Total Delay for Signalled Lanes (pcuHr): 1.74 Cycle Time (s): 60 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 60 Total Delay Over All Lanes (pcuHr): 2.83																	

Network Layout Diagram



Basic Results Summary

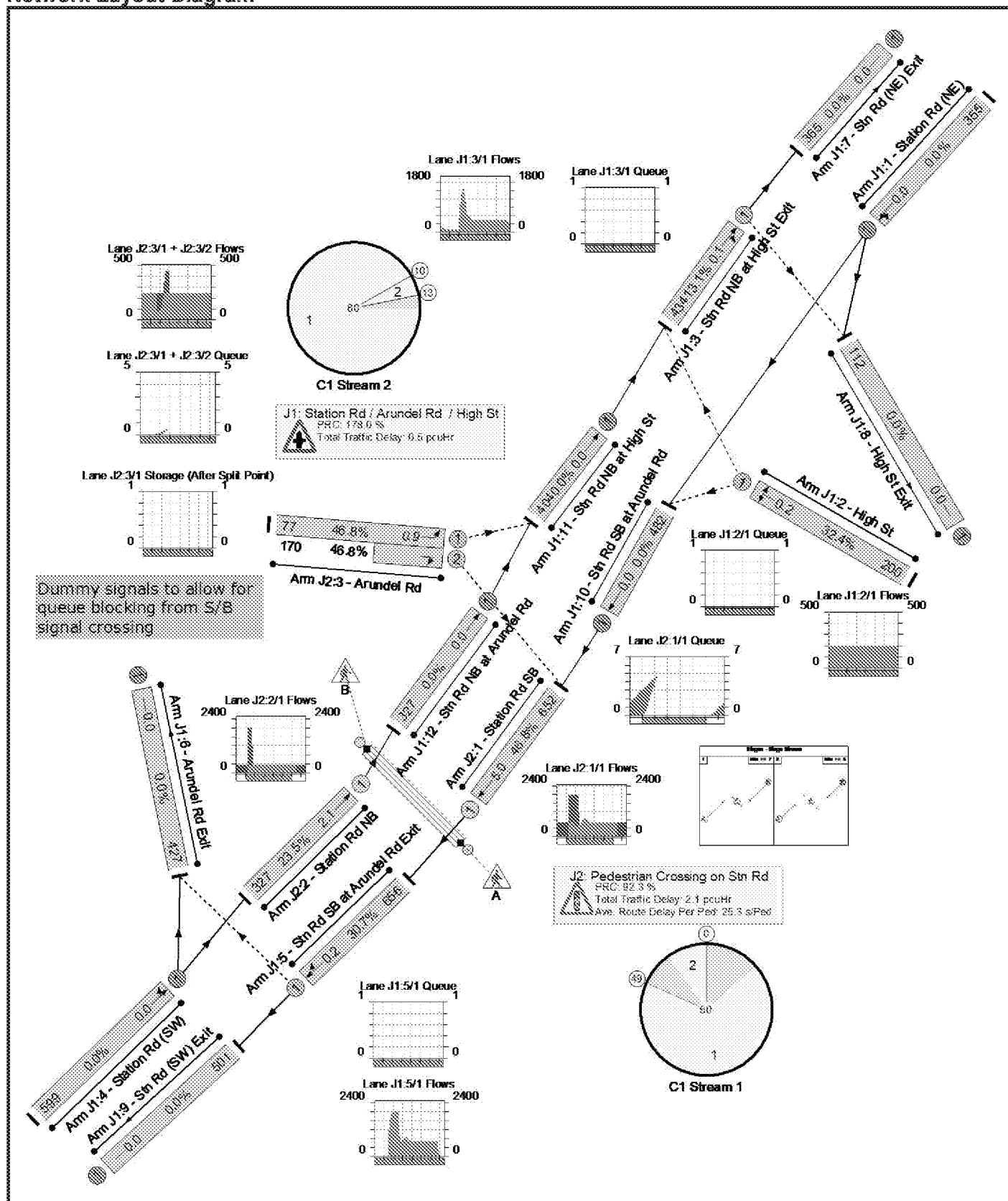
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	37.0%	1384	0	0	1.7	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	22.7%	982	0	0	0.4	-	-
2/1	High St Right Left	O	-	-	-	-	-	119	Inf	626	19.0%	119	0	0	0.1	3.5	0.1
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	346	Inf	1972	17.5%	346	0	0	0.1	1.1	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	517	Inf	2274	22.7%	517	0	0	0.1	1.0	0.1
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	37.0%	402	0	0	1.4	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	515	1990	1393	37.0%	-	-	-	0.8	5.7	3.7
2/1	Station Rd NB Ahead	U	A	-	1	41	-	248	1990	1393	17.8%	-	-	-	0.3	4.7	1.5
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	201	Inf :1900	265+409	29.8 : 29.8%	402	0	0	0.2 (0.1+0.1)	3.9 (3.8:3.9)	0.3
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%): 143.4 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): 143.4 Total Delay for Signalled Lanes (pcuHr): 1.14 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes (pcuHr): 1.72 Cycle Time (s): 60 Cycle Time (s): 60																	

Basic Results Summary

Scenario 7: '7' (FG7: '2021 AM with Committed Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

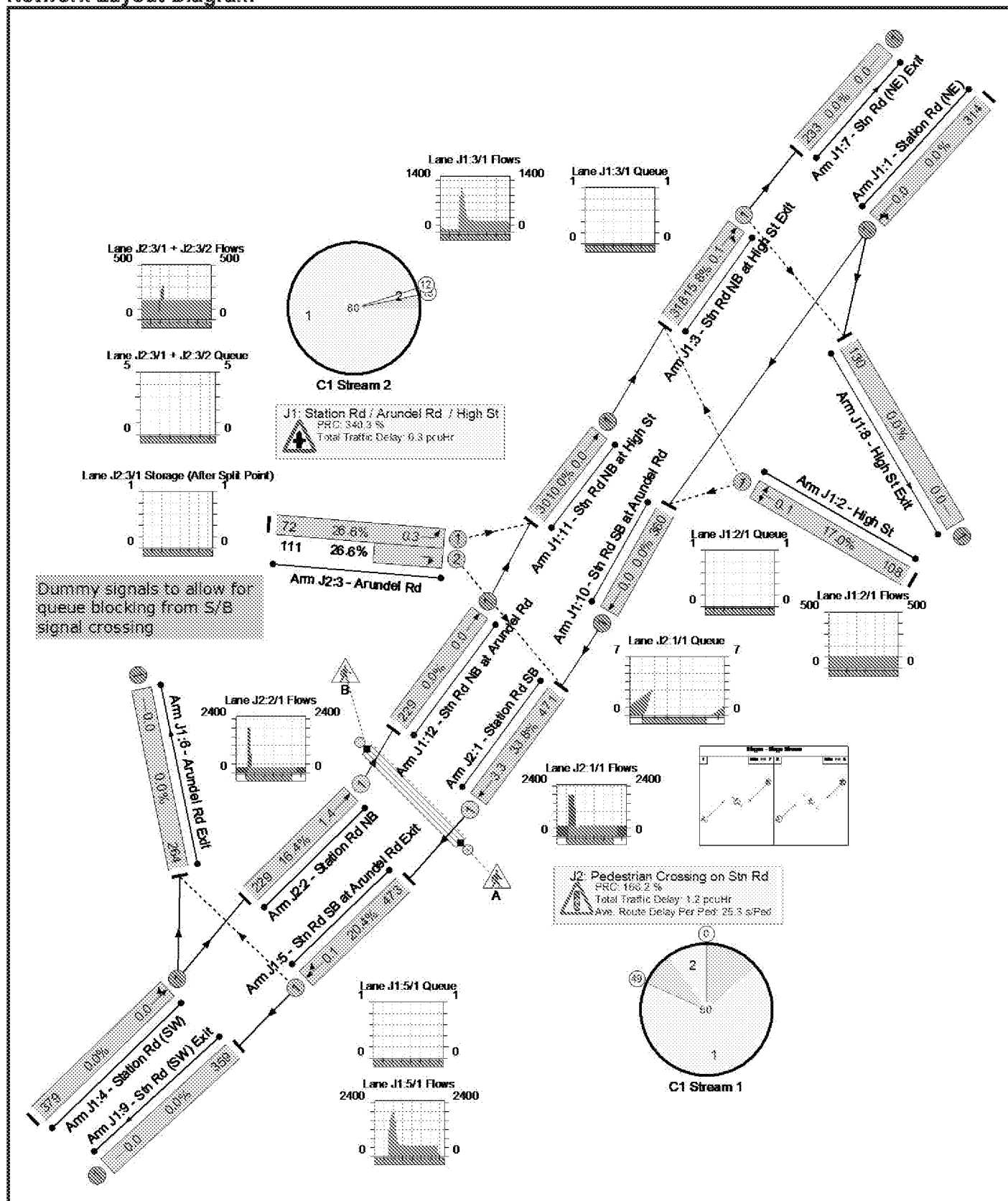
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	46.8%	1784	0	0	2.6	-	-
	-	-	-	-	-	-	-	-	-	-	32.4%	1290	0	0	0.5	-	-
	High St Right Left	O	-	-	-	-	-	200	Inf	618	32.4%	200	0	0	0.2	4.3	0.2
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	434	Inf	3315	13.1%	434	0	0	0.1	0.6	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	656	Inf	2137	30.7%	656	0	0	0.2	1.2	0.2
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	46.8%	494	0	0	2.1	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	652	1990	1393	46.8%	-	-	-	1.2	6.4	5.0
2/1	Station Rd NB Ahead	U	A	-	1	41	-	327	1990	1393	23.5%	-	-	-	0.4	4.9	2.1
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	247	Inf :1900	165+364	46.8% 46.8%	494	0	0	0.5 (0.1+0.3)	6.7 (6.4;6.9)	0.9
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%): 92.3 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): 92.3 Total Delay for Signalled Lanes (pcuHr): 1.61 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes (pcuHr): 2.61 Cycle Time (s): 60 Cycle Time (s): 60																	

Basic Results Summary

Scenario 8: '8' (FG8: '2021 PM with Committed Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	33.8%	1265	0	0	1.5	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	20.4%	899	0	0	0.3	-	-
2/1	High St Right Left	O	-	-	-	-	-	108	Inf	636	17.0%	108	0	0	0.1	3.4	0.1
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	318	Inf	2007	15.8%	318	0	0	0.1	1.1	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	473	Inf	2314	20.4%	473	0	0	0.1	1.0	0.1
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	33.8%	365	0	0	1.2	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	471	1990	1393	33.8%	-	-	-	0.7	5.5	3.3
2/1	Station Rd NB Ahead	U	A	-	1	41	-	229	1990	1393	16.4%	-	-	-	0.3	4.6	1.4
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	183	Inf :1900	271+418	26.6% : 26.6%	366	0	0	0.2 (0.1+0.1)	3.6 (3.6:3.6)	0.3
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr): 1.01 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes (pcuHr): 1.52 Cycle Time (s): 60 Cycle Time (s): 60																	

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcu/hr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	52.7%	1936	0	0	3.0	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	35.4%	1398	0	0	0.6	-	-
2/1	High St Right Left	O	-	-	-	-	-	215	Inf	607	35.4%	215	0	0	0.3	4.6	0.3
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	472	Inf	3272	14.4%	472	0	0	0.1	0.6	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	711	Inf	2096	33.9%	711	0	0	0.3	1.3	0.3
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	52.7%	538	0	0	2.4	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	707	1990	1393	50.8%	-	-	-	1.3	6.8	5.6
2/1	Station Rd NB Ahead	U	A	-	1	41	-	356	1990	1393	25.6%	-	-	-	0.5	5.0	2.2
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	269	Inf :1900	159+351	52.7 : 52.7%	538	0	0	0.6 (0.2+0.4)	7.9 (7.4:8.1)	1.2
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcu/hr): 1.83 Total Delay for Signalled Lanes (pcu/hr): 0.00 Total Delay Over All Lanes (pcu/hr): 3.03 Cycle Time (s): 60 Cycle Time (s): 60																	

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcu/hr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	37.1%	1389	0	0	1.7	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	22.8%	987	0	0	0.4	-	-
2/1	High St Right Left	O	-	-	-	-	-	119	Inf	625	19.0%	119	0	0	0.1	3.6	0.1
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	349	Inf	1988	17.6%	349	0	0	0.1	1.1	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	519	Inf	2280	22.8%	519	0	0	0.1	1.0	0.1
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	37.1%	402	0	0	1.4	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	517	1990	1393	37.1%	-	-	-	0.8	5.7	3.7
2/1	Station Rd NB Ahead	U	A	-	1	41	-	251	1990	1393	18.0%	-	-	-	0.3	4.7	1.5
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	201	Inf :1900	264+408	29.9% 29.9%	402	0	0	0.2 (0.1+0.1)	3.9 (3.8:3.9)	0.3
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) 142.5 C1 Stream: 2 PRC for Signalled Lanes (%) 0.0 PRC Over All Lanes (%) 142.5 Total Delay for Signalled Lanes (pcu/hr): 1.15 Cycle Time (s): 60 Total Delay for Signalled Lanes (pcu/hr): 0.00 Cycle Time (s): 60 Total Delay Over All Lanes (pcu/hr): 1.73																	

Network Layout Diagram



Basic Results Summary

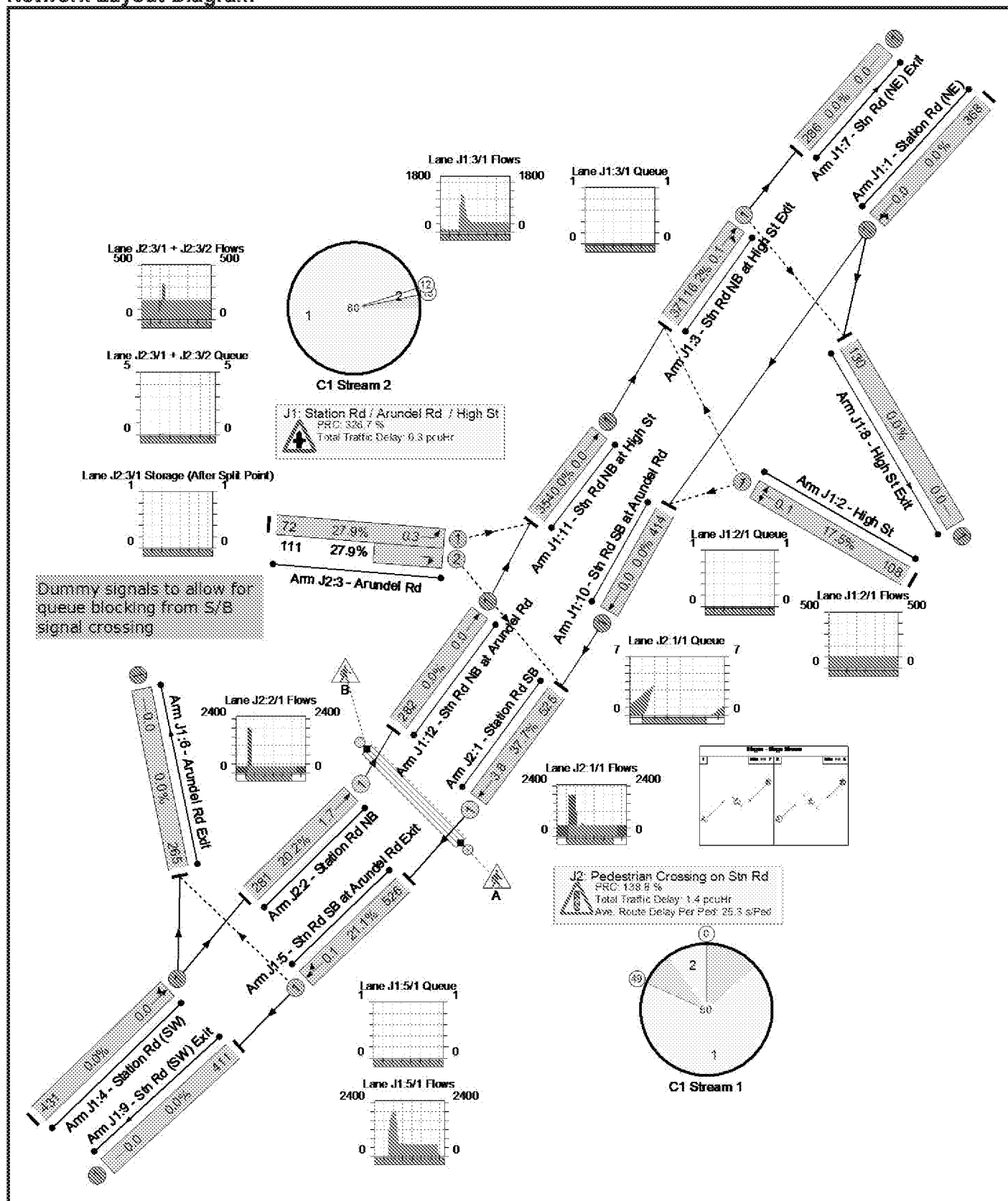
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcu/hr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	51.3%	1901	0	0	3.0	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	33.6%	1403	0	0	0.6	-	-
2/1	High St Right Left	O	-	-	-	-	-	200	Inf	594	33.6%	200	0	0	0.3	4.6	0.3
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	484	Inf	3596	13.5%	484	0	0	0.1	0.6	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	719	Inf	2289	31.4%	719	0	0	0.2	1.1	0.2
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	51.3%	498	0	0	2.4	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	715	1990	1393	51.3%	-	-	-	1.4	6.8	5.7
2/1	Station Rd NB Ahead	U	A	-	1	41	-	375	1990	1393	26.9%	-	-	-	0.5	5.1	2.5
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	249	Inf :1900	160+344	49.4 : 49.4%	498	0	0	0.5 (0.2+0.4)	7.5 (7.0+7.8)	1.1
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) 75.3 C1 Stream: 2 PRC for Signalled Lanes (%) 0.0 PRC Over All Lanes (%) 75.3 Total Delay for Signalled Lanes (pcu/hr): 1.89 Cycle Time (s): 60 Total Delay for Signalled Lanes (pcu/hr): 0.00 Cycle Time (s): 60 Total Delay Over All Lanes (pcu/hr): 2.97																	

Basic Results Summary

Scenario 12: '12' (FG12: '2021 PM with Committed Dev and Northern Site Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

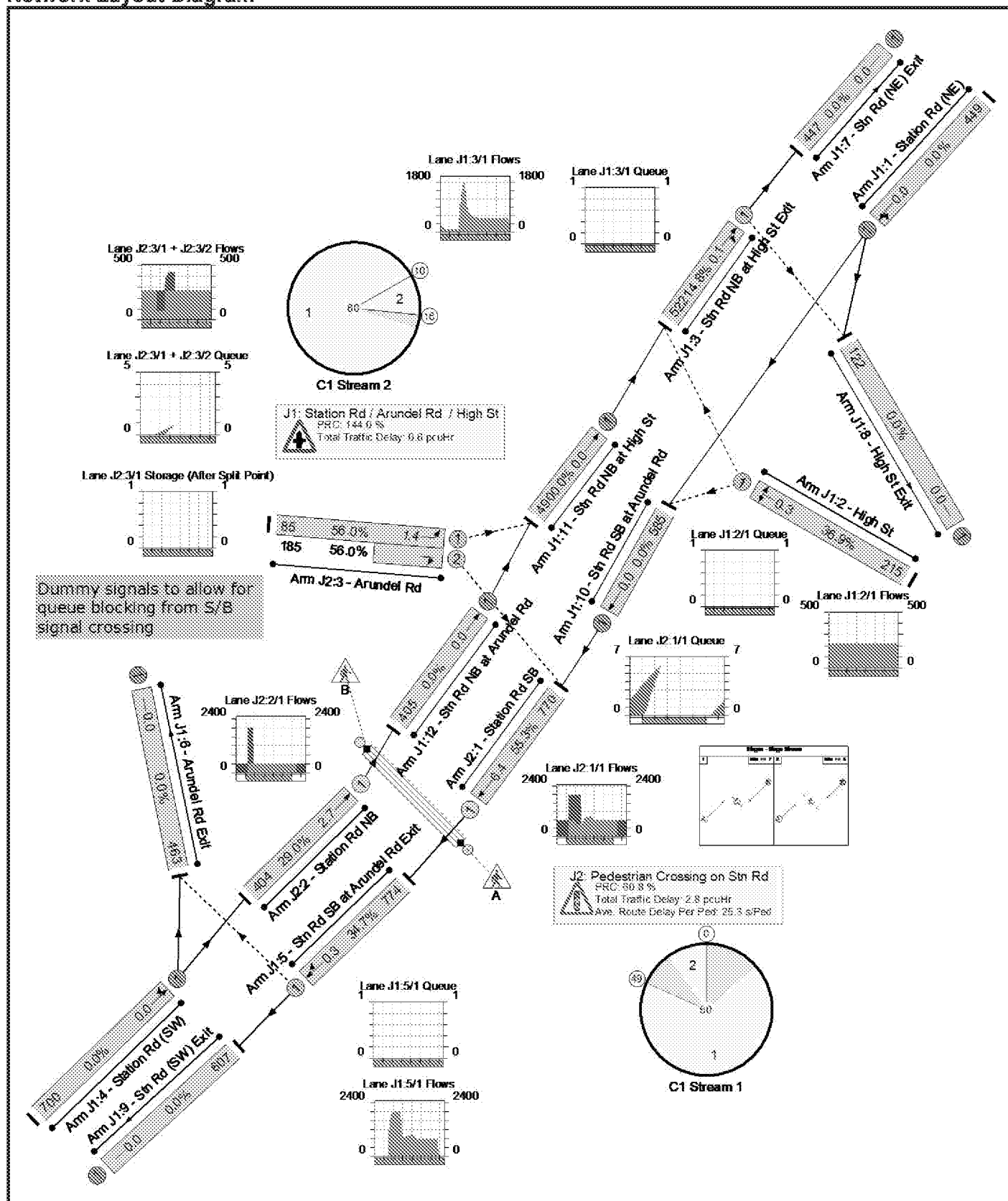
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	37.7%	1371	0	0	1.7	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	21.1%	1005	0	0	0.3	-	-
2/1	High St Right Left	O	-	-	-	-	-	108	Inf	616	17.5%	108	0	0	0.1	3.5	0.1
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	371	Inf	2288	16.2%	371	0	0	0.1	0.9	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	526	Inf	2494	21.1%	526	0	0	0.1	0.9	0.1
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	37.7%	365	0	0	1.4	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	525	1990	1393	37.7%	-	-	-	0.8	5.7	3.8
2/1	Station Rd NB Ahead	U	A	-	1	41	-	281	1990	1393	20.2%	-	-	-	0.4	4.8	1.7
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	183	Inf :1900	258+398	27.9 : 27.9%	366	0	0	0.2 (0.1+0.1)	3.9 (3.8:3.9)	0.3
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr): 1.21 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes (pcuHr): 1.74 Cycle Time (s): 60 Cycle Time (s): 60																	

Basic Results Summary

Scenario 13: '13' (FG13: '2031 AM with Committed Dev and Northern Site Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

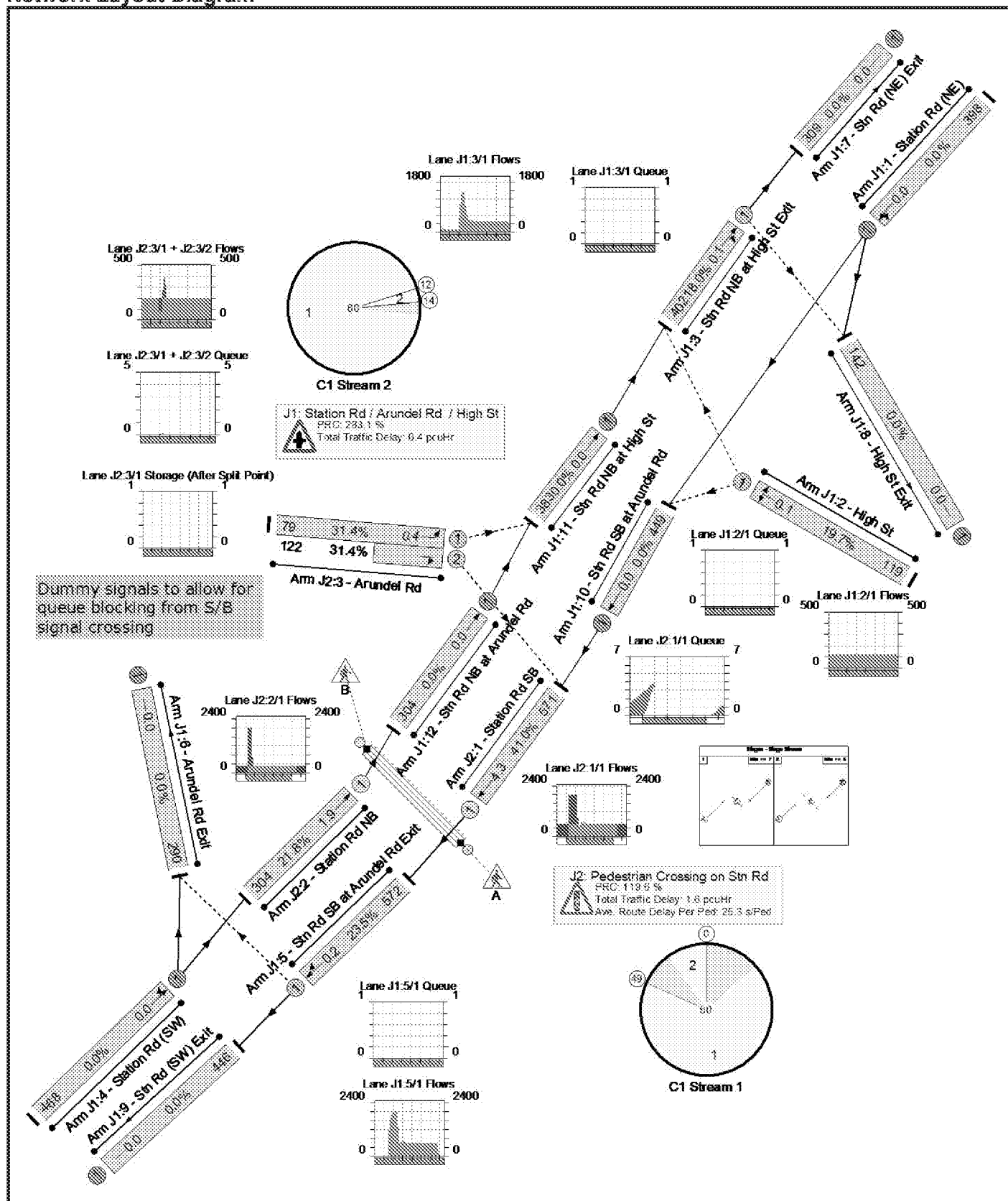
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	56.0%	2051	0	0	3.5	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	36.9%	1511	0	0	0.6	-	-
2/1	High St Right Left	O	-	-	-	-	-	215	Inf	583	36.9%	215	0	0	0.3	4.9	0.3
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	522	Inf	3516	14.8%	522	0	0	0.1	0.6	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	774	Inf	2228	34.7%	774	0	0	0.3	1.2	0.3
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	56.0%	540	0	0	2.8	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	770	1990	1393	55.3%	-	-	-	1.5	7.2	6.4
2/1	Station Rd NB Ahead	U	A	-	1	41	-	404	1990	1393	29.0%	-	-	-	0.6	5.2	2.7
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	270	Inf :1900	152+331	56.0% 56.0%	540	0	0	0.7 (0.2+0.5)	9.1 (8.4+9.4)	1.4
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) 62.8 C1 Stream: 2 PRC for Signalled Lanes (%) 0.0 PRC Over All Lanes (%) 60.8 Total Delay for Signalled Lanes (pcuHr): 2.13 Cycle Time (s): 60 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 60 Total Delay Over All Lanes (pcuHr): 3.46																	

Basic Results Summary

Scenario 14: '14' (FG14: '2031 PM with Committed Dev and Northern Site Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

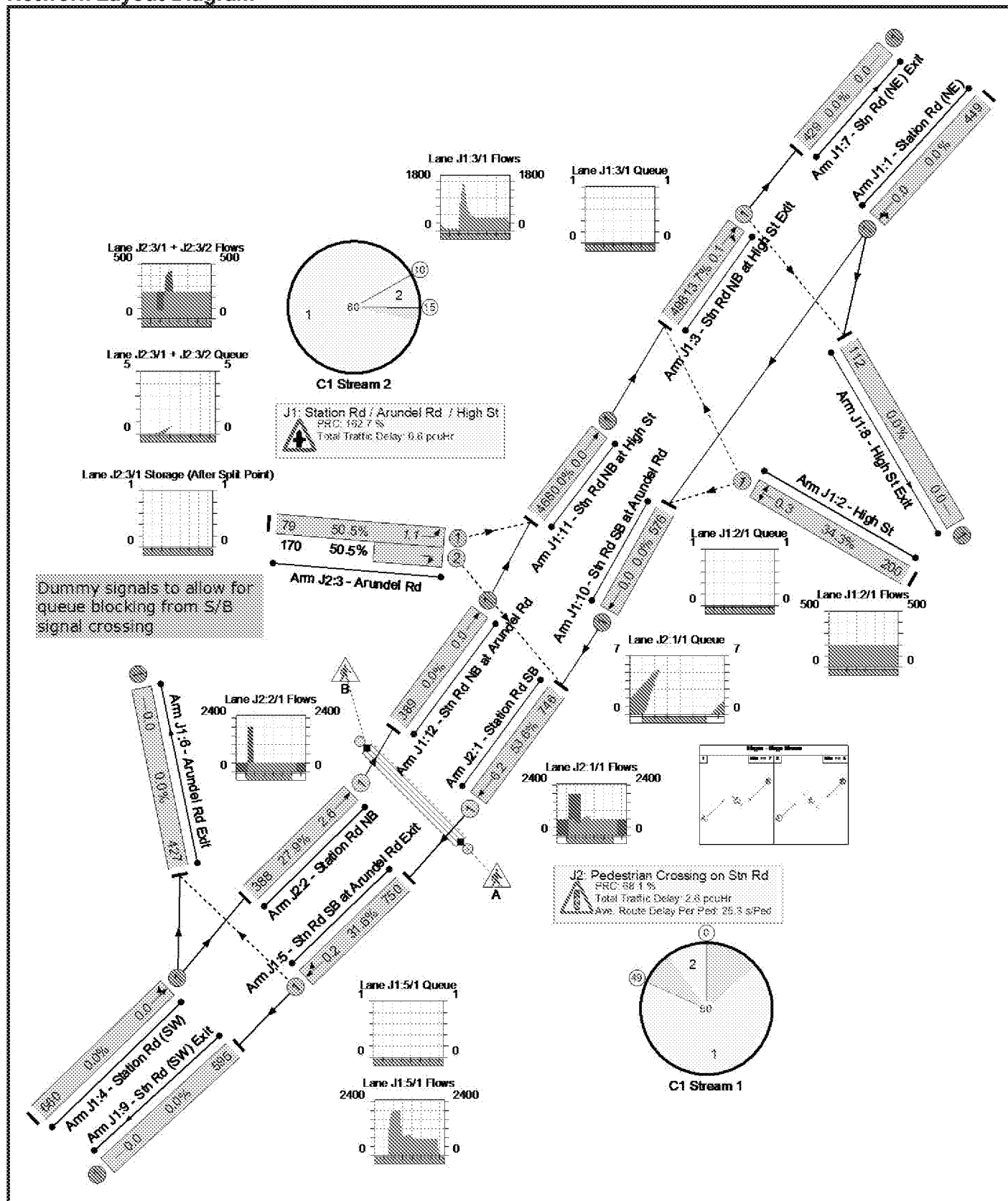
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	41.0%	1495	0	0	2.0	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	23.5%	1093	0	0	0.4	-	-
2/1	High St Right Left	O	-	-	-	-	-	119	Inf	605	19.7%	119	0	0	0.1	3.7	0.1
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	402	Inf	2236	18.0%	402	0	0	0.1	1.0	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	572	Inf	2435	23.5%	572	0	0	0.2	1.0	0.2
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	41.0%	402	0	0	1.6	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	571	1990	1393	41.0%	-	-	-	0.9	6.0	4.3
2/1	Station Rd NB Ahead	U	A	-	1	41	-	304	1990	1393	21.8%	-	-	-	0.4	4.8	1.9
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	201	Inf :1900	251+388	31.4% 31.4%	402	0	0	0.2 (0.1+0.1)	4.2 (4.1+4.3)	0.4
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) 119.6 C1 Stream: 2 PRC for Signalled Lanes (%) 0.0 PRC Over All Lanes (%) 119.6 Total Delay for Signalled Lanes (pcuHr): 1.36 Cycle Time (s): 60 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 60 Total Delay Over All Lanes (pcuHr): 1.98																	

Basic Results Summary

Scenario 15: '15' (FG15: '2021 AM with Committed Dev and Northern Site Dev + Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

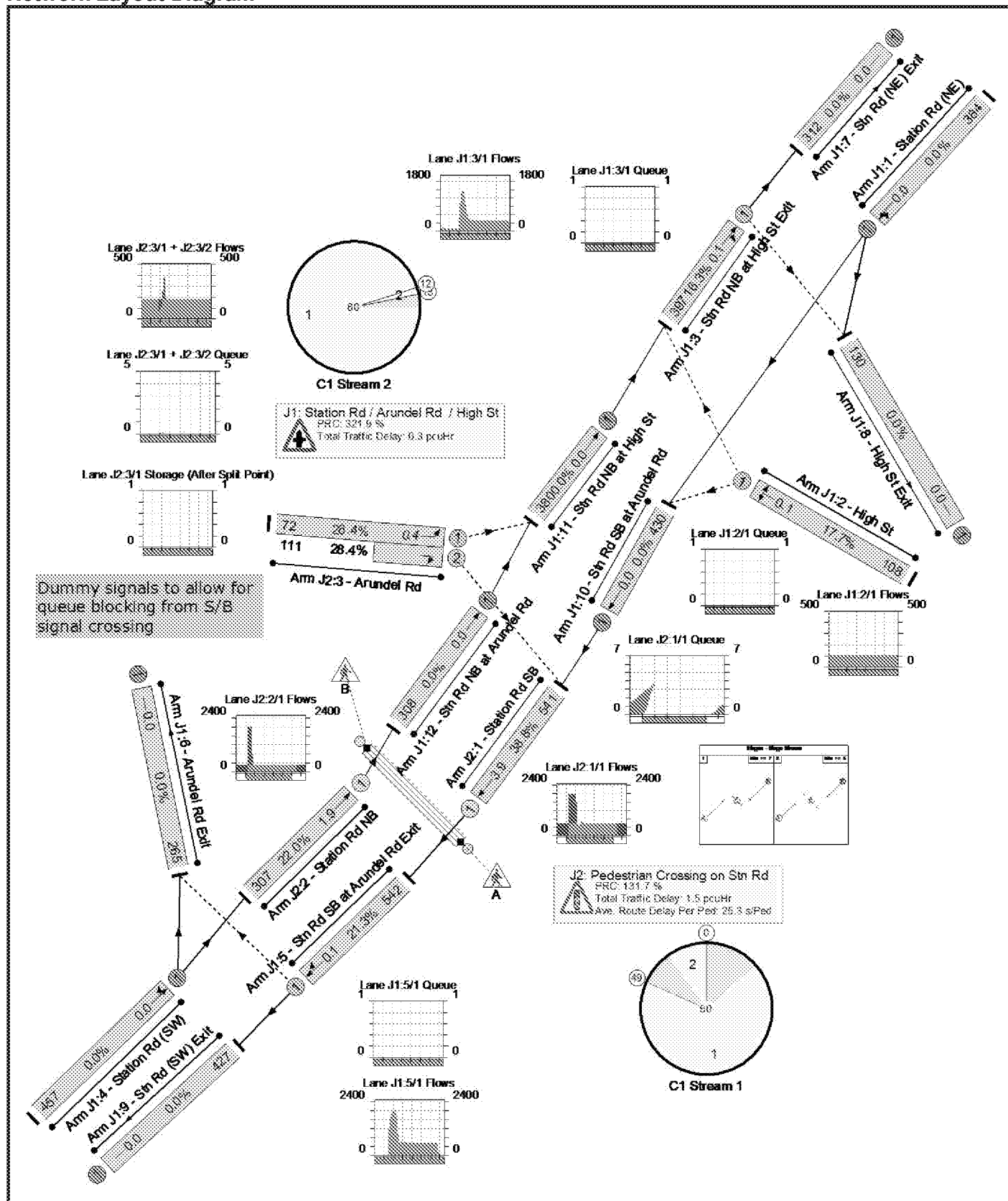
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcu/hr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	53.6%	1946	0	0	3.1	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	34.3%	1448	0	0	0.6	-	-
2/1	High St Right Left	O	-	-	-	-	-	200	Inf	584	34.3%	200	0	0	0.3	4.7	0.3
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	498	Inf	3648	13.7%	498	0	0	0.1	0.6	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	750	Inf	2373	31.6%	750	0	0	0.2	1.1	0.2
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	53.6%	498	0	0	2.6	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	746	1990	1393	53.6%	-	-	-	1.5	7.1	6.2
2/1	Station Rd NB Ahead	U	A	-	1	41	-	388	1990	1393	27.9%	-	-	-	0.6	5.2	2.6
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	249	Inf :1900	156+337	50.5% : 50.5%	498	0	0	0.5 (0.2+0.4)	7.9 (7.3+8.1)	1.1
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcu/hr): Total Delay for Signalled Lanes (pcu/hr): Total Delay Over All Lanes (pcu/hr): Cycle Time (s): Cycle Time (s): Cycle Time (s):																	

Basic Results Summary

Scenario 16: '16' (FG16: '2021 PM with Committed Dev and Northern Site Dev + Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

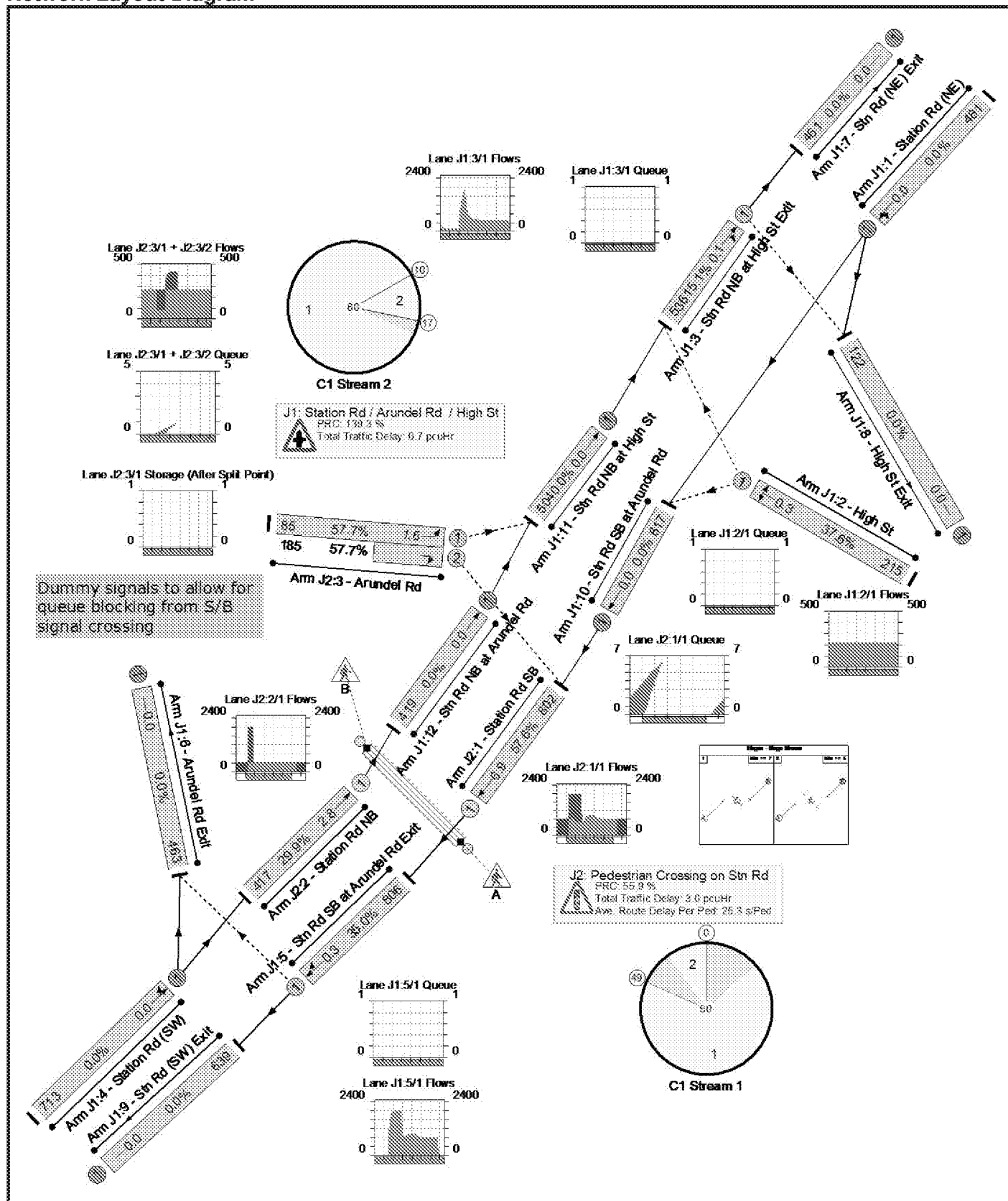
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	38.8%	1413	0	0	1.8	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	21.3%	1047	0	0	0.3	-	-
2/1	High St Right Left	O	-	-	-	-	-	108	Inf	609	17.7%	108	0	0	0.1	3.6	0.1
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	397	Inf	2431	16.3%	397	0	0	0.1	0.9	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	542	Inf	2541	21.3%	542	0	0	0.1	0.9	0.1
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	38.8%	365	0	0	1.5	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	541	1990	1393	38.8%	-	-	-	0.9	5.8	3.9
2/1	Station Rd NB Ahead	U	A	-	1	41	-	307	1990	1393	22.0%	-	-	-	0.4	4.9	1.9
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	183	Inf :1900	253+390	28.4 : 28.4%	366	0	0	0.2 (0.1+0.1)	4.0 (3.9+4.0)	0.4
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr): 1.29 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes (pcuHr): 1.83 Cycle Time (s): 60 Cycle Time (s): 60																	

Basic Results Summary

Scenario 17: '17' (FG17: '2031 AM with Committed Dev and Northern Site Dev + Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

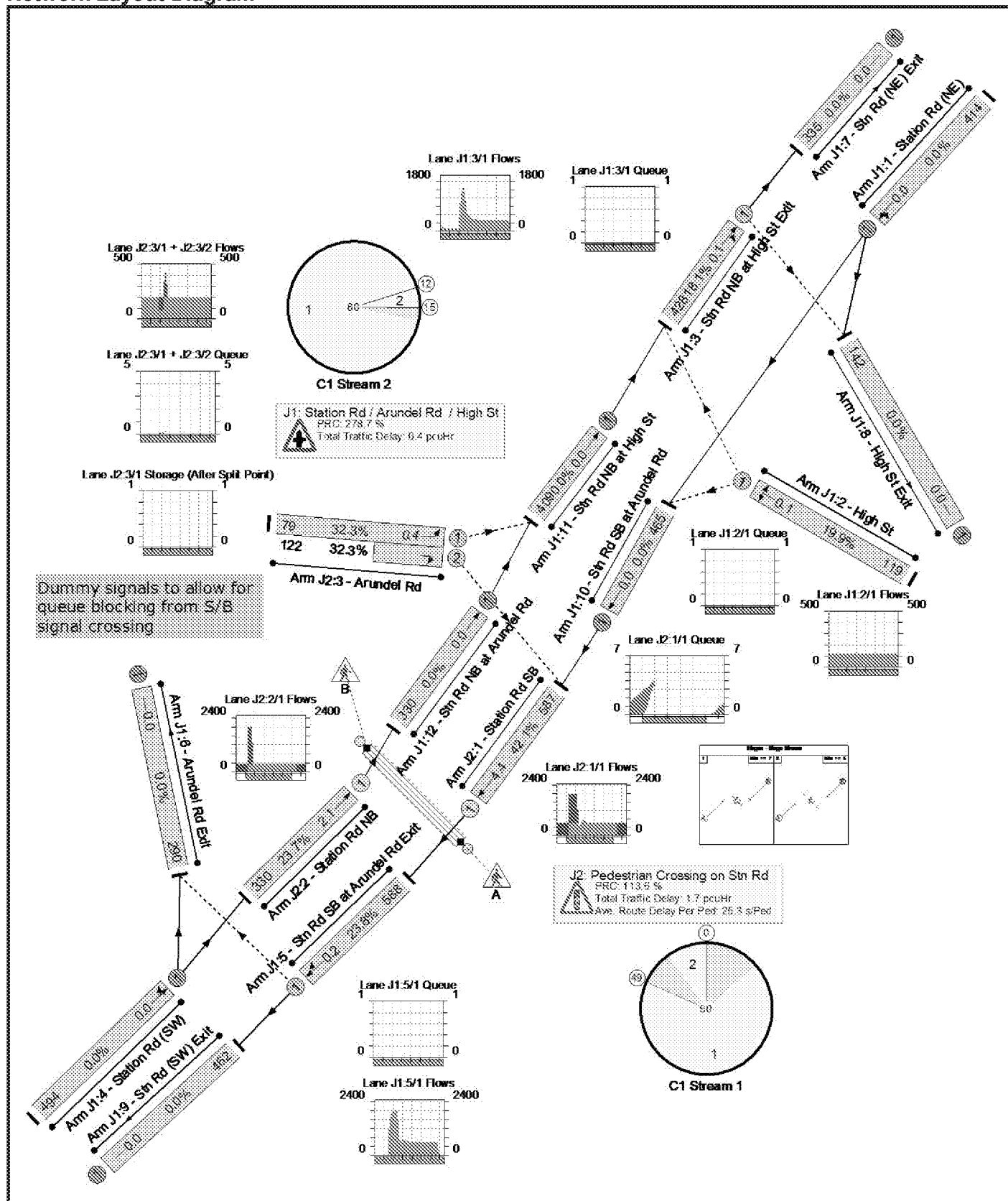
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	57.7%	2097	0	0	3.7	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	37.6%	1557	0	0	0.7	-	-
2/1	High St Right Left	O	-	-	-	-	-	215	Inf	572	37.6%	215	0	0	0.3	5.0	0.3
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	536	Inf	3560	15.1%	536	0	0	0.1	0.6	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	806	Inf	2305	35.0%	806	0	0	0.3	1.2	0.3
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	57.7%	540	0	0	3.0	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	802	1990	1393	57.6%	-	-	-	1.7	7.5	6.9
2/1	Station Rd NB Ahead	U	A	-	1	41	-	417	1990	1393	29.9%	-	-	-	0.6	5.3	2.8
3/1+3/2	Arundel Rd Right Left	O	- D	-	-	-	-	270	Inf :1900	147+321	57.7% 57.7%	540	0	0	0.7 (0.2+0.5)	9.9 (9.0+10.3)	1.6
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) 56.3 C1 Stream: 2 PRC for Signalled Lanes (%) 0.0 PRC Over All Lanes (%) 55.9 Total Delay for Signalled Lanes (pcuHr): 2.28 Cycle Time (s): 60 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 60 Total Delay Over All Lanes (pcuHr): 3.68																	

Basic Results Summary

Scenario 18: '18' (FG18: '2031 PM with Committed Dev and Northern Site Dev + Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)																														
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	42.1%	1537	0	0	2.1	-	-																														
	J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	23.8%	1135	0	0	0.4	-	-																														
	2/1	High St Right Left	O	-	-	-	-	119	Inf	598	19.9%	119	0	0	0.1	3.8	0.1																														
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	428	Inf	2363	18.1%	428	0	0	0.1	0.9	0.1																														
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	588	Inf	2474	23.8%	588	0	0	0.2	1.0	0.2																														
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	42.1%	402	0	0	1.7	-	-																														
1/1	Station Rd SB Ahead	U	B	-	1	41	-	587	1990	1393	42.1%	-	-	-	1.0	6.1	4.4																														
2/1	Station Rd NB Ahead	U	A	-	1	41	-	330	1990	1393	23.7%	-	-	-	0.5	4.9	2.1																														
3/1+3/2	Arundel Rd Right Left	O	- D	-	-	-	-	201	Inf :1900	245+378	32.3% 32.3%	402	0	0	0.2 (0.1+0.2)	4.4 (4.3-4.5)	0.4																														
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0																														
<table><tr><td>C1</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%):</td><td>113.6</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>1.44</td><td colspan="2">Cycle Time (s):</td><td>60</td></tr><tr><td>C1</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%):</td><td>0.0</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>0.00</td><td colspan="2">Cycle Time (s):</td><td>60</td></tr><tr><td></td><td></td><td>PRC Over All Lanes (%):</td><td>113.6</td><td colspan="2">Total Delay Over All Lanes (pcuHr):</td><td>2.08</td><td colspan="2"></td><td></td></tr></table>																		C1	Stream: 1	PRC for Signalled Lanes (%):	113.6	Total Delay for Signalled Lanes (pcuHr):		1.44	Cycle Time (s):		60	C1	Stream: 2	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):		0.00	Cycle Time (s):		60			PRC Over All Lanes (%):	113.6	Total Delay Over All Lanes (pcuHr):		2.08			
C1	Stream: 1	PRC for Signalled Lanes (%):	113.6	Total Delay for Signalled Lanes (pcuHr):		1.44	Cycle Time (s):		60																																						
C1	Stream: 2	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):		0.00	Cycle Time (s):		60																																						
		PRC Over All Lanes (%):	113.6	Total Delay Over All Lanes (pcuHr):		2.08																																									

APPENDIX L JUNCTIONS 9/ LINSIG 3 OUTPUTS – REASSIGNED

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 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: Dappers Lane_Water Lane OH.j9

Path: T:\Projects\9000 Series Project Numbers\9105ITB Land at Angmering, Arun Distr, W Susx\Tech\Assessments\Northern Site\Updated Jan 2018\Reassigned

Report generation date: 19/01/2018 17:02:57

»2021 + Committed + Dev, AM
 »2021 + Committed + Dev, PM
 »2031 + Committed + Dev, AM
 »2031 + Committed + Dev, PM
 »2021 + Committed + Dev + Sensitivity, AM
 »2021 + Committed + Dev + Sensitivity, PM
 »2031 + Committed + Dev + Sensitivity, AM
 »2031 + Committed + Dev + Sensitivity, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2021 + Committed + Dev								
Stream B-AC	1.1	19.15	0.53	D	0.3	10.28	0.22	S
Stream C-AB	0.2	5.41	0.10	A	0.8	5.51	0.29	A
2031 + Committed + Dev								
Stream B-AC	1.5	23.68	0.61	D	0.3	10.98	0.25	S
Stream C-AB	0.3	5.38	0.12	A	1.0	5.75	0.34	A
2021 + Committed + Dev + Sensitivity								
Stream B-AC	1.6	22.87	0.62	D	0.3	10.81	0.26	S
Stream C-AB	0.3	5.49	0.13	A	1.0	6.02	0.35	A
2031 + Committed + Dev + Sensitivity								
Stream B-AC	2.1	29.28	0.69	D	0.4	11.62	0.29	S
Stream C-AB	0.4	5.46	0.14	A	1.3	6.33	0.40	A

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

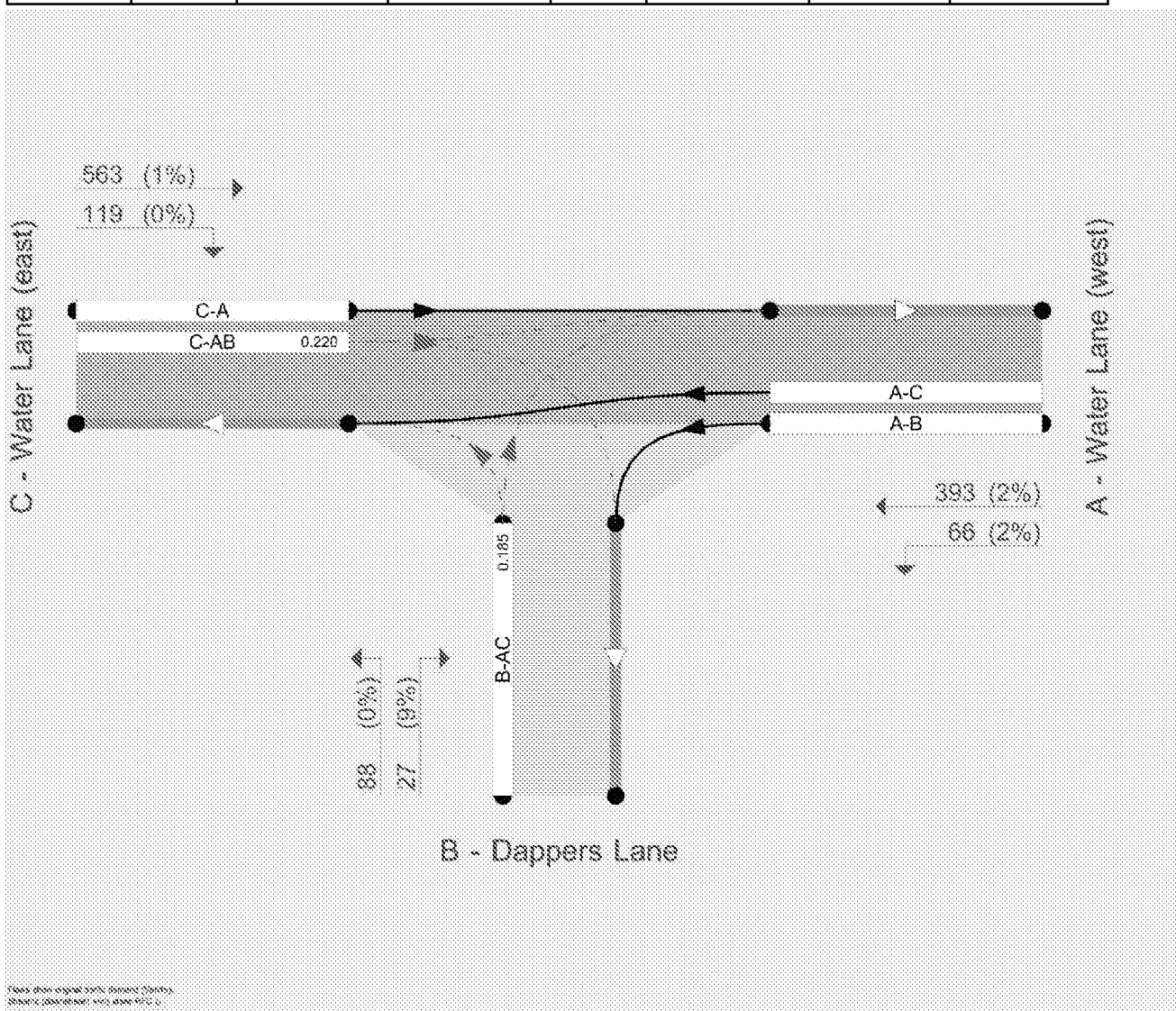
File summary

File Description

Title	A280 and Water Lane
Location	Angmering
Site number	ITB9105
Date	19/05/2016
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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



Flows show original traffic demand (flows).
Shaded (green/red) show delay (s/c).

The junction diagram reflects the last run of Junctions.

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)
D7	2021 + Committed + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2021 + Committed + Dev	PM	ONE HOUR	16:45	18:15	15
D9	2031 + Committed + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 + Committed + Dev	PM	ONE HOUR	16:45	18:15	15
D11	2021 + Committed + Dev + Sensitivity	AM	ONE HOUR	07:45	09:15	15
D12	2021 + Committed + Dev + Sensitivity	PM	ONE HOUR	16:45	18:15	15
D13	2031 + Committed + Dev + Sensitivity	AM	ONE HOUR	07:45	09:15	15
D14	2031 + Committed + Dev + Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 + Committed + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	3.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Water Lane (west)		Major
B	Dappers Lane		Minor
C	Water Lane (east)		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 - Water Lane (east)	7.21			90.0	✓	0.00

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 - Dappers Lane	One lane	3.44	23	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	521	0.090	0.227	0.143	0.325
1	B-C	670	0.097	0.246	-	-
1	C-B	626	0.230	0.230	-	-

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)
D7	2021 + Committed + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	665	100.000
B - Dappers Lane		✓	196	100.000
C - Water Lane (east)		✓	403	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)	
A - Water Lane (west)	0	94	571	
B - Dappers Lane	62	0	134	
C - Water Lane (east)	370	33	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)	
A - Water Lane (west)	0	1	2	
B - Dappers Lane	4	0	0	
C - Water Lane (east)	2	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.53	19.15	1.1	C
C-AB	0.10	5.41	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	470	0.314	146	0.5	11.058	B
C-AB	41	707	0.058	41	0.1	5.401	A
C-A	262			262			
A-B	71			71			
A-C	430			430			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	176	442	0.398	175	0.6	13.454	B
C-AB	55	727	0.075	55	0.1	5.353	A
C-A	307			307			
A-B	85			85			
A-C	513			513			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	216	404	0.535	214	1.1	18.809	C
C-AB	79	757	0.104	79	0.2	5.306	A
C-A	365			365			
A-B	103			103			
A-C	629			629			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	216	403	0.535	216	1.1	19.147	C
C-AB	79	757	0.104	79	0.2	5.315	A
C-A	365			365			
A-B	103			103			
A-C	629			629			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	176	442	0.399	178	0.7	13.720	B
C-AB	55	727	0.076	55	0.1	5.367	A
C-A	307			307			
A-B	85			85			
A-C	513			513			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	470	0.314	148	0.5	11.239	B
C-AB	41	707	0.058	41	0.1	5.413	A
C-A	262			262			
A-B	71			71			
A-C	430			430			

2021 + Committed + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	1.90	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 + Committed + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	397	100.000
B - Dappers Lane		✓	88	100.000
C - Water Lane (east)		✓	614	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
	A - Water Lane (west)	0	49	348
	B - Dappers Lane	24	0	64
	C - Water Lane (east)	520	94	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
	A - Water Lane (west)	0	2	2
	B - Dappers Lane	9	0	0
	C - Water Lane (east)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.22	10.28	0.3	B
C-AB	0.29	5.51	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	500	0.132	66	0.2	8.268	A
C-AB	135	825	0.163	133	0.3	5.201	A
C-A	328			328			
A-B	37			37			
A-C	262			262			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	479	0.165	79	0.2	9.006	A
C-AB	184	868	0.212	184	0.5	5.265	A
C-A	368			368			
A-B	44			44			
A-C	313			313			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	97	447	0.217	97	0.3	10.259	B
C-AB	272	929	0.293	271	0.8	5.482	A
C-A	404			404			
A-B	54			54			
A-C	383			383			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	97	447	0.217	97	0.3	10.281	B
C-AB	272	929	0.293	272	0.8	5.507	A
C-A	404			404			
A-B	54			54			
A-C	383			383			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	478	0.165	79	0.2	9.033	A
C-AB	185	869	0.213	186	0.5	5.297	A
C-A	367			367			
A-B	44			44			
A-C	313			313			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	500	0.132	66	0.2	8.303	A
C-AB	136	826	0.164	136	0.4	5.235	A
C-A	327			327			
A-B	37			37			
A-C	262			262			

2031 + Committed + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	3.99	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)
D9	2031 + Committed + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	711	100.000
B - Dappers Lane		✓	214	100.000
C - Water Lane (east)		✓	434	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	102	609
	B - Dappers Lane	69	0	145
	C - Water Lane (east)	399	35	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	1	2
	B - Dappers Lane	4	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.61	23.68	1.5	C
C-AB	0.12	5.38	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	161	458	0.351	159	0.5	11.939	B
C-AB	45	716	0.063	45	0.1	5.363	A
C-A	281			281			
A-B	77			77			
A-C	458			458			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	192	429	0.449	191	0.8	15.084	C
C-AB	61	738	0.083	61	0.2	5.316	A
C-A	329			329			
A-B	92			92			
A-C	547			547			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	236	387	0.609	233	1.5	22.955	C
C-AB	90	772	0.116	89	0.3	5.273	A
C-A	388			388			
A-B	112			112			
A-C	671			671			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	236	387	0.609	235	1.5	23.684	C
C-AB	90	772	0.117	90	0.3	5.286	A
C-A	388			388			
A-B	112			112			
A-C	671			671			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	192	429	0.449	195	0.8	15.569	C
C-AB	62	739	0.083	62	0.2	5.335	A
C-A	329			329			
A-B	92			92			
A-C	547			547			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	161	458	0.351	162	0.6	12.204	B
C-AB	46	716	0.064	46	0.1	5.381	A
C-A	281			281			
A-B	77			77			
A-C	458			458			

2031 + Committed + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	2.13	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)
D10	2031 + Committed + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	426	100.000
B - Dappers Lane		✓	98	100.000
C - Water Lane (east)		✓	663	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	54	372
	B - Dappers Lane	26	0	72
	C - Water Lane (east)	560	103	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	2	2
	B - Dappers Lane	9	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.25	10.98	0.3	S
C-AB	0.34	5.75	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	74	494	0.149	73	0.2	8.537	A
C-AB	156	841	0.185	154	0.4	5.239	A
C-A	344			344			
A-B	41			41			
A-C	280			280			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	88	470	0.187	88	0.2	9.411	A
C-AB	215	887	0.243	215	0.6	5.358	A
C-A	381			381			
A-B	49			49			
A-C	334			334			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108	436	0.248	108	0.3	10.951	S
C-AB	324	953	0.340	322	1.0	5.720	A
C-A	406			406			
A-B	59			59			
A-C	410			410			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108	436	0.248	108	0.3	10.983	S
C-AB	325	954	0.340	325	1.0	5.753	A
C-A	405			405			
A-B	59			59			
A-C	410			410			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	88	470	0.187	88	0.2	9.446	A
C-AB	216	889	0.243	218	0.6	5.406	A
C-A	380			380			
A-B	49			49			
A-C	334			334			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	74	494	0.149	74	0.2	8.581	A
C-AB	157	842	0.186	157	0.4	5.284	A
C-A	342			342			
A-B	41			41			
A-C	280			280			

2021 + Committed + Dev + Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	4.27	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	2021 + Committed + Dev + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	681	100.000
B - Dappers Lane		✓	229	100.000
C - Water Lane (east)		✓	416	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
	A - Water Lane (west)	0	100	581
	B - Dappers Lane	64	0	165
	C - Water Lane (east)	375	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
	A - Water Lane (west)	0	1	1
	B - Dappers Lane	4	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.62	22.87	1.6	C
C-AB	0.13	5.49	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	172	476	0.362	170	0.6	11.701	B
C-AB	51	708	0.072	51	0.1	5.474	A
C-A	262			262			
A-B	75			75			
A-C	437			437			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	206	448	0.459	205	0.8	14.730	B
C-AB	69	729	0.094	69	0.2	5.452	A
C-A	305			305			
A-B	90			90			
A-C	522			522			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	252	409	0.617	249	1.5	22.173	C
C-AB	99	759	0.131	99	0.3	5.455	A
C-A	359			359			
A-B	110			110			
A-C	640			640			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	252	409	0.617	252	1.6	22.870	C
C-AB	100	760	0.131	100	0.3	5.467	A
C-A	358			358			
A-B	110			110			
A-C	640			640			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	206	448	0.460	209	0.9	15.206	C
C-AB	69	729	0.095	70	0.2	5.473	A
C-A	305			305			
A-B	90			90			
A-C	522			522			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	172	476	0.362	174	0.6	11.965	B
C-AB	52	708	0.073	52	0.1	5.491	A
C-A	262			262			
A-B	75			75			
A-C	437			437			

2021 + Committed + Dev + Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	2.28	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	2021 + Committed + Dev + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	430	100.000
B - Dappers Lane		✓	105	100.000
C - Water Lane (east)		✓	632	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	61	369
	B - Dappers Lane	25	0	80
	C - Water Lane (east)	522	110	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	2	2
	B - Dappers Lane	9	0	0
	C - Water Lane (east)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	10.81	0.3	S
C-AB	0.35	6.02	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	504	0.157	78	0.2	8.434	A
C-AB	159	822	0.193	157	0.4	5.413	A
C-A	317			317			
A-B	46			46			
A-C	278			278			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	94	482	0.196	94	0.2	9.285	A
C-AB	218	864	0.252	217	0.6	5.569	A
C-A	351			351			
A-B	55			55			
A-C	332			332			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	116	449	0.258	115	0.3	10.779	S
C-AB	323	925	0.349	321	1.0	5.980	A
C-A	373			373			
A-B	67			67			
A-C	406			406			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	116	449	0.258	116	0.3	10.811	S
C-AB	323	925	0.350	323	1.0	6.016	A
C-A	372			372			
A-B	67			67			
A-C	406			406			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	94	481	0.196	95	0.2	9.323	A
C-AB	219	866	0.253	220	0.6	5.616	A
C-A	350			350			
A-B	55			55			
A-C	332			332			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	504	0.157	79	0.2	8.479	A
C-AB	160	823	0.194	161	0.4	5.459	A
C-A	316			316			
A-B	46			46			
A-C	278			278			

2031 + Committed + Dev + Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	5.41	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)
D13	2031 + Committed + Dev + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	727	100.000
B - Dappers Lane		✓	247	100.000
C - Water Lane (east)		✓	447	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	108	619
	B - Dappers Lane	71	0	176
	C - Water Lane (east)	404	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
From	A - Water Lane (west)	0	1	1
	B - Dappers Lane	3	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.69	29.28	2.1	D
C-AB	0.14	5.46	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	466	0.399	183	0.6	12.625	B
C-AB	56	717	0.078	56	0.1	5.441	A
C-A	280			280			
A-B	81			81			
A-C	466			466			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	436	0.509	221	1.0	16.592	C
C-AB	76	740	0.103	76	0.2	5.422	A
C-A	326			326			
A-B	97			97			
A-C	556			556			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	272	394	0.691	268	2.0	27.700	D
C-AB	112	774	0.145	111	0.4	5.434	A
C-A	380			380			
A-B	119			119			
A-C	682			682			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	272	394	0.691	272	2.1	29.277	D
C-AB	112	775	0.145	112	0.4	5.448	A
C-A	380			380			
A-B	119			119			
A-C	682			682			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	436	0.509	226	1.1	17.486	C
C-AB	77	741	0.103	77	0.2	5.446	A
C-A	325			325			
A-B	97			97			
A-C	556			556			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	466	0.399	188	0.7	13.004	B
C-AB	57	717	0.079	57	0.1	5.460	A
C-A	280			280			
A-B	81			81			
A-C	466			466			

2031 + Committed + Dev + Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Dappers Lane and Water Lane	T-Junction	Two-way	2.55	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)
D14	2031 + Committed + Dev + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	459	100.000
B - Dappers Lane		✓	115	100.000
C - Water Lane (east)		✓	682	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
	A - Water Lane (west)	0	66	393
	B - Dappers Lane	27	0	88
	C - Water Lane (east)	563	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Water Lane (west)	B - Dappers Lane	C - Water Lane (east)
	A - Water Lane (west)	0	2	2
	B - Dappers Lane	9	0	0
	C - Water Lane (east)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.29	11.62	0.4	B
C-AB	0.40	6.33	1.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	497	0.174	86	0.2	8.729	A
C-AB	181	839	0.216	179	0.5	5.450	A
C-A	332			332			
A-B	50			50			
A-C	296			296			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	473	0.219	103	0.3	9.736	A
C-AB	251	886	0.284	250	0.7	5.675	A
C-A	362			362			
A-B	59			59			
A-C	353			353			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	127	437	0.290	126	0.4	11.573	B
C-AB	379	952	0.398	377	1.3	6.282	A
C-A	372			372			
A-B	73			73			
A-C	433			433			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	127	436	0.290	127	0.4	11.619	B
C-AB	380	953	0.399	380	1.3	6.334	A
C-A	371			371			
A-B	73			73			
A-C	433			433			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	472	0.219	104	0.3	9.784	A
C-AB	253	887	0.285	255	0.8	5.738	A
C-A	361			361			
A-B	59			59			
A-C	353			353			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	497	0.174	87	0.2	8.784	A
C-AB	182	840	0.217	183	0.5	5.506	A
C-A	331			331			
A-B	50			50			
A-C	296			296			

Junctions 9			
PICADY 9 - Priority Intersection Module			
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Filename: Site Access Reassigned.j9

Path: T:\Projects\9000 Series Project Numbers\9105ITB Land at Angmering, Arun Distr, W Susx\Tech\Assessments\Northern Site\Updated Jan 2018\Reassigned

Report generation date: 25/01/2018 15:51:26

»2021 + Committed + Development, AM
 »2021 + Committed + Development, PM
 »2031 + Committed + Development, AM
 »2031 + Committed + Development, PM
 »2021 + Committed + Development + Sensitivity, AM
 »2021 + Committed + Development + Sensitivity, PM
 »2031 + Committed + Development + Sensitivity, AM
 »2031 + Committed + Development + Sensitivity, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2021 + Committed + Development								
Stream B-AC	0.7	13.24	0.43	B	0.4	9.22	0.30	A
Stream C-AB	0.2	9.04	0.18	A	0.2	7.47	0.17	A
2031 + Committed + Development								
Stream B-AC	0.8	14.15	0.44	B	0.4	9.50	0.31	A
Stream C-AB	0.2	9.40	0.19	A	0.2	7.61	0.17	A
2021 + Committed + Development + Sensitivity								
Stream B-AC	0.8	14.63	0.45	B	0.5	9.67	0.31	A
Stream C-AB	0.2	9.61	0.19	A	0.2	7.70	0.17	A
2031 + Committed + Development + Sensitivity								
Stream B-AC	0.9	15.77	0.47	C	0.5	9.83	0.32	A
Stream C-AB	0.2	10.02	0.20	B	0.2	7.78	0.17	A

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

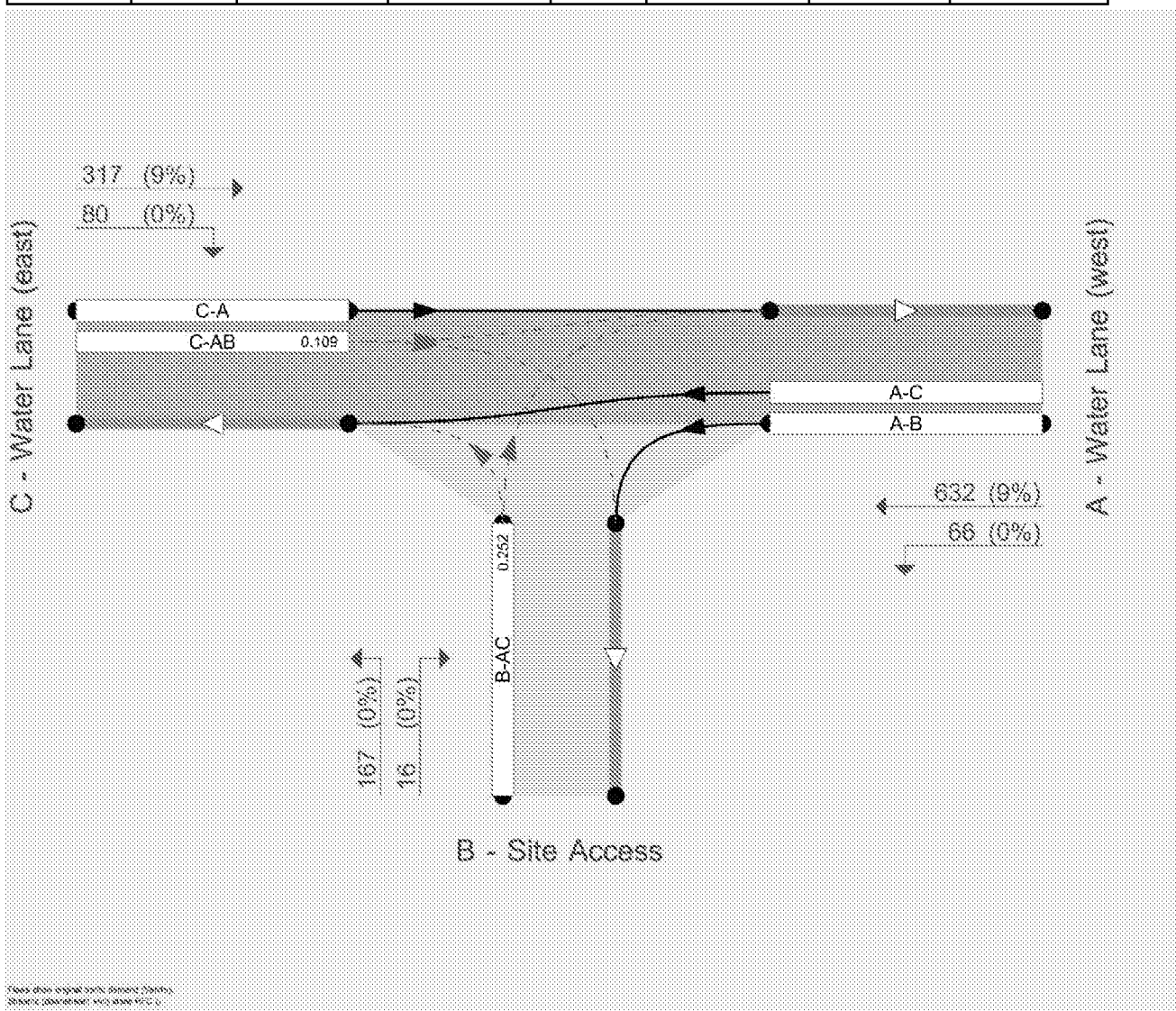
File summary

File Description

Title	A280 and Water Lane
Location	Angmering
Site number	ITB9105
Date	19/05/2016
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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



Analysis Options

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 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D2	2021 + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D3	2031 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D4	2031 + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D5	2021 + Committed + Development + Sensitivity	AM	ONE HOUR	07:45	09:15	15
D6	2021 + Committed + Development + Sensitivity	PM	ONE HOUR	16:45	18:15	15
D11	2031 + Committed + Development + Sensitivity	AM	ONE HOUR	07:45	09:15	15
D12	2031 + Committed + Development + Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	2.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Water Lane (west)		Major
B	Site Access		Minor
C	Water Lane (east)		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 - Water Lane (east)	7.00		✓	3.00	125.0	✓	6.00

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 - Site Access	One lane	4.29	31	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	561	0.098	0.247	0.155	0.353
1	B-C	717	0.105	0.266	-	-
1	C-B	703	0.260	0.260	-	-

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 + Committed + Development	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	698	100.000
B - Site Access		✓	183	100.000
C - Water Lane (east)		✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	66	632
	B - Site Access	16	0	167
	C - Water Lane (east)	317	80	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	9
	B - Site Access	0	0	0
	C - Water Lane (east)	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.43	13.24	0.7	B
C-AB	0.18	9.04	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	547	0.252	136	0.3	8.741	A
C-AB	60	555	0.109	60	0.1	7.269	A
C-A	239			239			
A-B	50			50			
A-C	476			476			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	516	0.319	164	0.5	10.199	B
C-AB	72	526	0.137	72	0.2	7.924	A
C-A	285			285			
A-B	59			59			
A-C	568			568			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	473	0.426	200	0.7	13.134	B
C-AB	88	486	0.181	88	0.2	9.031	A
C-A	349			349			
A-B	73			73			
A-C	696			696			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	473	0.426	201	0.7	13.242	B
C-AB	88	486	0.181	88	0.2	9.041	A
C-A	349			349			
A-B	73			73			
A-C	696			696			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	516	0.319	166	0.5	10.292	B
C-AB	72	526	0.137	72	0.2	7.939	A
C-A	285			285			
A-B	59			59			
A-C	568			568			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	547	0.252	138	0.3	8.820	A
C-AB	60	555	0.109	60	0.1	7.287	A
C-A	239			239			
A-B	50			50			
A-C	476			476			

2021 + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	1.85	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 + Committed + Development	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	408	100.000
B - Site Access		✓	155	100.000
C - Water Lane (east)		✓	535	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	65	343
	B - Site Access	15	0	140
	C - Water Lane (east)	447	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	7
	B - Site Access	0	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.30	9.22	0.4	A
C-AB	0.17	7.47	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	606	0.193	116	0.2	7.327	A
C-AB	66	618	0.107	66	0.1	6.514	A
C-A	337			337			
A-B	49			49			
A-C	258			258			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	587	0.237	139	0.3	8.023	A
C-AB	79	602	0.132	79	0.2	6.887	A
C-A	402			402			
A-B	58			58			
A-C	308			308			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	561	0.304	170	0.4	9.201	A
C-AB	97	579	0.167	97	0.2	7.463	A
C-A	492			492			
A-B	72			72			
A-C	378			378			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	561	0.304	171	0.4	9.224	A
C-AB	97	579	0.167	97	0.2	7.469	A
C-A	492			492			
A-B	72			72			
A-C	378			378			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	587	0.237	140	0.3	8.051	A
C-AB	79	602	0.132	79	0.2	6.898	A
C-A	402			402			
A-B	58			58			
A-C	308			308			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	606	0.193	117	0.2	7.363	A
C-AB	66	618	0.107	66	0.1	6.527	A
C-A	337			337			
A-B	49			49			
A-C	258			258			

2031 + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	2.31	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)
D3	2031 + Committed + Development	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	747	100.000
B - Site Access		✓	183	100.000
C - Water Lane (east)		✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	66	681
	B - Site Access	16	0	167
	C - Water Lane (east)	342	80	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	9
	B - Site Access	0	0	0
	C - Water Lane (east)	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.44	14.15	0.8	B
C-AB	0.19	9.40	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	536	0.257	136	0.3	8.988	A
C-AB	60	544	0.111	60	0.1	7.423	A
C-A	257			257			
A-B	50			50			
A-C	513			513			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	503	0.327	164	0.5	10.614	B
C-AB	72	513	0.140	72	0.2	8.148	A
C-A	307			307			
A-B	59			59			
A-C	612			612			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	456	0.442	200	0.8	14.023	B
C-AB	88	471	0.187	88	0.2	9.390	A
C-A	377			377			
A-B	73			73			
A-C	750			750			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	456	0.442	201	0.8	14.146	B
C-AB	88	471	0.187	88	0.2	9.403	A
C-A	377			377			
A-B	73			73			
A-C	750			750			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	503	0.327	166	0.5	10.721	B
C-AB	72	513	0.140	72	0.2	8.163	A
C-A	307			307			
A-B	59			59			
A-C	612			612			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	536	0.257	138	0.4	9.078	A
C-AB	60	544	0.111	60	0.1	7.445	A
C-A	257			257			
A-B	50			50			
A-C	513			513			

2031 + Committed + Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	1.79	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 + Committed + Development	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	438	100.000
B - Site Access		✓	155	100.000
C - Water Lane (east)		✓	570	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	65	373
	B - Site Access	15	0	140
	C - Water Lane (east)	482	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	7
	B - Site Access	0	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.31	9.50	0.4	A
C-AB	0.17	7.61	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	599	0.195	116	0.2	7.435	A
C-AB	66	612	0.108	66	0.1	6.589	A
C-A	363			363			
A-B	49			49			
A-C	281			281			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	579	0.241	139	0.3	8.185	A
C-AB	79	594	0.133	79	0.2	6.988	A
C-A	433			433			
A-B	58			58			
A-C	335			335			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	550	0.311	170	0.4	9.473	A
C-AB	97	570	0.170	97	0.2	7.609	A
C-A	531			531			
A-B	72			72			
A-C	411			411			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	550	0.311	171	0.4	9.499	A
C-AB	97	570	0.170	97	0.2	7.614	A
C-A	531			531			
A-B	72			72			
A-C	411			411			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	578	0.241	140	0.3	8.218	A
C-AB	79	594	0.133	79	0.2	6.996	A
C-A	433			433			
A-B	58			58			
A-C	335			335			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	599	0.195	117	0.2	7.476	A
C-AB	66	612	0.108	66	0.1	6.605	A
C-A	363			363			
A-B	49			49			
A-C	281			281			

2021 + Committed + Development + Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	2.35	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)
D5	2021 + Committed + Development + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	780	100.000
B - Site Access		✓	183	100.000
C - Water Lane (east)		✓	418	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	66	714
	B - Site Access	16	0	167
	C - Water Lane (east)	338	80	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	8
	B - Site Access	0	0	0
	C - Water Lane (east)	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.45	14.63	0.8	B
C-AB	0.19	9.61	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	530	0.260	136	0.3	9.116	A
C-AB	60	539	0.112	60	0.1	7.511	A
C-A	254			254			
A-B	50			50			
A-C	538			538			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	496	0.332	164	0.5	10.830	B
C-AB	72	507	0.142	72	0.2	8.275	A
C-A	304			304			
A-B	59			59			
A-C	642			642			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	447	0.450	200	0.8	14.491	B
C-AB	88	463	0.190	88	0.2	9.597	A
C-A	372			372			
A-B	73			73			
A-C	786			786			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	447	0.450	201	0.8	14.629	B
C-AB	88	463	0.190	88	0.2	9.610	A
C-A	372			372			
A-B	73			73			
A-C	786			786			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	496	0.332	166	0.5	10.948	B
C-AB	72	507	0.142	72	0.2	8.292	A
C-A	304			304			
A-B	59			59			
A-C	642			642			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	530	0.260	138	0.4	9.208	A
C-AB	60	539	0.112	60	0.1	7.533	A
C-A	254			254			
A-B	50			50			
A-C	538			538			

2021 + Committed + Development + Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	1.75	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	2021 + Committed + Development + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	455	100.000
B - Site Access		✓	155	100.000
C - Water Lane (east)		✓	598	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	65	390
	B - Site Access	15	0	140
	C - Water Lane (east)	510	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	7
	B - Site Access	0	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.31	9.67	0.5	A
C-AB	0.17	7.70	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	594	0.196	116	0.2	7.505	A
C-AB	66	608	0.109	66	0.1	6.632	A
C-A	384			384			
A-B	49			49			
A-C	294			294			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	573	0.243	139	0.3	8.287	A
C-AB	79	590	0.134	79	0.2	7.046	A
C-A	458			458			
A-B	58			58			
A-C	351			351			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	543	0.314	170	0.5	9.646	A
C-AB	97	564	0.172	97	0.2	7.694	A
C-A	562			562			
A-B	72			72			
A-C	429			429			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	543	0.314	171	0.5	9.674	A
C-AB	97	564	0.172	97	0.2	7.700	A
C-A	562			562			
A-B	72			72			
A-C	429			429			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	573	0.243	140	0.3	8.319	A
C-AB	79	590	0.134	79	0.2	7.054	A
C-A	458			458			
A-B	58			58			
A-C	351			351			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	594	0.196	117	0.2	7.548	A
C-AB	66	608	0.109	66	0.1	6.649	A
C-A	384			384			
A-B	49			49			
A-C	294			294			

2031 + Committed + Development + Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	2.38	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 + Committed + Development + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	830	100.000
B - Site Access		✓	183	100.000
C - Water Lane (east)		✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	66	764
	B - Site Access	16	0	167
	C - Water Lane (east)	364	80	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	8
	B - Site Access	0	0	0
	C - Water Lane (east)	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.47	15.77	0.9	C
C-AB	0.20	10.02	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	518	0.266	136	0.4	9.391	A
C-AB	60	528	0.114	60	0.1	7.680	A
C-A	274			274			
A-B	50			50			
A-C	575			575			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	482	0.342	164	0.5	11.301	B
C-AB	72	494	0.146	72	0.2	8.519	A
C-A	327			327			
A-B	59			59			
A-C	687			687			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	430	0.469	200	0.9	15.595	C
C-AB	88	447	0.197	88	0.2	10.009	B
C-A	401			401			
A-B	73			73			
A-C	841			841			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	429	0.469	201	0.9	15.775	C
C-AB	88	447	0.197	88	0.2	10.025	B
C-A	401			401			
A-B	73			73			
A-C	841			841			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	482	0.342	166	0.5	11.450	B
C-AB	72	494	0.146	72	0.2	8.539	A
C-A	327			327			
A-B	59			59			
A-C	687			687			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	518	0.266	138	0.4	9.493	A
C-AB	60	528	0.114	60	0.1	7.702	A
C-A	274			274			
A-B	50			50			
A-C	575			575			

2031 + Committed + Development + Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access with Water Lane	T-Junction	Two-way	1.73	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 + Committed + Development + Sensitivity	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 (Veh/hr)	Scaling Factor (%)
A - Water Lane (west)		✓	471	100.000
B - Site Access		✓	155	100.000
C - Water Lane (east)		✓	614	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	65	406
	B - Site Access	15	0	140
	C - Water Lane (east)	526	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Water Lane (west)	B - Site Access	C - Water Lane (east)
From	A - Water Lane (west)	0	0	7
	B - Site Access	0	0	0
	C - Water Lane (east)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	9.83	0.5	A
C-AB	0.17	7.78	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	591	0.198	116	0.2	7.567	A
C-AB	66	605	0.110	66	0.1	6.674	A
C-A	396			396			
A-B	49			49			
A-C	306			306			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	568	0.245	139	0.3	8.378	A
C-AB	79	586	0.135	79	0.2	7.102	A
C-A	473			473			
A-B	58			58			
A-C	365			365			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	537	0.318	170	0.5	9.803	A
C-AB	97	559	0.173	97	0.2	7.776	A
C-A	579			579			
A-B	72			72			
A-C	447			447			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	537	0.318	171	0.5	9.833	A
C-AB	97	559	0.173	97	0.2	7.782	A
C-A	579			579			
A-B	72			72			
A-C	447			447			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	568	0.245	140	0.3	8.412	A
C-AB	79	586	0.135	79	0.2	7.113	A
C-A	473			473			
A-B	58			58			
A-C	365			365			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	590	0.198	117	0.2	7.607	A
C-AB	66	605	0.110	66	0.1	6.690	A
C-A	396			396			
A-B	49			49			
A-C	306			306			

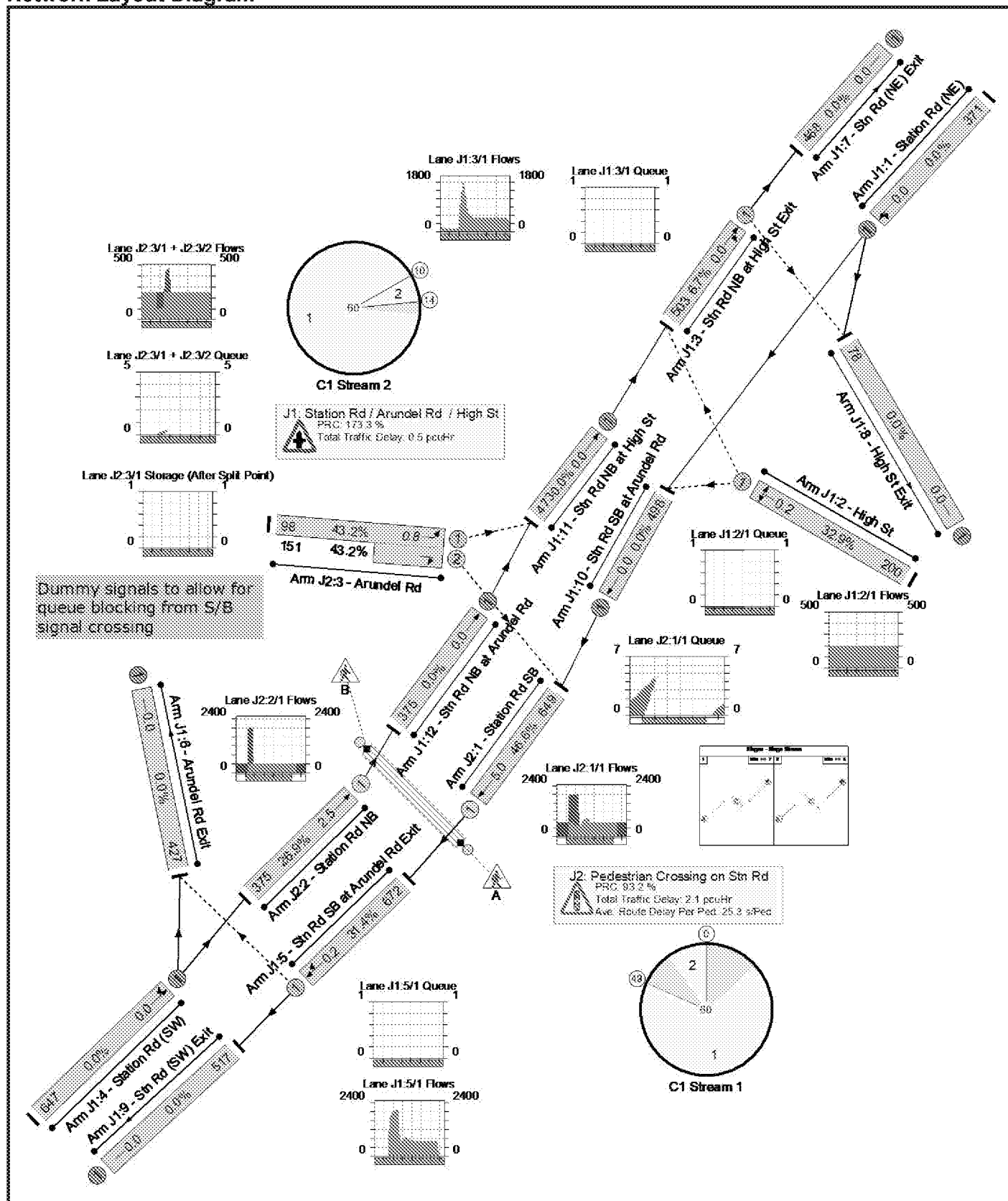
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	ITB9105
Title:	Station Rd / High St / Arundel Rd junction with Ped Xing
Location:	Angmering, W. Sussex
Additional detail:	reassigned flows
File name:	Station Rd_High St_Arundel Rd - reassigned flows.lsg3x
Author:	AL
Company:	IT
Address:	

Basic Results Summary

Scenario 1: '11' (FG1: '2021 AM with Committed Dev and Northern Site Dev', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

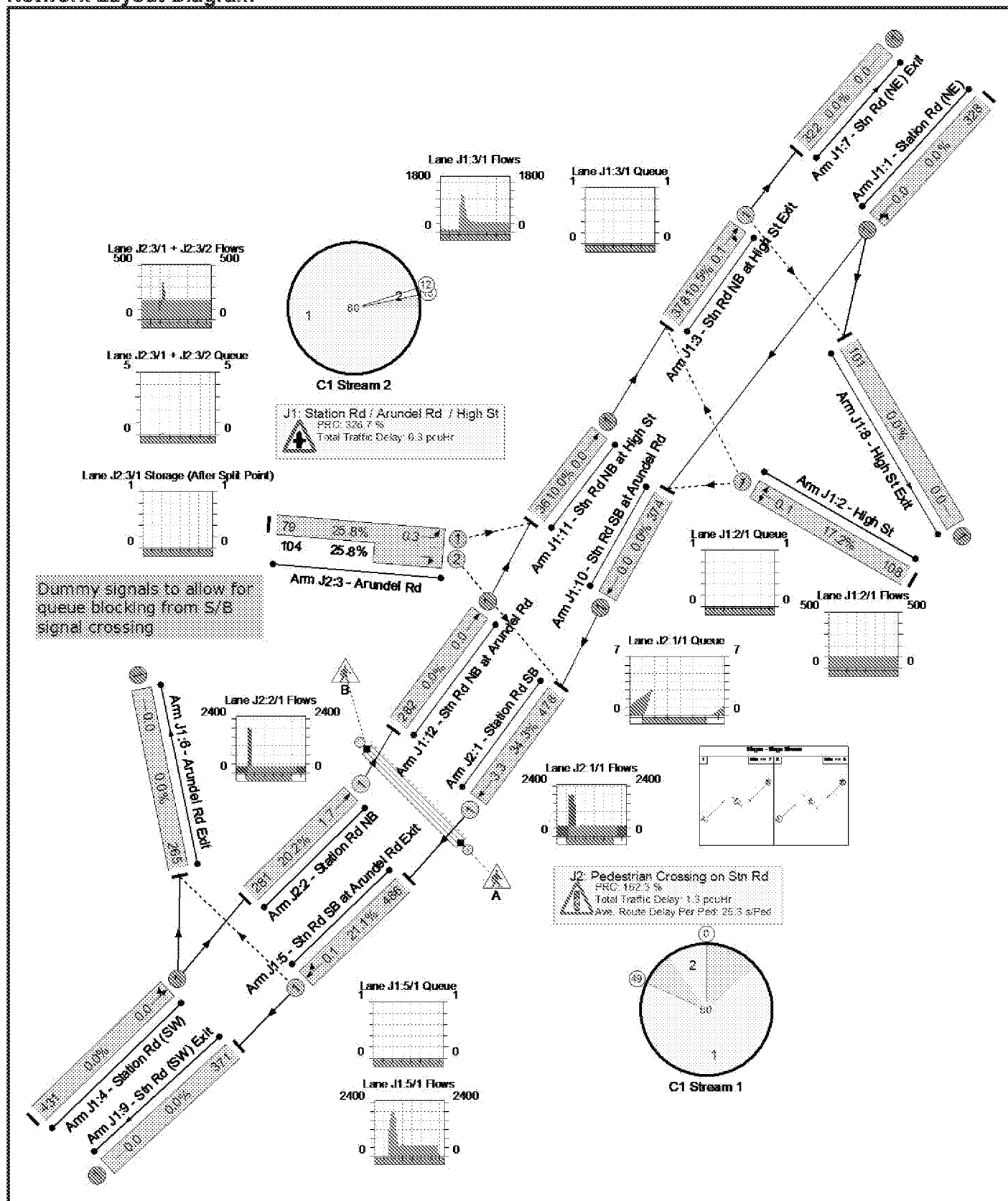
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcu/hr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	46.6%	1873	0	0	2.6	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	32.9%	1375	0	0	0.5	-	-
2/1	High St Right Left	O	-	-	-	-	-	200	Inf	607	32.9%	200	0	0	0.2	4.4	0.2
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	503	Inf	7522	6.7%	503	0	0	0.0	0.3	0.0
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	672	Inf	2139	31.4%	672	0	0	0.2	1.2	0.2
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	46.6%	498	0	0	2.1	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	649	1990	1393	46.6%	-	-	-	1.2	6.4	5.0
2/1	Station Rd NB Ahead	U	A	-	1	41	-	375	1990	1393	26.9%	-	-	-	0.5	5.1	2.5
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	249	Inf :1900	227+350	43.2 : 43.2%	498	0	0	0.4 (0.1+0.3)	5.9 (5.5:6.1)	0.8
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcu/hr): Total Delay for Signalled Lanes (pcu/hr): Total Delay Over All Lanes (pcu/hr): Cycle Time (s): Cycle Time (s): Cycle Time (s):																	

Basic Results Summary

Scenario 2: '12' (FG2: '2021 PM with Committed Dev and Northern Site Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

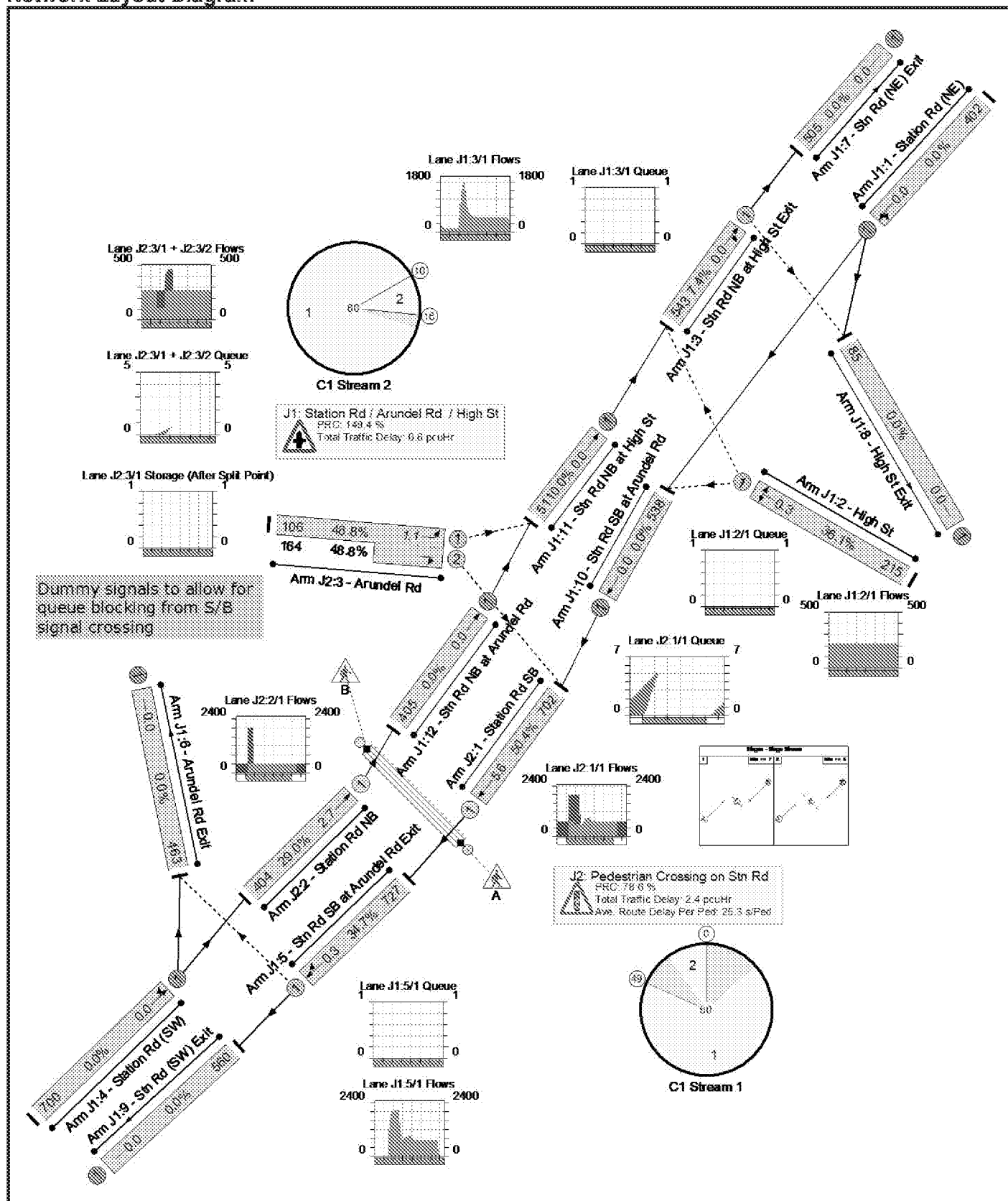
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners in Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)																																																						
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	34.3%	1338	0	0	1.6	-	-																																																						
	J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	21.1%	972	0	0	0.3	-	-																																																						
	2/1	High St Right Left	O	-	-	-	-	108	Inf	627	17.2%	108	0	0	0.1	3.5	0.1																																																						
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	378	Inf	3600	10.5%	378	0	0	0.1	0.6	0.1																																																						
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	486	Inf	2304	21.1%	486	0	0	0.1	1.0	0.1																																																						
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	34.3%	366	0	0	1.3	-	-																																																						
1/1	Station Rd SB Ahead	U	B	-	1	41	-	478	1990	1393	34.3%	-	-	-	0.7	5.5	3.3																																																						
2/1	Station Rd NB Ahead	U	A	-	1	41	-	281	1990	1393	20.2%	-	-	-	0.4	4.8	1.7																																																						
3/1+3/2	Arundel Rd Right Left	O	- D	-	-	-	-	183	Inf :1900	307+404	25.8 : 25.8%	366	0	0	0.2 (0.1+0.1)	3.5 (3.4:3.5)	0.3																																																						
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0																																																						
<table><tr><td>C1</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%):</td><td>162.3</td><td colspan="4">Total Delay for Signalled Lanes (pcuHr):</td><td>1.11</td><td colspan="4">Cycle Time (s):</td><td>60</td><td colspan="4"></td></tr><tr><td>C1</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%):</td><td>0.0</td><td colspan="4">Total Delay for Signalled Lanes (pcuHr):</td><td>0.00</td><td colspan="4">Cycle Time (s):</td><td>60</td><td colspan="4" rowspan="2"></td></tr><tr><td></td><td></td><td>PRC Over All Lanes (%):</td><td>162.3</td><td colspan="4">Total Delay Over All Lanes (pcuHr):</td><td>1.58</td><td colspan="9"></td></tr></table>																		C1	Stream: 1	PRC for Signalled Lanes (%):	162.3	Total Delay for Signalled Lanes (pcuHr):				1.11	Cycle Time (s):				60					C1	Stream: 2	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s):				60							PRC Over All Lanes (%):	162.3	Total Delay Over All Lanes (pcuHr):				1.58									
C1	Stream: 1	PRC for Signalled Lanes (%):	162.3	Total Delay for Signalled Lanes (pcuHr):				1.11	Cycle Time (s):				60																																																										
C1	Stream: 2	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s):				60																																																										
		PRC Over All Lanes (%):	162.3	Total Delay Over All Lanes (pcuHr):				1.58																																																															

Basic Results Summary

Scenario 3: '13' (FG3: '2031 AM with Committed Dev and Northern Site Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

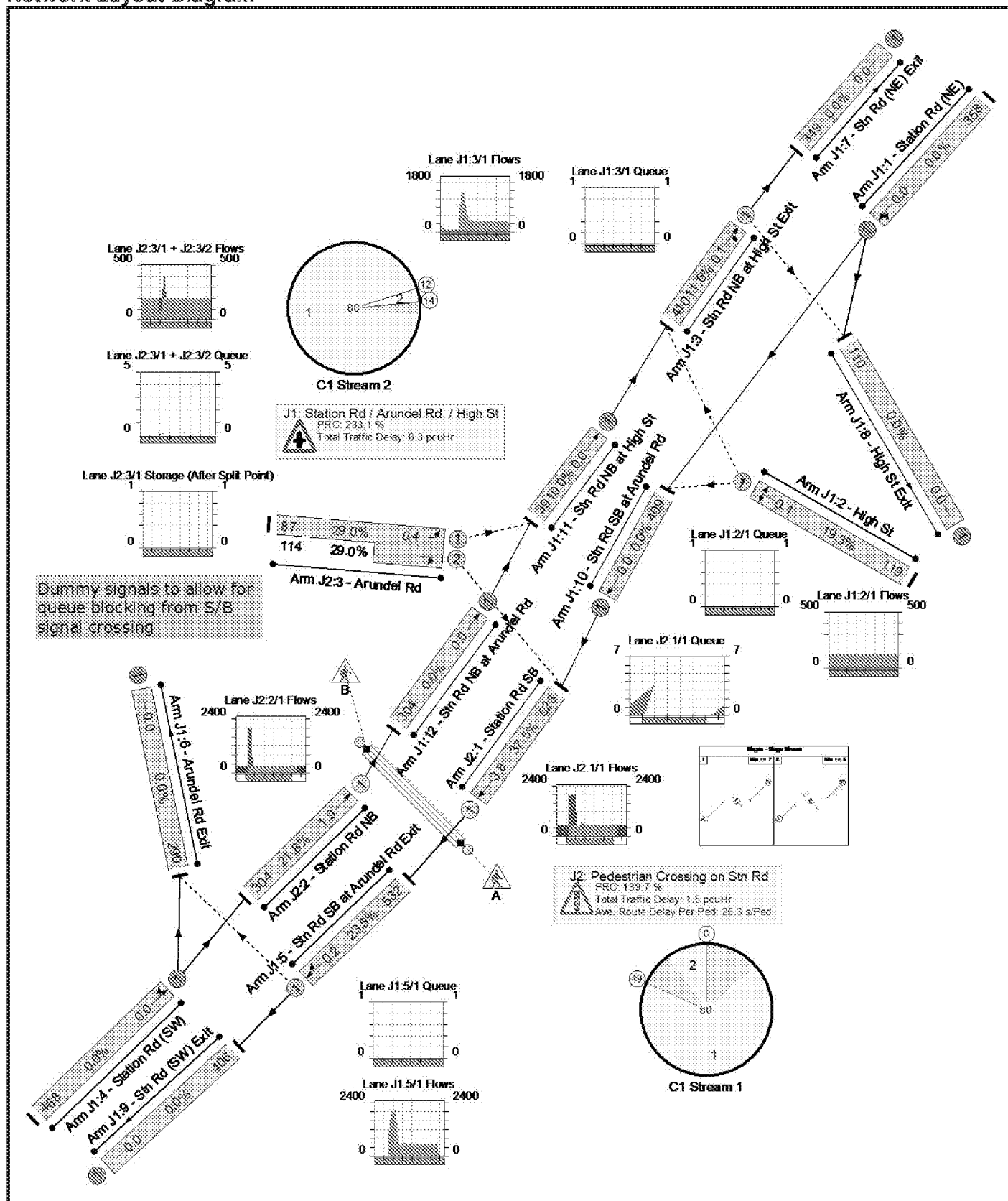
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	50.4%	2025	0	0	3.0	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	36.1%	1485	0	0	0.6	-	-
2/1	High St Right Left	O	-	-	-	-	-	215	Inf	596	36.1%	215	0	0	0.3	4.7	0.3
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	543	Inf	7376	7.4%	543	0	0	0.0	0.3	0.0
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	727	Inf	2093	34.7%	727	0	0	0.3	1.3	0.3
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	50.4%	540	0	0	2.4	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	702	1990	1393	50.4%	-	-	-	1.3	6.7	5.6
2/1	Station Rd NB Ahead	U	A	-	1	41	-	404	1990	1393	29.0%	-	-	-	0.6	5.2	2.7
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	270	Inf :1900	217+336	48.8 : 48.8%	540	0	0	0.5 (0.2+0.3)	6.8 (6.3:7.2)	1.1
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr): 1.90 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes (pcuHr): 3.00 Cycle Time (s): 60 Cycle Time (s): 60																	

Basic Results Summary

Scenario 4: '14' (FG4: '2031 PM with Committed Dev and Northern Site Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

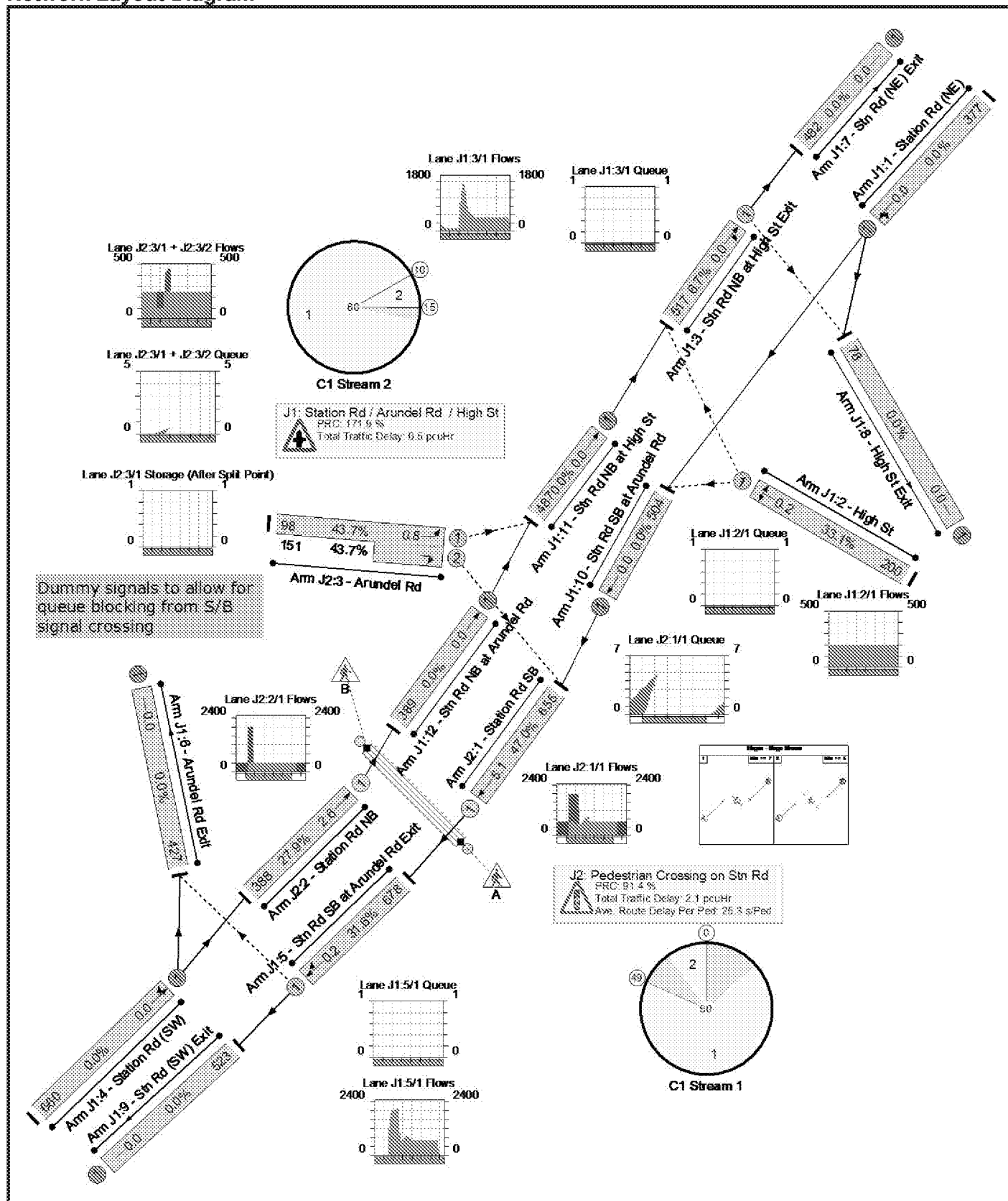
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners in Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)																											
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	37.5%	1463	0	0	1.8	-	-																											
	-	-	-	-	-	-	-	-	-	-	23.5%	1061	0	0	0.3	-	-																											
	High St Right Left	O	-	-	-	-	-	119	Inf	616	19.3%	119	0	0	0.1	3.6	0.1																											
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	410	Inf	3538	11.6%	410	0	0	0.1	0.6	0.1																											
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	532	Inf	2265	23.5%	532	0	0	0.2	1.0	0.2																											
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	37.5%	402	0	0	1.5	-	-																											
1/1	Station Rd SB Ahead	U	B	-	1	41	-	523	1990	1393	37.5%	-	-	-	0.8	5.7	3.8																											
2/1	Station Rd NB Ahead	U	A	-	1	41	-	304	1990	1393	21.8%	-	-	-	0.4	4.8	1.9																											
3/1+3/2	Arundel Rd Right Left	O	- D	-	-	-	-	201	Inf :1900	300+393	29.0% : 29.0%	402	0	0	0.2 (0.1+0.1)	3.7 (3.7:3.8)	0.4																											
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0																											
<table><tr><td>C1</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%):</td><td>139.7</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>1.24</td><td>Cycle Time (s):</td><td>60</td></tr><tr><td>C1</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%):</td><td>0.0</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>0.00</td><td>Cycle Time (s):</td><td>60</td></tr><tr><td></td><td></td><td>PRC Over All Lanes (%):</td><td>139.7</td><td colspan="2">Total Delay Over All Lanes (pcuHr):</td><td>1.79</td><td></td><td></td></tr></table>																		C1	Stream: 1	PRC for Signalled Lanes (%):	139.7	Total Delay for Signalled Lanes (pcuHr):		1.24	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):		0.00	Cycle Time (s):	60			PRC Over All Lanes (%):	139.7	Total Delay Over All Lanes (pcuHr):		1.79		
C1	Stream: 1	PRC for Signalled Lanes (%):	139.7	Total Delay for Signalled Lanes (pcuHr):		1.24	Cycle Time (s):	60																																				
C1	Stream: 2	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):		0.00	Cycle Time (s):	60																																				
		PRC Over All Lanes (%):	139.7	Total Delay Over All Lanes (pcuHr):		1.79																																						

Basic Results Summary

Scenario 5: '15' (FG5: '2021 AM with Committed Dev and Northern Site Dev + Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	47.0%	1893	0	0	2.7	-	-
	-	-	-	-	-	-	-	-	-	-	33.1%	1395	0	0	0.5	-	-
	High St Right Left	O	-	-	-	-	-	200	Inf	604	33.1%	200	0	0	0.2	4.4	0.2
2/1																	
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	517	Inf	7711	6.7%	517	0	0	0.0	0.3	0.0
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	678	Inf	2145	31.6%	678	0	0	0.2	1.2	0.2
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	47.0%	498	0	0	2.1	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	655	1990	1393	47.0%	-	-	-	1.2	6.4	5.1
2/1	Station Rd NB Ahead	U	A	-	1	41	-	388	1990	1393	27.9%	-	-	-	0.6	5.2	2.6
3/1+3/2	Arundel Rd Right Left	O	- D	-	-	-	-	249	Inf :1900	224+346	43.7 : 43.7%	498	0	0	0.4 (0.2+0.3)	6.0 (5.6:6.3)	0.8
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%): 91.4 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 PRC Over All Lanes (%): 91.4																	
Total Delay for Signalled Lanes (pcuHr): 1.73												Cycle Time (s): 60					
Total Delay for Signalled Lanes (pcuHr): 0.00												Cycle Time (s): 60					
Total Delay Over All Lanes (pcuHr): 2.66																	

Network Layout Diagram



Basic Results Summary

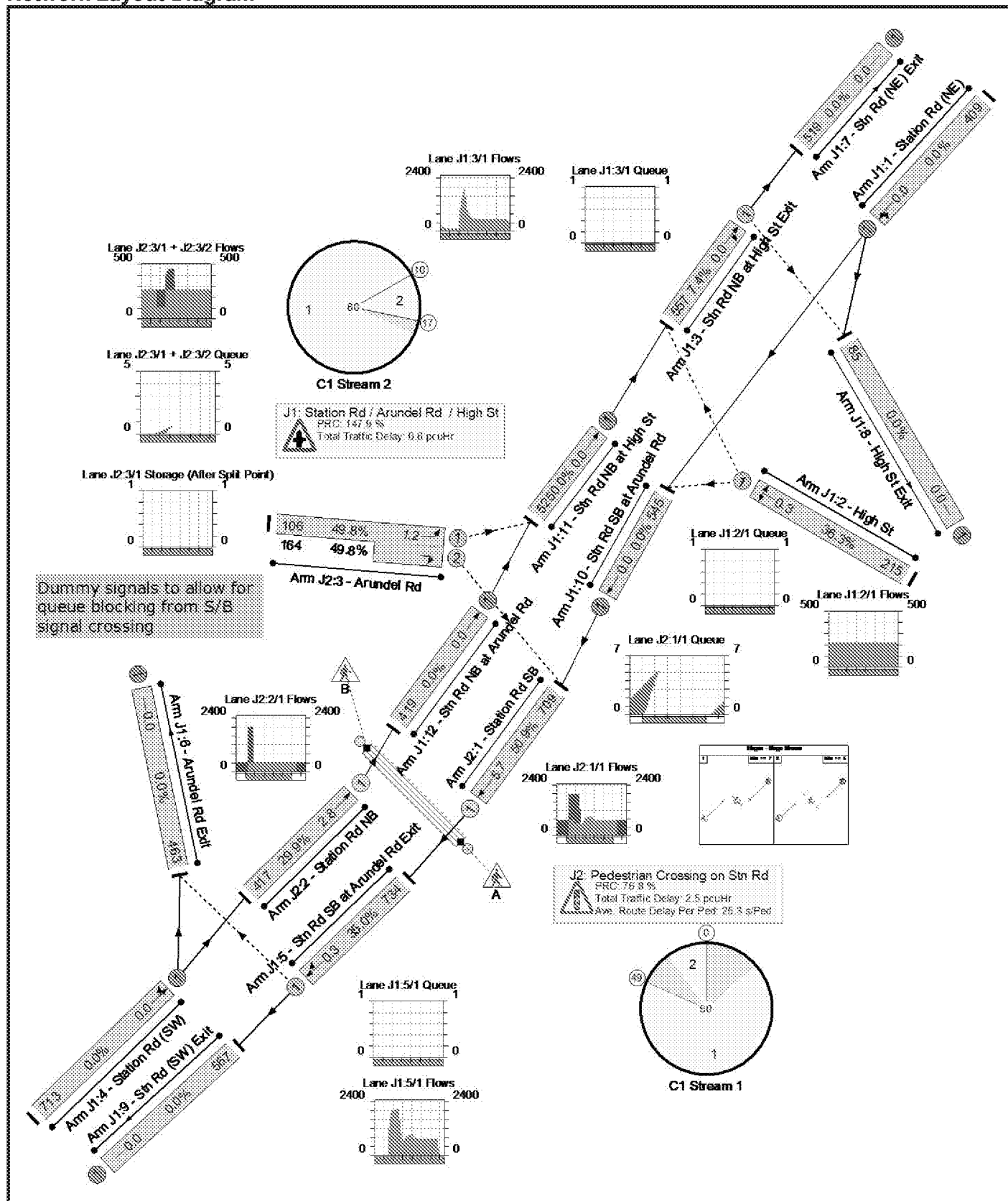
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	34.5%	1367	0	0	1.6	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	21.3%	1001	0	0	0.3	-	-
2/1	High St Right Left	O	-	-	-	-	-	108	Inf	624	17.3%	108	0	0	0.1	3.5	0.1
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	404	Inf	3843	10.5%	404	0	0	0.1	0.5	0.1
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	489	Inf	2292	21.3%	489	0	0	0.1	1.0	0.1
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	34.5%	365	0	0	1.3	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	481	1990	1393	34.5%	-	-	-	0.7	5.5	3.3
2/1	Station Rd NB Ahead	U	A	-	1	41	-	307	1990	1393	22.0%	-	-	-	0.4	4.9	1.9
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	183	Inf :1900	302+397	26.2 : 26.2%	366	0	0	0.2 (0.1+0.1)	3.6 (3.5:3.6)	0.3
Ped Link: p1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) PRC Over All Lanes (%) Total Delay for Signalled Lanes (pcuHr): 1.15 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay Over All Lanes (pcuHr): 1.63 Cycle Time (s): 60 Cycle Time (s): 60																	

Basic Results Summary

Scenario 7: '17' (FG7: '2031 AM with Committed Dev and Northern Site Dev + Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

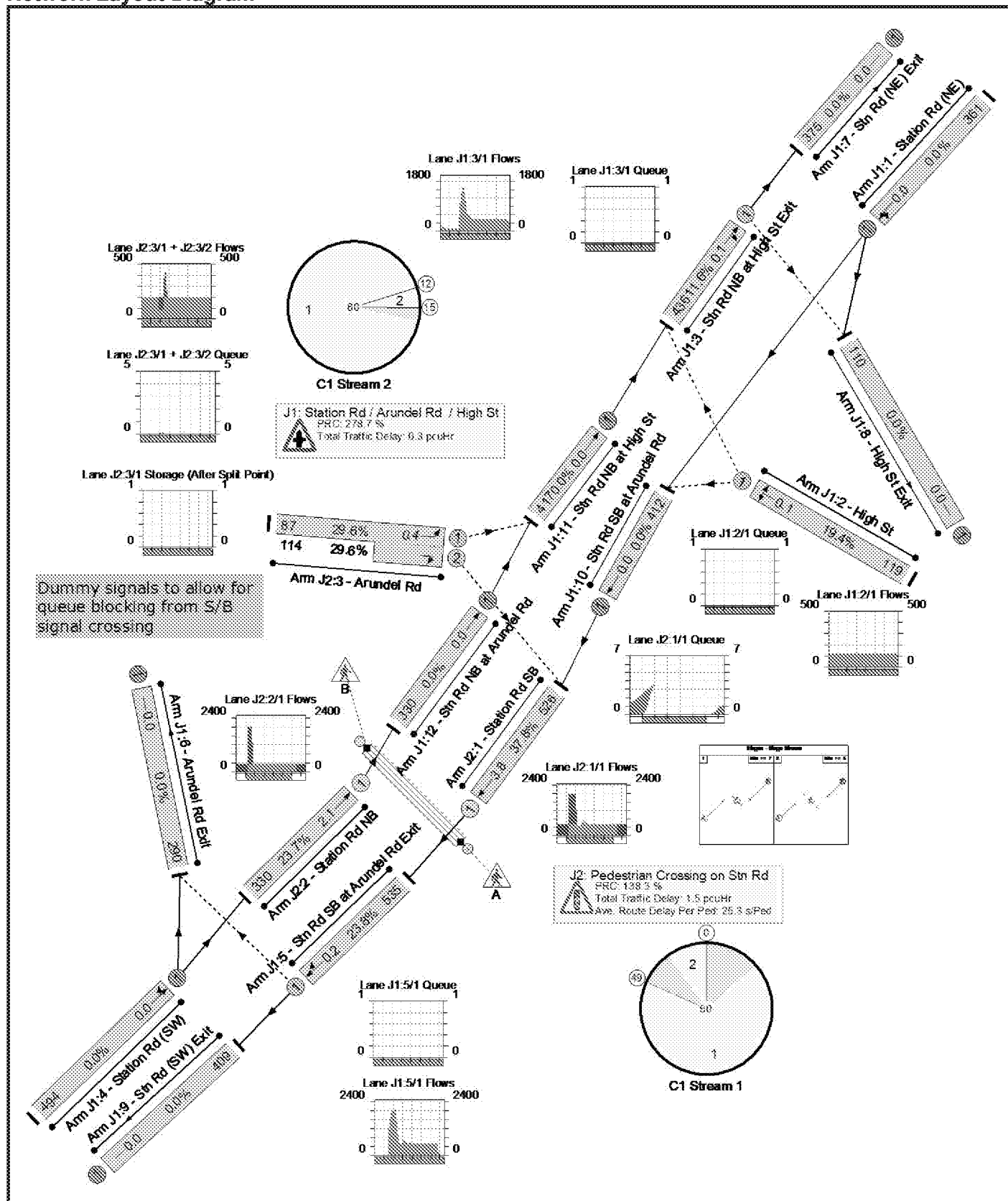
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcu/hr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	50.9%	2046	0	0	3.1	-	-
J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	-	36.3%	1506	0	0	0.6	-	-
2/1	High St Right Left	O	-	-	-	-	-	215	Inf	592	36.3%	215	0	0	0.3	4.8	0.3
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	557	Inf	7544	7.4%	557	0	0	0.0	0.3	0.0
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	734	Inf	2099	35.0%	734	0	0	0.3	1.3	0.3
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	50.9%	540	0	0	2.5	-	-
1/1	Station Rd SB Ahead	U	B	-	1	41	-	709	1990	1393	50.9%	-	-	-	1.3	6.8	5.7
2/1	Station Rd NB Ahead	U	A	-	1	41	-	417	1990	1393	29.9%	-	-	-	0.6	5.3	2.8
3/1+3/2	Arundel Rd Right Left	O	-D	-	-	-	-	270	Inf :1900	213+329	49.8 : 49.8%	540	0	0	0.5 (0.2+0.3)	7.2 (6.6:7.6)	1.2
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0
C1 Stream: 1 PRC for Signalled Lanes (%) 76.8 C1 Stream: 2 PRC for Signalled Lanes (%) 0.0 PRC Over All Lanes (%) 76.8 Total Delay for Signalled Lanes (pcu/hr): 1.95 Cycle Time (s): 60 Total Delay for Signalled Lanes (pcu/hr): 0.00 Cycle Time (s): 60 Total Delay Over All Lanes (pcu/hr): 3.08																	

Basic Results Summary

Scenario 8: '18' (FG8: '2031 PM with Committed Dev and Northern Site Dev + Sensitivity', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)																											
Network: Station Rd / High St / Arundel Rd junction with Ped Xing	-	-	-	-	-	-	-	-	-	-	37.8%	1492	0	0	1.9	-	-																											
	J1: Station Rd / Arundel Rd / High St	-	-	-	-	-	-	-	-	-	23.8%	1090	0	0	0.3	-	-																											
	2/1	High St Right Left	O	-	-	-	-	119	Inf	613	19.4%	119	0	0	0.1	3.6	0.1																											
3/1	Stn Rd NB at High St Exit Ahead Right	O	-	-	-	-	-	436	Inf	3758	11.6%	436	0	0	0.1	0.5	0.1																											
5/1	Stn Rd SB at Arundel Rd Exit Right Ahead	O	-	-	-	-	-	535	Inf	2251	23.8%	535	0	0	0.2	1.0	0.2																											
J2: Pedestrian Crossing on Stn Rd	-	-	-	-	-	-	-	-	-	-	37.8%	402	0	0	1.5	-	-																											
1/1	Station Rd SB Ahead	U	B	-	1	41	-	526	1990	1393	37.8%	-	-	-	0.8	5.8	3.8																											
2/1	Station Rd NB Ahead	U	A	-	1	41	-	330	1990	1393	23.7%	-	-	-	0.5	4.9	2.1																											
3/1+3/2	Arundel Rd Right Left	O	- D	-	-	-	-	201	Inf :1900	294+385	29.6 : 29.6%	402	0	0	0.2 (0.1+0.1)	3.9 (3.8+4.0)	0.4																											
Ped Link: P1	Unnamed Ped Link	-	C	-	1	6	-	200	-	7200	2.8%	-	-	-	1.4	25.3	3.0																											
<table><tr><td>C1</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%):</td><td>138.3</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>1.29</td><td>Cycle Time (s):</td><td>60</td></tr><tr><td>C1</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%):</td><td>0.0</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>0.00</td><td>Cycle Time (s):</td><td>60</td></tr><tr><td></td><td></td><td>PRC Over All Lanes (%):</td><td>138.3</td><td colspan="2">Total Delay Over All Lanes (pcuHr):</td><td>1.85</td><td></td><td></td></tr></table>																		C1	Stream: 1	PRC for Signalled Lanes (%):	138.3	Total Delay for Signalled Lanes (pcuHr):		1.29	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):		0.00	Cycle Time (s):	60			PRC Over All Lanes (%):	138.3	Total Delay Over All Lanes (pcuHr):		1.85		
C1	Stream: 1	PRC for Signalled Lanes (%):	138.3	Total Delay for Signalled Lanes (pcuHr):		1.29	Cycle Time (s):	60																																				
C1	Stream: 2	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):		0.00	Cycle Time (s):	60																																				
		PRC Over All Lanes (%):	138.3	Total Delay Over All Lanes (pcuHr):		1.85																																						

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk			
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Filename: Water Lane_A280 40m ICD.j9

Path: T:\Projects\9000 Series Project Numbers\9105ITB Land at Angmering, Arun Distr, W Susx\Tech\Assessments\Northern Site\Updated Jan 2018\Reassigned

Report generation date: 25/01/2018 15:35:53

»2021 + Committed + Development, AM
 »2021 + Committed + Development, PM
 »2031 + Committed + Development, AM
 »2031 + Committed + Development, PM
 »2021 + Committed + Development + Sensitivity, AM
 »2021 + Committed + Development + Sensitivity, PM
 »2031 + Committed + Development + Sensitivity, AM
 »2031 + Committed + Development + Sensitivity, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2021 + Committed + Development								
1 - A280 South	0.3	2.92	0.25	A	0.3	2.89	0.23	A
2 - Water Lane	1.0	4.54	0.50	A	0.5	3.34	0.34	A
3 - A280 North	0.8	3.49	0.45	A	1.4	4.48	0.59	A
2031 + Committed + Development								
1 - A280 South	0.4	3.06	0.28	A	0.3	3.05	0.26	A
2 - Water Lane	1.2	5.07	0.54	A	0.6	3.53	0.36	A
3 - A280 North	0.9	3.73	0.48	A	1.7	5.12	0.64	A
2021 + Committed + Development + Sensitivity								
1 - A280 South	0.3	2.95	0.25	A	0.3	2.97	0.24	A
2 - Water Lane	1.2	5.07	0.55	A	0.6	3.48	0.36	A
3 - A280 North	0.9	3.64	0.46	A	1.6	4.83	0.62	A
2031 + Committed + Development + Sensitivity								
1 - A280 South	0.4	3.10	0.28	A	0.4	3.13	0.26	A
2 - Water Lane	1.4	5.63	0.59	A	0.6	3.68	0.39	A
3 - A280 North	1.0	3.92	0.50	A	2.0	5.55	0.67	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	25/07/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perTimeSegment	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 period length (min)	Time segment length (min)
D9	2021 + Committed + Development	AM	DIRECT	08:00	09:00	60	15
D10	2021 + Committed + Development	PM	DIRECT	17:00	18:00	60	15
D11	2031 + Committed + Development	AM	DIRECT	08:00	09:00	60	15
D12	2031 + Committed + Development	PM	DIRECT	17:00	18:00	60	15
D13	2021 + Committed + Development + Sensitivity	AM	DIRECT	08:00	09:00	60	15
D14	2021 + Committed + Development + Sensitivity	PM	DIRECT	17:00	18:00	60	15
D15	2031 + Committed + Development + Sensitivity	AM	DIRECT	08:00	09:00	60	15
D16	2031 + Committed + Development + Sensitivity	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A280 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A280 North - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	3.82	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 - A280 South	3.65	7.00	43.0	30.0	40.0	11.0	
2 - Water Lane	3.50	7.00	23.0	25.0	40.0	16.0	
3 - A280 North	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/TS)
1 - A280 South	0.742	519.049
2 - Water Lane	0.695	469.304
3 - A280 North	0.709	507.968

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 period length (min)	Time segment length (min)
D9	2021 + Committed + Development	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A280 South		✓	100.000
2 - Water Lane		✓	100.000
3 - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
08:00 - 08:15	From			
		1 - A280 South	0.00	2.00
		2 - Water Lane	38.00	0.00
		3 - A280 North	82.00	88.00

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
08:15 - 08:30	From			
		1 - A280 South	0.00	4.00
		2 - Water Lane	38.00	0.00
		3 - A280 North	87.00	113.00

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
08:30 - 08:45	From			
		1 - A280 South	0.00	10.00
		2 - Water Lane	38.00	0.00
		3 - A280 North	118.00	91.00

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
08:45 - 09:00	From			
		1 - A280 South	0.00	6.00
		2 - Water Lane	38.00	0.00
		3 - A280 North	90.00	83.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
From				
	1 - A280 South	0	9	5
	2 - Water Lane	0	0	1
	3 - A280 North	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A280 South	0.25	2.92	0.3	A
2 - Water Lane	0.50	4.54	1.0	A
3 - A280 North	0.45	3.49	0.8	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	68.00	87.71	430.64	0.158	67.81	0.2	2.479	A
2 - Water Lane	201.00	65.82	417.89	0.481	200.08	0.9	4.115	A
3 - A280 North	170.00	37.83	467.29	0.364	169.43	0.6	3.017	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	104.00	112.87	412.38	0.252	103.85	0.3	2.915	A
2 - Water Lane	195.00	99.86	393.27	0.496	194.94	1.0	4.537	A
3 - A280 North	200.00	37.98	467.62	0.428	199.83	0.7	3.359	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	79.00	91.07	426.65	0.185	79.11	0.2	2.589	A
2 - Water Lane	205.00	69.12	415.48	0.493	205.00	1.0	4.275	A
3 - A280 North	209.00	38.01	466.43	0.448	208.94	0.8	3.495	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	95.00	83.07	433.42	0.219	94.95	0.3	2.658	A
2 - Water Lane	199.00	88.94	401.16	0.496	199.00	1.0	4.451	A
3 - A280 North	173.00	37.99	466.83	0.371	173.21	0.6	3.069	A

2021 + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A280 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A280 North - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	3.90	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 period length (min)	Time segment length (min)
D10	2021 + Committed + Development	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A280 South		✓	100.000
2 - Water Lane		✓	100.000
3 - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
17:00 - 17:15	From	1 - A280 South	2 - Water Lane	3 - A280 North
		0.00	1.00	90.00
		26.00	0.00	82.00
		143.00	93.00	0.00

Demand (Veh/TS)

		To		
17:15 - 17:30	From	1 - A280 South	2 - Water Lane	3 - A280 North
		0.00	3.00	78.00
		26.00	0.00	105.00
		136.00	149.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	4.00	80.00
	2 - Water Lane	26.00	0.00	110.00
	3 - A280 North	124.00	143.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	3.00	91.00
	2 - Water Lane	26.00	0.00	81.00
	3 - A280 North	142.00	138.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0	0	3
	2 - Water Lane	0	0	2
	3 - A280 North	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A280 South	0.23	2.89	0.3	A
2 - Water Lane	0.34	3.34	0.5	A
3 - A280 North	0.59	4.48	1.4	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	91.00	92.63	437.35	0.208	90.74	0.3	2.595	A
2 - Water Lane	108.00	89.74	399.01	0.271	107.63	0.4	3.084	A
3 - A280 North	236.00	25.91	483.73	0.488	235.05	0.9	3.606	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	81.00	148.64	397.30	0.204	81.00	0.3	2.847	A
2 - Water Lane	131.00	78.01	406.94	0.322	130.90	0.5	3.260	A
3 - A280 North	285.00	26.00	484.91	0.588	284.54	1.4	4.482	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	84.00	143.07	401.43	0.209	83.99	0.3	2.834	A
2 - Water Lane	136.00	80.00	405.48	0.335	135.97	0.5	3.338	A
3 - A280 North	267.00	26.00	485.03	0.550	267.17	1.2	4.134	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	94.00	137.99	404.91	0.232	93.96	0.3	2.894	A
2 - Water Lane	107.00	90.96	398.16	0.269	107.13	0.4	3.095	A
3 - A280 North	280.00	26.01	484.62	0.578	279.88	1.4	4.392	A

2031 + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A280 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A280 North - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	4.16	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 period length (min)	Time segment length (min)
D11	2031 + Committed + Development	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A280 South		✓	100.000
2 - Water Lane		✓	100.000
3 - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To			
	From		1 - A280 South	2 - Water Lane	3 - A280 North
		1 - A280 South	0.00	2.00	71.00
		2 - Water Lane	40.00	0.00	173.00
		3 - A280 North	89.00	93.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To			
	From		1 - A280 South	2 - Water Lane	3 - A280 North
		1 - A280 South	0.00	5.00	108.00
		2 - Water Lane	40.00	0.00	167.00
		3 - A280 North	95.00	120.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	10.00	75.00
	2 - Water Lane	40.00	0.00	178.00
	3 - A280 North	128.00	96.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	7.00	97.00
	2 - Water Lane	40.00	0.00	171.00
	3 - A280 North	98.00	88.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0	10	5
	2 - Water Lane	0	0	2
	3 - A280 North	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A280 South	0.28	3.06	0.4	A
2 - Water Lane	0.54	5.07	1.2	A
3 - A280 North	0.48	3.73	0.9	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	73.00	92.67	426.99	0.171	72.79	0.2	2.539	A
2 - Water Lane	213.00	70.80	410.97	0.518	211.94	1.1	4.499	A
3 - A280 North	182.00	39.80	465.88	0.391	181.36	0.6	3.157	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	113.00	119.85	407.10	0.278	112.82	0.4	3.057	A
2 - Water Lane	207.00	107.83	384.41	0.538	206.91	1.2	5.068	A
3 - A280 North	215.00	39.98	466.18	0.461	214.79	0.8	3.576	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	85.00	96.08	422.73	0.201	85.13	0.3	2.666	A
2 - Water Lane	218.00	75.14	407.81	0.535	218.00	1.2	4.741	A
3 - A280 North	224.00	40.01	464.99	0.482	223.93	0.9	3.733	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	104.00	88.08	429.48	0.242	103.93	0.3	2.764	A
2 - Water Lane	211.00	96.93	392.22	0.538	210.99	1.2	4.965	A
3 - A280 North	186.00	39.99	465.40	0.400	186.25	0.7	3.228	A

2031 + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A280 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A280 North - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	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 period length (min)	Time segment length (min)
D12	2031 + Committed + Development	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A280 South		✓	100.000
2 - Water Lane		✓	100.000
3 - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
17:00 - 17:15	From	1 - A280 South	0.00	1.00
		2 - Water Lane	28.00	0.00
		3 - A280 North	157.00	98.00
				0.00

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
17:15 - 17:30	From	1 - A280 South	0.00	3.00
		2 - Water Lane	28.00	0.00
		3 - A280 North	149.00	160.00
				0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	5.00	87.00
	2 - Water Lane	28.00	0.00	118.00
	3 - A280 North	136.00	153.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	3.00	100.00
	2 - Water Lane	28.00	0.00	86.00
	3 - A280 North	156.00	147.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0	0	3
	2 - Water Lane	0	0	2
	3 - A280 North	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A280 South	0.26	3.05	0.3	A
2 - Water Lane	0.36	3.53	0.6	A
3 - A280 North	0.64	5.12	1.7	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	100.00	97.57	433.78	0.231	99.70	0.3	2.691	A
2 - Water Lane	115.00	98.70	392.71	0.293	114.59	0.4	3.232	A
3 - A280 North	255.00	27.90	482.25	0.529	253.89	1.1	3.923	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	88.00	159.52	389.41	0.226	88.01	0.3	2.987	A
2 - Water Lane	140.00	85.01	402.02	0.348	139.88	0.5	3.431	A
3 - A280 North	309.00	27.99	483.45	0.639	308.37	1.7	5.122	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	92.00	153.11	394.27	0.233	91.99	0.3	2.976	A
2 - Water Lane	146.00	87.00	400.56	0.364	145.96	0.6	3.534	A
3 - A280 North	289.00	28.00	483.57	0.598	289.24	1.5	4.637	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	103.00	146.99	398.40	0.259	102.96	0.3	3.046	A
2 - Water Lane	114.00	99.95	391.85	0.291	114.16	0.4	3.244	A
3 - A280 North	303.00	28.01	483.14	0.627	302.84	1.7	4.987	A

2021 + Committed + Development + Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A280 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A280 North - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	4.14	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 period length (min)	Time segment length (min)
D13	2021 + Committed + Development + Sensitivity	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A280 South		✓	100.000
2 - Water Lane		✓	100.000
3 - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
08:00 - 08:15	From	1 - A280 South	0.00	2.00
		2 - Water Lane	46.00	0.00
		3 - A280 North	82.00	93.00
				0.00

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
08:15 - 08:30	From	1 - A280 South	0.00	4.00
		2 - Water Lane	46.00	0.00
		3 - A280 North	87.00	118.00
				0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	10.00	69.00
	2 - Water Lane	46.00	0.00	180.00
	3 - A280 North	118.00	96.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	6.00	89.00
	2 - Water Lane	46.00	0.00	174.00
	3 - A280 North	90.00	89.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0	10	5
	2 - Water Lane	0	0	1
	3 - A280 North	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A280 South	0.25	2.95	0.3	A
2 - Water Lane	0.55	5.07	1.2	A
3 - A280 North	0.46	3.64	0.9	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	68.00	92.68	426.94	0.159	67.81	0.2	2.504	A
2 - Water Lane	222.00	65.82	417.96	0.531	220.88	1.1	4.542	A
3 - A280 North	175.00	45.77	461.95	0.379	174.39	0.6	3.123	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	104.00	117.87	408.64	0.255	103.85	0.3	2.951	A
2 - Water Lane	216.00	99.86	393.34	0.549	215.92	1.2	5.070	A
3 - A280 North	205.00	45.98	462.20	0.444	204.81	0.8	3.495	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	79.00	96.07	422.56	0.187	79.11	0.2	2.622	A
2 - Water Lane	226.00	69.13	415.56	0.544	226.01	1.2	4.748	A
3 - A280 North	214.00	46.01	461.04	0.464	213.93	0.9	3.642	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	95.00	89.07	428.85	0.222	94.95	0.3	2.695	A
2 - Water Lane	220.00	88.94	401.23	0.548	219.99	1.2	4.965	A
3 - A280 North	179.00	45.99	461.49	0.388	179.22	0.6	3.192	A

2021 + Committed + Development + Sensitivity, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A280 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A280 North - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	4.14	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 period length (min)	Time segment length (min)
D14	2021 + Committed + Development + Sensitivity	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A280 South		✓	100.000
2 - Water Lane		✓	100.000
3 - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
17:00 - 17:15	From	1 - A280 South	0.00	1.00
		2 - Water Lane	30.00	0.00
		3 - A280 North	143.00	104.00
				0.00

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
17:15 - 17:30	From	1 - A280 South	0.00	3.00
		2 - Water Lane	30.00	0.00
		3 - A280 North	136.00	161.00
				0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	4.00	80.00
	2 - Water Lane	30.00	0.00	117.00
	3 - A280 North	124.00	154.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	3.00	91.00
	2 - Water Lane	30.00	0.00	88.00
	3 - A280 North	142.00	149.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0	0	3
	2 - Water Lane	0	0	2
	3 - A280 North	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A280 South	0.24	2.97	0.3	A
2 - Water Lane	0.36	3.48	0.6	A
3 - A280 North	0.62	4.83	1.6	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	91.00	103.56	429.48	0.212	90.73	0.3	2.653	A
2 - Water Lane	119.00	89.74	399.10	0.298	118.58	0.4	3.204	A
3 - A280 North	247.00	29.89	481.20	0.513	245.95	1.0	3.809	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	81.00	160.58	388.69	0.208	81.00	0.3	2.924	A
2 - Water Lane	141.00	78.01	407.06	0.346	140.90	0.5	3.379	A
3 - A280 North	297.00	29.99	482.28	0.616	296.46	1.6	4.830	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	84.00	154.10	393.49	0.213	83.99	0.3	2.907	A
2 - Water Lane	147.00	80.00	405.59	0.362	146.96	0.6	3.479	A
3 - A280 North	278.00	30.00	482.40	0.576	278.21	1.4	4.412	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	94.00	148.99	396.99	0.237	93.96	0.3	2.969	A
2 - Water Lane	118.00	90.96	398.25	0.296	118.14	0.4	3.216	A
3 - A280 North	291.00	30.01	481.99	0.604	290.87	1.5	4.706	A

2031 + Committed + Development + Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A280 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A280 North - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	4.51	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 period length (min)	Time segment length (min)
D15	2031 + Committed + Development + Sensitivity	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A280 South		✓	100.000
2 - Water Lane		✓	100.000
3 - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To			
	From		1 - A280 South	2 - Water Lane	3 - A280 North
		1 - A280 South	0.00	2.00	71.00
		2 - Water Lane	48.00	0.00	186.00
		3 - A280 North	89.00	98.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To			
	From		1 - A280 South	2 - Water Lane	3 - A280 North
		1 - A280 South	0.00	5.00	108.00
		2 - Water Lane	48.00	0.00	180.00
		3 - A280 North	95.00	126.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	10.00	75.00
	2 - Water Lane	48.00	0.00	191.00
	3 - A280 North	128.00	102.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	7.00	97.00
	2 - Water Lane	48.00	0.00	184.00
	3 - A280 North	98.00	94.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0	10	5
	2 - Water Lane	0	0	1
	3 - A280 North	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A280 South	0.28	3.10	0.4	A
2 - Water Lane	0.59	5.63	1.4	A
3 - A280 North	0.50	3.92	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	73.00	97.64	423.41	0.172	72.79	0.2	2.565	A
2 - Water Lane	234.00	70.80	414.35	0.565	232.72	1.3	4.921	A
3 - A280 North	187.00	47.74	460.53	0.406	186.32	0.7	3.274	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	113.00	125.83	402.80	0.281	112.82	0.4	3.102	A
2 - Water Lane	228.00	107.83	387.56	0.588	227.87	1.4	5.631	A
3 - A280 North	221.00	47.97	460.78	0.480	220.77	0.9	3.746	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	85.00	102.08	418.42	0.203	85.13	0.3	2.700	A
2 - Water Lane	239.00	75.15	411.19	0.581	239.01	1.4	5.229	A
3 - A280 North	230.00	48.02	459.62	0.500	229.92	1.0	3.917	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	104.00	94.09	425.16	0.245	103.93	0.3	2.801	A
2 - Water Lane	232.00	96.92	395.44	0.587	231.99	1.4	5.505	A
3 - A280 North	192.00	47.99	460.05	0.417	192.27	0.7	3.366	A

2031 + Committed + Development + Sensitivity, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A280 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A280 North - 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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	4.62	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 period length (min)	Time segment length (min)
D16	2031 + Committed + Development + Sensitivity	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A280 South		✓	100.000
2 - Water Lane		✓	100.000
3 - A280 North		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
17:00 - 17:15	From	1 - A280 South	0.00	1.00
		2 - Water Lane	32.00	0.00
		3 - A280 North	157.00	109.00
				0.00

Demand (Veh/TS)

		To		
		1 - A280 South	2 - Water Lane	3 - A280 North
17:15 - 17:30	From	1 - A280 South	0.00	3.00
		2 - Water Lane	32.00	0.00
		3 - A280 North	149.00	171.00
				0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	5.00	87.00
	2 - Water Lane	32.00	0.00	124.00
	3 - A280 North	136.00	164.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0.00	3.00	100.00
	2 - Water Lane	32.00	0.00	93.00
	3 - A280 North	156.00	158.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A280 South	2 - Water Lane	3 - A280 North
From	1 - A280 South	0	0	3
	2 - Water Lane	0	0	2
	3 - A280 North	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A280 South	0.26	3.13	0.4	A
2 - Water Lane	0.39	3.68	0.6	A
3 - A280 North	0.67	5.55	2.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	100.00	108.50	425.91	0.235	99.69	0.3	2.756	A
2 - Water Lane	126.00	98.70	392.80	0.321	125.53	0.5	3.362	A
3 - A280 North	266.00	31.88	479.70	0.555	264.77	1.2	4.165	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	88.00	170.46	381.53	0.231	88.00	0.3	3.067	A
2 - Water Lane	150.00	85.01	402.13	0.373	149.88	0.6	3.565	A
3 - A280 North	320.00	31.99	480.80	0.666	319.28	2.0	5.546	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	92.00	164.13	386.33	0.238	91.99	0.3	3.057	A
2 - Water Lane	156.00	87.00	400.66	0.389	155.96	0.6	3.677	A
3 - A280 North	300.00	32.00	480.92	0.624	300.27	1.7	4.991	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - A280 South	103.00	157.98	390.47	0.264	102.96	0.4	3.130	A
2 - Water Lane	125.00	99.95	391.93	0.319	125.16	0.5	3.375	A
3 - A280 North	314.00	32.01	480.50	0.653	313.82	1.9	5.392	A

APPENDIX M TRAFFIC REASSIGNMENT NOTE

TECHNICAL NOTE

Project No:	ITB9105
Project Title:	Land North of Water Lane, Angmering
Title:	Angmering Traffic Redistribution
Ref:	TW/EF/ITB9105-021 TN
Date:	25 January 2018

SECTION 1 INTRODUCTION

- 1.1.1 i-Transport has been appointed by Gleeson Strategic Land and Rydon Homes to provide highways and transport advice in relation to the proposed development of land to the north and south of Water Lane, Angmering. The site is identified as a draft allocation (SD9) in the emerging Arun District Local Plan.
- 1.1.2 An application for the land South of Water Lane has been submitted to ADC and is due to be determined shortly. This application included a Transport Assessment prepared to consider the impact of the development, which identified that to accommodate the proposed development, an improvement of the A280 / Water Lane junction is required. IN agreement with WSCC, an option to signalise the junction was developed and is to be secured as mitigation for the land South of Water Lane.
- 1.1.3 Notwithstanding this, the wider development provides an opportunity to consider a further improvement to the junction by providing a roundabout junction which would reduce traffic flows in the village by enabling Water Lane traffic to turn right to the A280 (currently this is prohibited. Initial work identifies that a roundabout is deliverable in this location and that it would reduce traffic flows through the village, as a result of traffic reassignment.
- 1.1.4 This technical note has been prepared to consider the impact the potential roundabout scheme would have on traffic movements in the village.
- 1.1.5 The remainder of the note is set out as follows:
- Section 2 – outlines the existing conditions;
 - Section 3- introduces the mitigation scheme;
 - Section 4 -summarises the traffic impact; and
 - Section 5- provides a summary.

SECTION 2 EXISTING CONDITIONS

2.1.1 This section outlines the existing conditions of the traffic distribution in Angmering.

A280/Water Lane Junction

2.1.2 The A280/Water Lane junction is an uncontrolled limited moves priority junction. From Water Lane traffic is banned from making a right turn, with all traffic required to make a left turn towards the A27.

2.1.3 As a result of this existing junction arrangement, traffic is currently using Station Road, High Street and Weavers Hill to reach the A259. The majority of this traffic routing via the village is currently coming from the residential areas to the North of the village, served from Arundel Road and Dapper Lane.

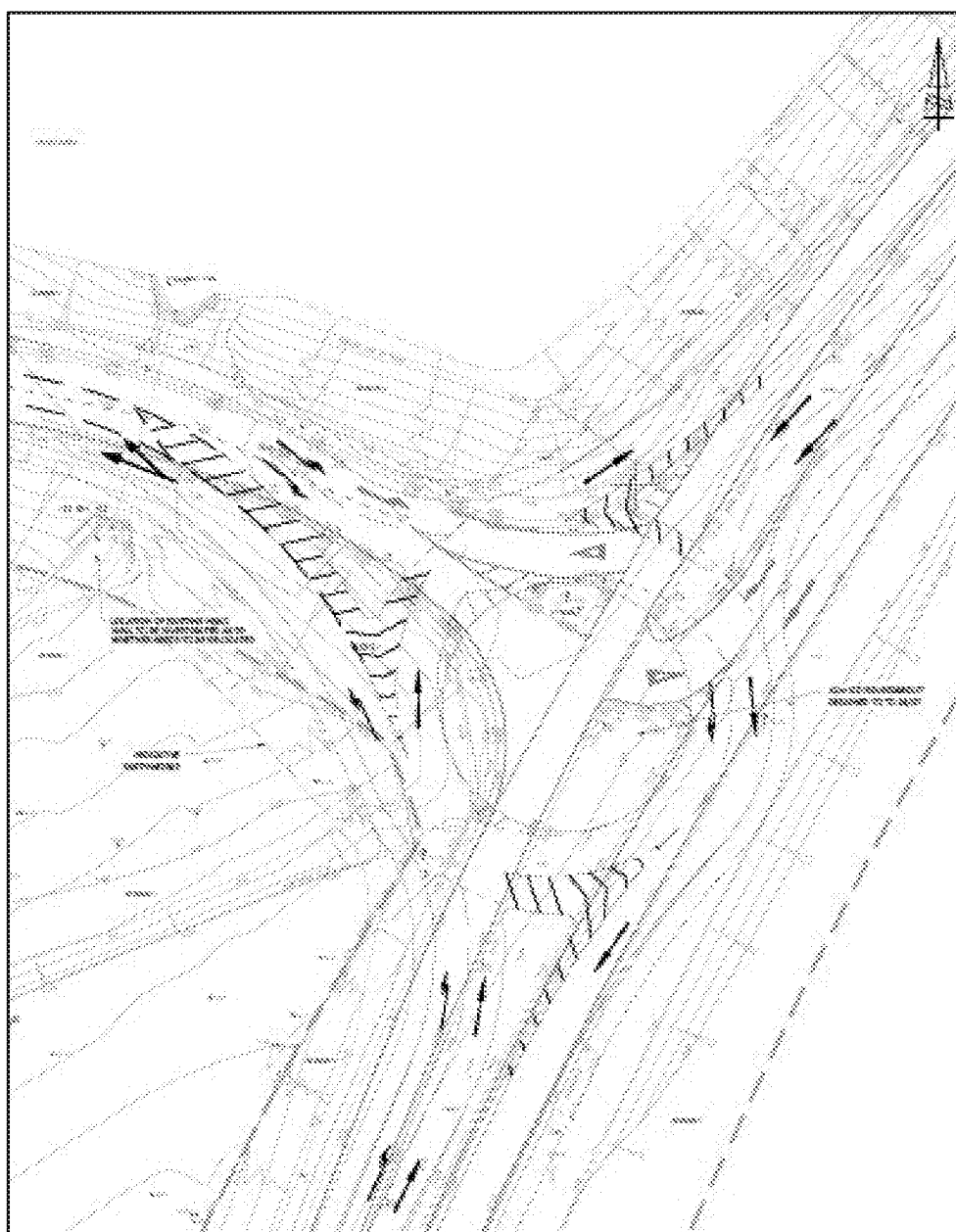
2.1.4 An improvement scheme was developed as part of the Land South of Water Lane application (**Application Ref: A/99/17/OUT**) which proposed the signalisation of all approaches to the junction but retained restricted movements to Water Lane.

2.1.5 **Figures TF1 and TF2** show the projected network traffic flows in 2031 with Committed Development and Development, under existing network conditions.

SECTION 3 ROUNDABOUT IMPROVEMENT

- 3.1.1 An opportunity to deliver a three-arm roundabout at the A280 / Water Lane junction is being explored. **Drawing ITB9105-GA-100** presents an initial design (**Image 3.1**).
- 3.1.2 The proposed scheme has been designed in line with TD 16/07. It has an Inscribed Circle Diameter (ICD) of 42m with 7m wide entries on all approaches and an 8.4m wide circulating carriageway in line with the TD 16/07 standards for a 60mph road. There will be a 2-lane entry on all arms with a single lane exit and will allow vehicles to turn right from Water Lane. SSD of 215m is achievable on both A280 approaches.

Image 3.1 Proposed Roundabout Scheme



Source: i-Transport

- 3.1.3 This scheme has been shown to West Sussex County Council (WSCC) during pre-application consultation and they have shown in principle support of this roundabout option. The following comments were received from WSCC regarding the proposed improvement scheme:

“The proposals have been worked up following local consultation, it is recognised that the provision of a right turn via signals or a roundabout has the potential to reduce vehicle flows through Angmering.

After initial discussions with colleagues it is recognised that a roundabout option would be preferential and would provide additional benefit over and above mitigating the impacts of the development.”

- 3.1.4 It is anticipated that providing a roundabout at this junction, so permitting right-turn movements from Water Lane to the A280, will cause a reduction in vehicle flows through Angmering village especially redistributing the traffic from the residential area to the north of the village.
- 3.1.5 To assess the impacts of this traffic redistribution on the local highway network, the methodology provided in Section 4 was used.

SECTION 4 TRAFFIC IMPACT

4.1.1 This section of the note summaries the methodology used to assess the potential traffic reassignment that would arise from the roundabout option on the surrounding network. It considers the reassigned routes that traffic it likely to take if the scheme is to be implemented.

4.2 Traffic Flows

4.2.1 To inform the Transport Assessment for the North Angmering development area, a series of traffic counts were undertaken in late 2015. These measures traffic flows at the key junctions on the A259, Water Lane and A280 corridors.

Committed Development

4.2.2 To ensure committed development has been included, all permitted sites in Angmering have been included, including in particular those permitted off Roundstone Lane. For robustness, the full allocation area of South Angmering has been included (a total of 712 dwellings) despite not all of these sites having come forward as planning applications.

Traffic Growth

4.2.3 To consider future year traffic flows, growth factors to 2031 have been derived from the TEMPRO database for 'urban' and 'all roads' in the Arundel (45UC5) area. The growth factors are summarised in **Table 4.1**.

Table 4.1: Calculated Local Peak Period Growth Rates

Date Range	Morning Peak	Evening Peak
2015-2031	1.1527	1.1659

Source: TEMPRO

4.2.4 TEMPRO assumes that 38 additional jobs will have been created and that 297 new dwellings will have been built in Arundel between 2015- 2031. To take account of the committed development at Roundstone Lane (for which 712 dwellings have been directly input), 297 dwellings have been removed from the planning assumptions.

4.2.5 The baseline traffic flows have been increased to take account of the growth to 2031, with the addition of the committed development traffic for the morning and evening peaks respectively.

4.3 Development Traffic Generation

- 4.3.1 The trip rates have been agreed with WSCC for both the residential and employment use and are provided in Section 7.4 of the Transport Assessment (*report reference: ITB9105-017*) and have been summarised in **Table 4.2** for reference.

Table 4.2: Trip Rates

Time Period	Trip Rate per unit			Vehicular Trip Generation		
	In	Out	Two-way	In	Out	Two-way
Private and Affordable units – 175 (Southern Site)						
0800-0900	0.135	0.325	0.460	24	57	81
1700-1800	0.283	0.167	0.450	50	29	79
Private and Affordable units – 525 (Northern Site)						
0800-0900	0.135	0.325	0.460	71	171	242
1700-1800	0.283	0.167	0.450	149	88	237
Employment – 6,000sqm B1						
0800-0900	1.248	0.208	1.456	75	12	87
1700-1800	0.072	1.126	1.198	4	68	71

Source: TRICS

- 4.3.2 The development flows (assuming full occupation of the site) have been added to the 2031 Opening Year with committed development scenario and are shown on **Figures TF1 and TF2** for the morning and evening peak hours respectively.

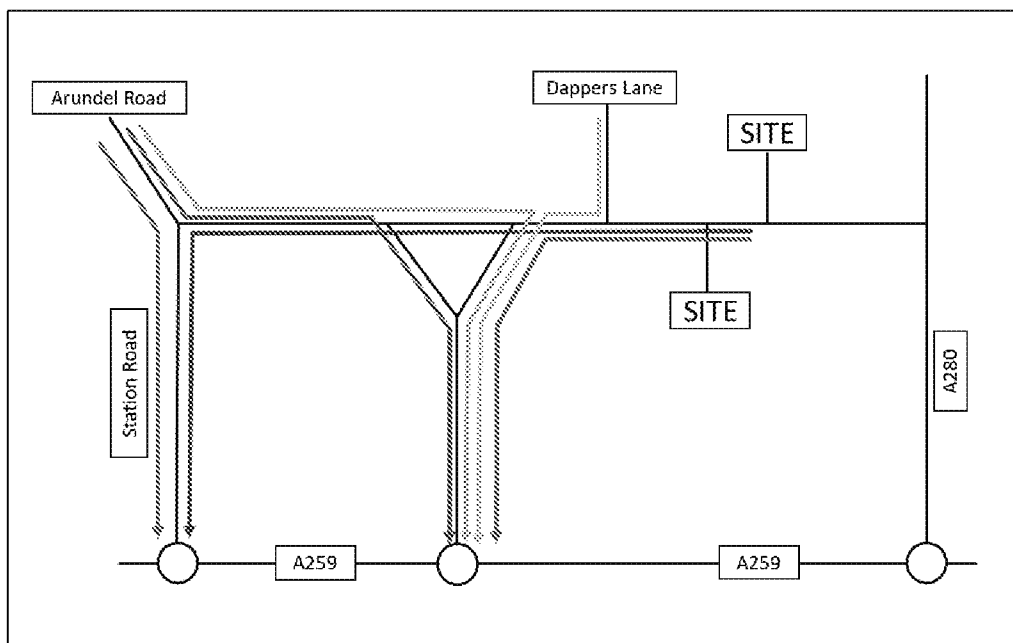
4.4 Reassignment of Traffic

- 4.4.1 The delivery of a roundabout at the A280 / Water Lane junction will affect route choices of existing traffic in the local area and those of the proposed development by permitting a right-turn to the A280 (and so to the A259 corridor).
- 4.4.2 A proportion of existing traffic will find it quicker and more convenient to travel via the proposed junction improvement rather than existing routes (i.e. Station Road and Roundstone Lane). This primarily affects residents living within the residential areas to the north of Water Lane, served from Arundel Road and Dappers Lane.
- 4.4.3 The following routes are likely to be affected as a result of this proposed improvement scheme at the A280/Water Lane junction, shown graphically at **Image 4.1**:

- Arundel Road – Station Road - A259 East;
- Arundel Road – High Street- Roundstone Lane- A259 East;
- Arundel Road – Weavers Hill- Roundstone Lane – A259 East;

- Dappers Lane – Weavers Hill- A259 East;
- Water Lane – A280 – A27 Roundabout – A280 (u-turns);
- Development Site - Station Road – A259;
- Development Site – Weavers Hill – A259;

Image 4.1: Traffic Routes likely to be experience traffic re-assignment



- 4.4.4 To estimate the poportion of traffic from each route that is likely to re-assign to use the A280 / Water Lane junction in the event a roundabout is provided, the following assumptions have been made.

Existing Traffic and Committed Development

Arundel Road – Station Road- A259 East

- 4.4.5 The traffic appraisal demonstrates that 23% of traffic in the morning peak and 13% of traffic at the A259 Station Road junction turns left towards Worthing.
- 4.4.6 With the dualling improvements to the A259 Roundstone By-Pass this route via Station Road is likely to remain comparable to the Water Lane route option. On this basis, it is assumed that 50% of traffic emerging from Arundel Road to Station Road that then seeks to access the A259 east will be re-assigned (so of 183 right turners from Arundel Road in the AM peak, 23% are expected to turn to the A259 East (42 vehicles) and 50% of these are projected to re-assign to Water Lane = 21 vehicles). The same approach is taken in the evening peak hour.

Arundel Road – High Street- Roundstone Lane -A259 East

- 4.4.7 It is assumed that around 70% of traffic turning from Water Lane to Roundstone Lane is traffic destined for the A259 corridor, with the remainder accessing local destinations such as schools. Of traffic accessing the A259 corridor, 70% routes east in the AM and 53% in the PM. It is considered that all traffic currently using this route would reassign to Water Lane in the event a roundabout is constructed. In the morning peak, there are 73 vehicles turning right from Water Lane to High Street. 70% of these are assumed to reach the A259 corridor (51 vehicles), of which 70 turns east, totalling 36 vehicles to be re-assigned to Water Lane.

Arundel Road – Weavers Hill- Roundstone Lane – A259 East

- 4.4.8 The same approach is applied as for the Arundel Road / High Street / Roundstone Lane / A259 route. It is assumed that all this traffic will be redistributed to use the A280/Water Lane due to the Traffic Calming measures on Roundstone Lane.

Dappers Lane – Weavers Hill- A259 East

- 4.4.9 It is assumed that 50% of RT movements from Dappers Lane then left turn to Weavers Hill. 70% of these movements are then assumed to seek access to the A259 and would be re-assigned to Water Lane. In the AM peak there are 101 right-turners from Dappers Lane, and 50% of these (50 vehicles) are assumed to turn to Weavers Hill, with 70% of these reaching the A259 corridor, so 35 vehicles. All of these movements are assumed to re-route to the A280 / Water Lane junction.

Water Lane – A280 – A27 Roundabout – A280 (u-turns)

- 4.4.10 All vehicles using the A280 Roundabout to make a U turn will be redistributed and use the improvement scheme to make a right turn at the A280/Water Lane junction.

Development Traffic

- 4.4.11 For the development traffic the routes have been reassigned based on the following:
- 75% of the traffic travelling to the A259 via Station Road will divert and use the A280/Water Lane junction rather than routing through the village;
 - 100% of the traffic travelling via Weavers Hill will divert and use the A280/Water Lane junction.

Summary

4.4.12 **Table 4.3** below summarises the reassigned traffic flows, which are also shown on **Figures TF3-4**, whilst **Figures TF5-6** show the net changes in traffic flows expected to arise from the provision of a roundabout junction at Water Lane / A280.

Table 4.3 Reassigned Traffic

Route	AM Peak		PM Peak	
	2031 + CD + Dev	Re-assigned Traffic	2031 + CD + Dev	Re-assigned Traffic
Arundel Road – Station Road -A259 East	183	21	121	8
Arundel Road- High Street- Roundstone Lane -A259 East	73	37	92	32
Arundel Road- Weavers Hill- Roundstone Lane- A259 East	6	3	6	2
Dappers Lane – Weavers Hill- A259 East	101	38	38	14
Water Lane – A280 -A27 Roundabout -A280 (u turns)	0	0	0	0
Southern Site Access- Station Road- A259	20	15	10	8
Southern site Access- Weavers Hill – A259	4	4	2	2
Northern Site Access- Station Road – A259	63	47	52	39
Northern Site Access- Weavers Hill – A259	15	15	14	14
Total	-	180	-	120

Source: Consultants Estimates

4.4.13 **Table 4.3** demonstrates that in the morning peak hour the combined total of existing traffic, committed development traffic that is likely to re-assign to the Water lane junction would equate to circa 180 vehicles redistributing and travelling via the proposed roundabout and avoid travelling through Angmering Village Centre or Roundstone Lane during the morning peak and circa 120 vehicles in the evening peak.

4.5 Traffic Impact on Local Highway Network

4.5.1 Undertaking the above reassignment, the impact of traffic on the local highway network has been analysed. The implementation of a right turn at the Water Lane/ A280 junction would provide a reduction in traffic travelling towards/through Angmering Village Centre and has been listed below.

- 96 less vehicles on Roundstone Lane in the morning peak and 65 vehicles in the evening peak;
- 60 less vehicles on Weavers Hill in the morning peak and 32 vehicles in the evening peak;
- 37 less vehicles on High Street in the morning peak and 32 less vehicles in the evening peak; and
- 83 less vehicles on Station Road in the morning peak and 54 vehicles in the evening peak.

4.5.2 A summary of the changes in traffic flows on the local highway network is summarised in **Table 4.4** and illustrated on **Figures TF5 and TF6**.

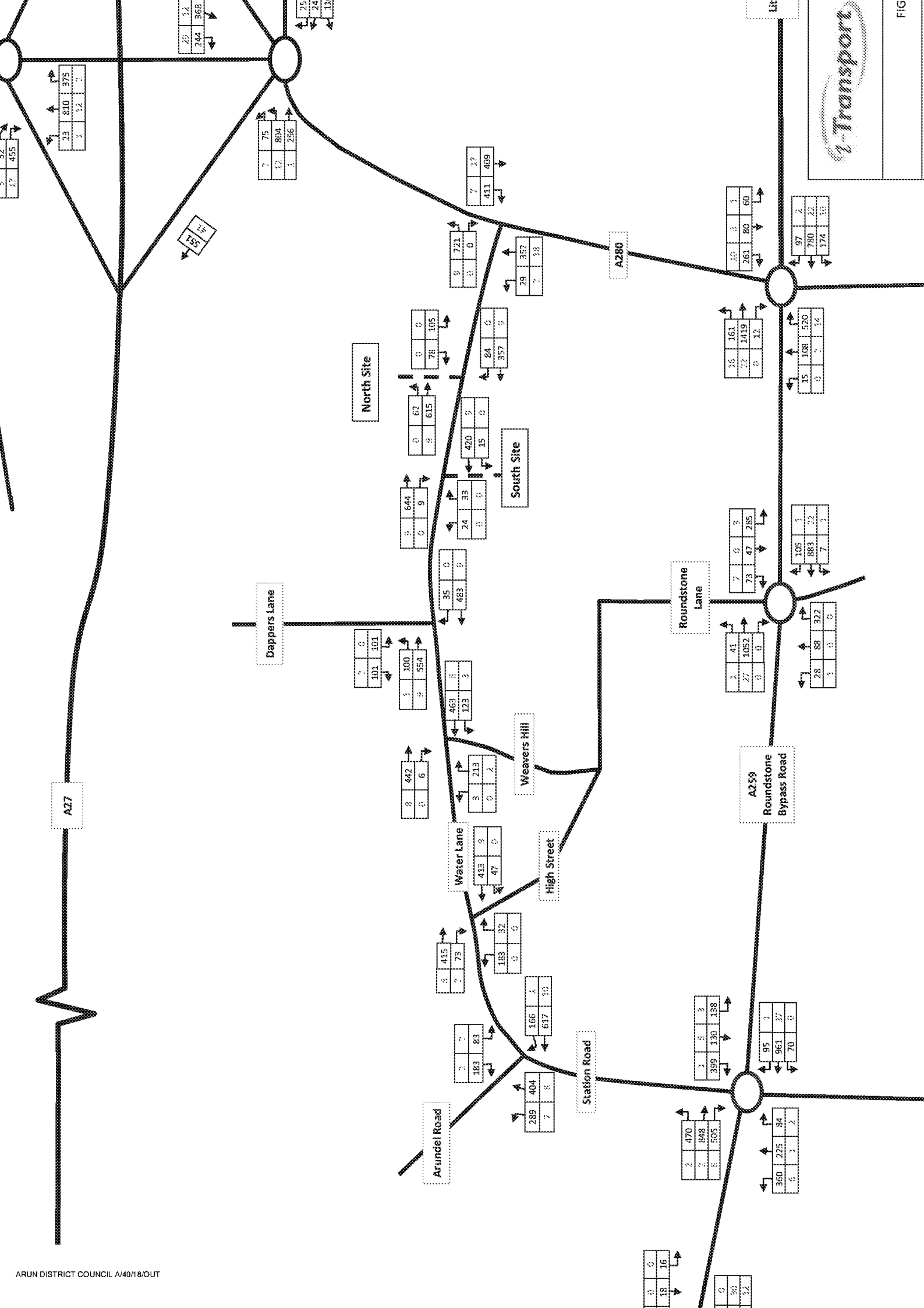
Table 4.4 Traffic Impact on Local Highway Network

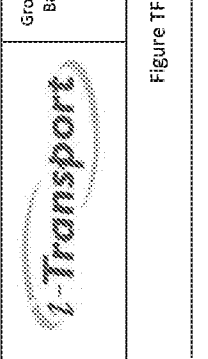
Junction	Movement	AM Peak	PM Peak
Water Lane/A280 Junction	Water Lane Right turn	+180	+120
	Water Lane Left turn	+0	+0
	<i>Net Change</i>	<i>+180</i>	<i>+120</i>
A280/A259 Roundabout	A280 left turn	+82	+71
	A280 right turn	+98	+49
	A259 East	-82	-71
	<i>Net Change</i>	<i>+98</i>	<i>+49</i>
Roundstone Lane/ Roundstone Bypass Roundabout	Roundstone Lane left turn	-82	-49
	A259 West	+83	+56
	A259 East	0	0
	<i>Net Change</i>	<i>+1</i>	<i>+7</i>
Station Road Roundstone Bypass Road Roundabout	Station Road (right turn)	-63	-42
	Station Road (left turn)	0	0
	Station Road South	-20	-14
	A259 West	+63	+42
	A259 (left turn)	+20	+14
	<i>Net Change</i>	<i>+0</i>	<i>+0</i>

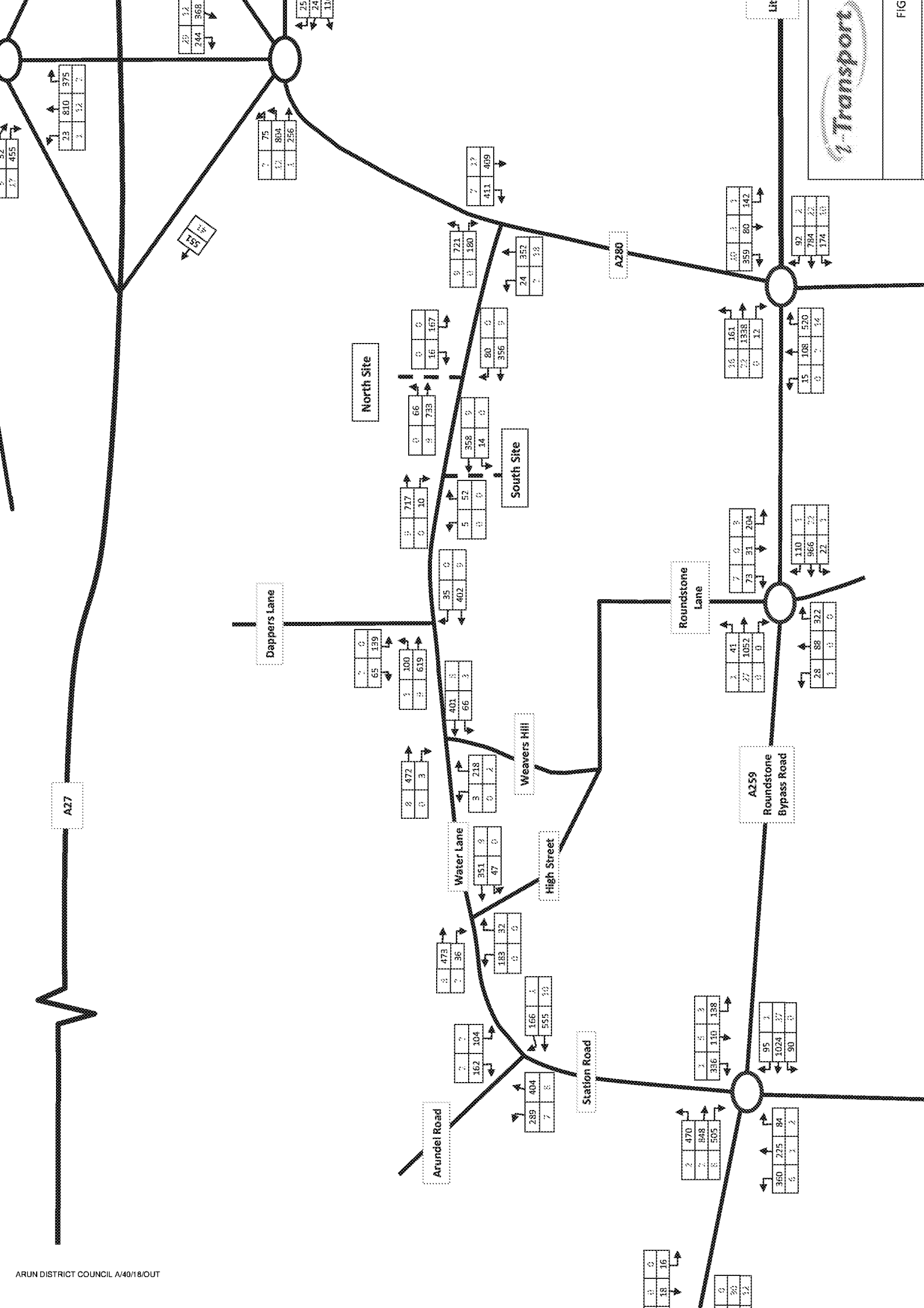
SECTION 5 SUMMARY

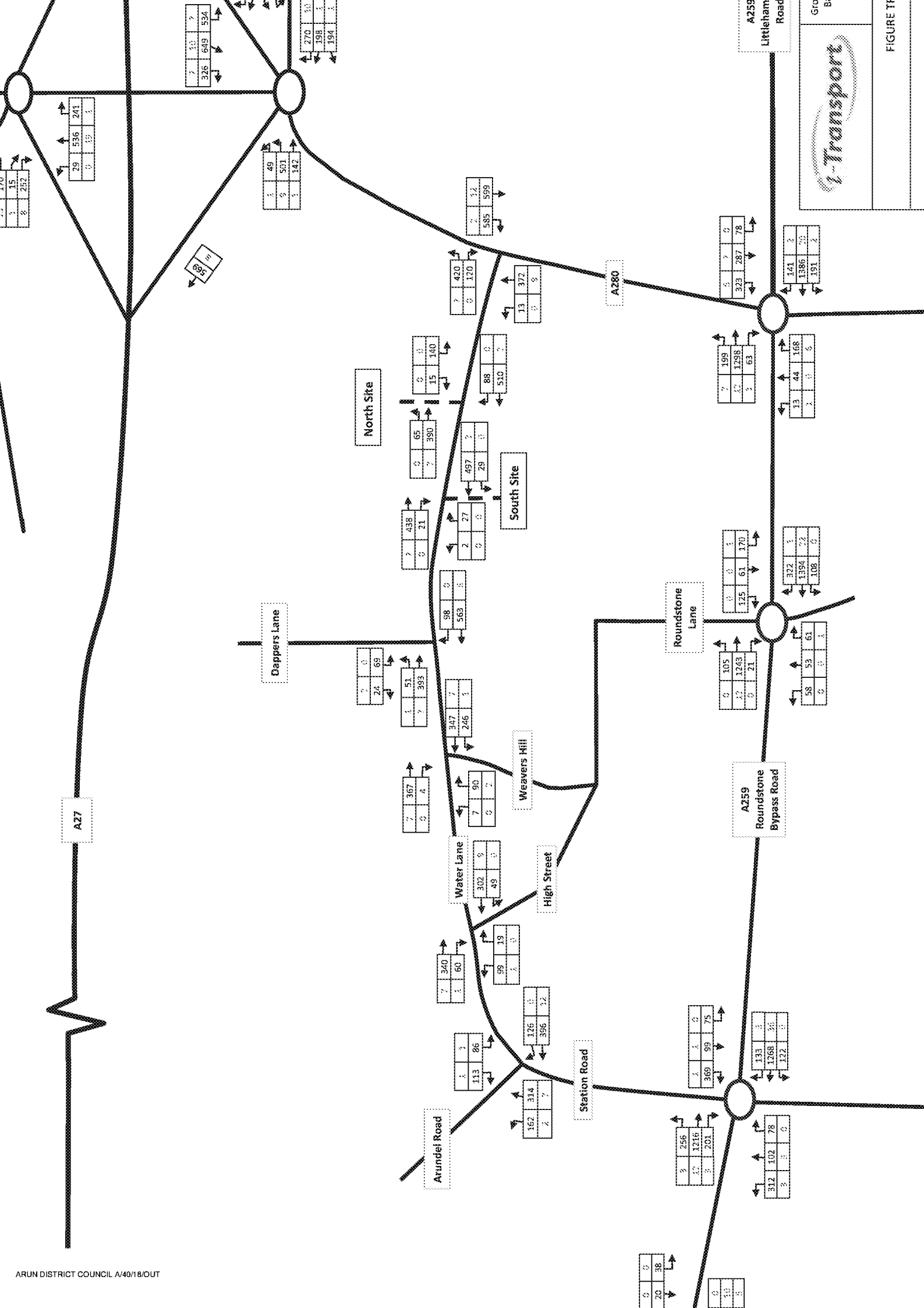
- 5.1.1 This technical note considers the affect the proposed mitigation scheme at A280/Water Lane junction will have on the traffic flows through Angmering Village.
- 5.1.2 It has demonstrated that the proposed mitigation scheme which will allow vehicles to turn right from Water Lane and head towards the A259 will cause a reduction of circa 180 vehicles in the morning peak hour and 120 vehicles in the evening peak hour through the village, using roads such as High Street and Roundstone Lane.
- 5.1.3 The analysis has illustrated that the proposed junction would benefit Weavers Hill, High Street and Roundstone Lane with a reduction in traffic using this route circa 100 vehicles in the morning peak hour and 65 vehicles in the evening peak hour. There would be a reduction of circa 85 vehicles using Station Road in the morning peak hour and 55 vehicles in the evening peak hour. This equates to a reduction of 17% and 11% respectively.
- 5.1.4 Therefore, the delivery of a roundabout at Water Lane would not only mitigate against the impact of the proposed development but also provide additional benefits to the local highway network by reducing traffic flows through the village.

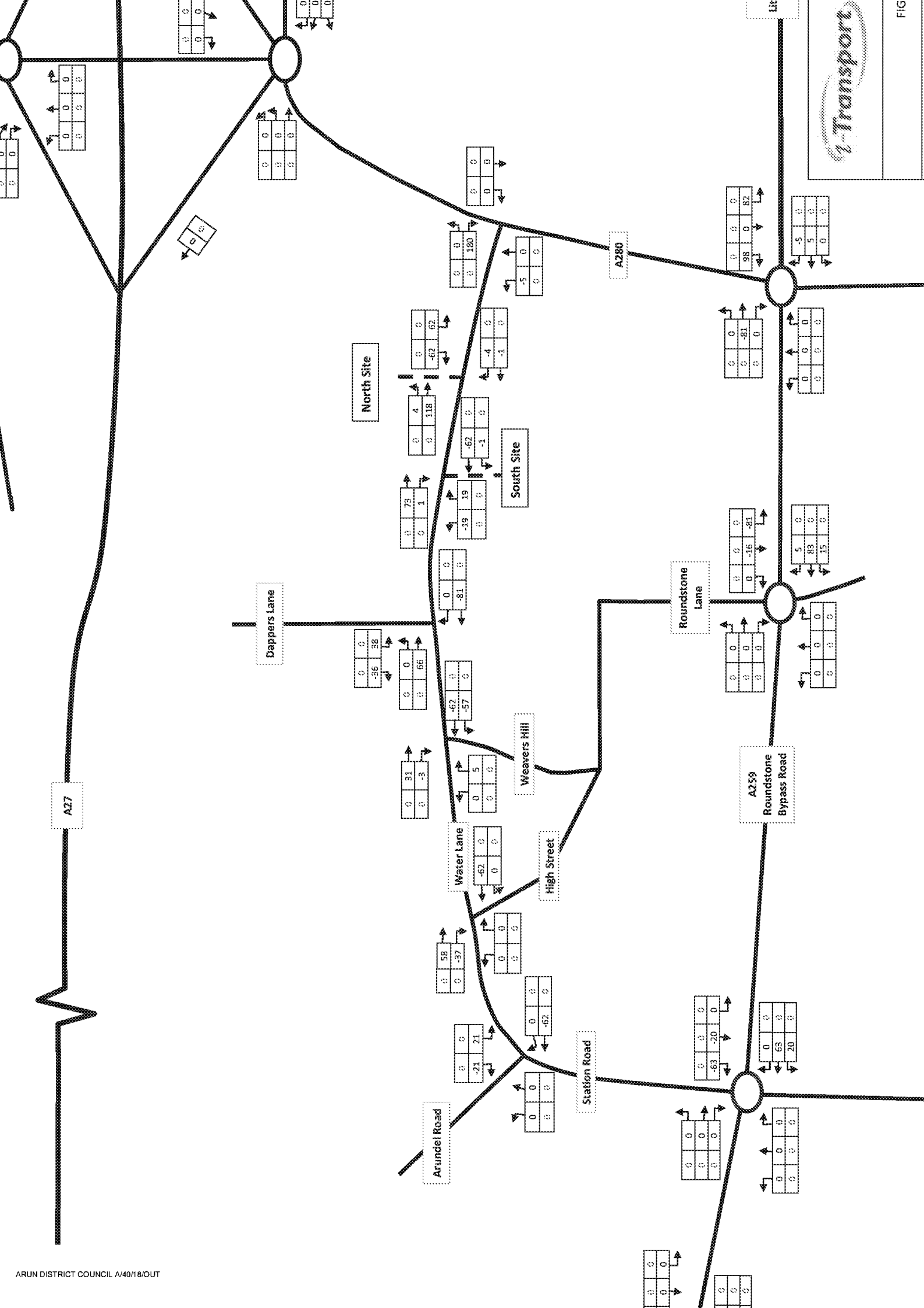
FIGURES

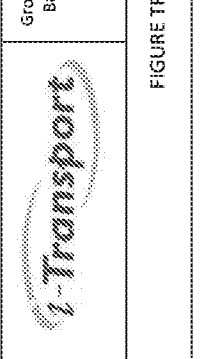












APPENDIX N STAGECOACH MEETING NOTE

NOTES OF MEETING

Project No: ITB9105
Project Title: Land North of Water Lane, Angmering
Date/Time: 6 July 2017 10:00
Venue: Stagecoach Offices, Basingstoke

Attendees

Mark Turner	-	Stagecoach	(MT)
Nick Small	-	Stagecoach	(NS)
Tim Wall	-	i-Transport	(TW)
Stephen Hunt	-	i-Transport	(SH)

Item	Action
1.0 Introductions 1.1 TW introduced the scheme to Stagecoach, and explained the background to the development proposal. 1.2 TW explained that the northern site and southern site together amount to some 700 residential dwellings, that the southern site is currently in determination and that the northern site is due to be submitted later this year. The northern site will also accommodate employment land. 1.3 MT confirmed Route 9 is a fully commercially operated hourly service.	
2.0 Potential Bus Patronage Note 2.1 SH took MT and NS through a note setting out the potential bus revenue projections using census data, TRICS, and the National Travel Survey. 2.2 This identified between 50 and 150 passengers per day, and revenue potential of between £45,000 and £130,000. 2.3 SH set out assumptions used in calculating potential users and asked MT/NS whether the concessionary fare allowances were realistic. 2.4 MT/NS explained that the concessionary fare recovery was broadly in accordance with reality (i.e. c.50%) and explained that Stagecoach do not see TRICS as a realistic tool for calculating bus patronage. 2.5 TW asked whether MT/NS believed that the calculations set out would be broadly in line with what they would expect for a scheme of this size/nature. MT/NS confirmed that the figures were considered to be slightly high but were not far from what would be anticipated. 2.6 Overall MT/NS agree that the development would generate attractive additional users for local bus services.	

Item	Action
3.0 Potential Route Diversion 3.1 TW took MT/NS through the possible route diversion options set out in the Bus Patronage Note and asked whether a diversion to Route 9 would be considered into the site. This includes the provision of a direct connection for buses onto Dappers Lane. 3.2 MT/NS confirmed that they would prefer to route the service via Diversion Option 1 rather than Option 2 providing that necessary infrastructure and layout of the site support bus use. 3.3 MT referred to the proposed WSCC Traffic Calming Scheme which is due to go to committee in W/C 10 July. MT explained that this introduced an element of uncertainty to the route of Stagecoach 9 and that Stagecoach had objected to the scheme. 3.4 MT provided details on the existing operation of the Route 9 and other Stagecoach Routes in the area: • Route currently operates with 5 buses; • Route recently extended from Littlehampton to Arundel; • Route operates with a 1-hour frequency; • Route seen as the 'local' service compared to the 700-route operating with a 10-minute frequency between Arundel and Brighton; • Currently the route operates commercially without subsidy from WSCC; • There are currently no long-term aspirations to increase the frequency of the service due to the proximity of the Stagecoach 700 service and the Southern Rail network. 3.5 NS explained that the TAS partnership undertook a study to determine the number of dwellings required to support a single peak hour bus commercially. Arrived at the figure of 1500 dwellings. Therefore, subject to timetable restrictions the site itself would not be large enough to support a further bus. 3.6 TW explained that there were a further 700 dwellings committed to the south on Roundstone Lane as part of the South Angmering Masterplan. Therefore, taken together the committed dwellings and those proposed north and south of Water Lane constitute 1400 dwellings. 3.7 TW asked whether the journey time calculations for the possible route diversions were realistic. MT/NS confirmed that 15mph was an appropriate speed to assume.	

Item	Action
3.8 SH asked what allowances should be made for how long buses are stopped. MT explained that a general rule would be to work off 3 or 4 seconds per passenger boarding.	
4.0 Bus Infrastructure 4.1 TW introduced the proposed access arrangements to the site to MT/NS including the main ghost island access off Water Lane and the potential Bus Link located centrally off Dappers Lane. 4.2 TW asked MT/NS about desirable infrastructure which could be provided to future proof the site for the potential inclusion of a bus service. 4.3 NS explained that it would be desirable to provide: • 6.2m wide minimum clear width route within the site (where two-way traffic) with no on-street parking and minimal direct frontage access achieved through grouped shared drives and lateral parking bays; • 5.5m wide bus link onto Dappers Lane at the western end to allow passing and ensure clear visibility along the length of the bus link; • Narrow effective width of bus link onto Dappers Lane through the use of granite sets to 3.5m to make the route less desirable for motorists; • No change of priority on the bus link to allow buses to make good progress through the sites. 4.4 NS referred to the Stonehouse employment scheme in Gloucestershire as having an exemplary bus access into the site. NS to provide i-T with a copy of the proposed link into the Stonehouse site. 4.5 TW asked whether MT/NS would aim to provide one or two stops within the masterplan. NS explained that the aim would be to provide a set of stops immediately north of the main access onto Water Lane and a further stop at the point where the bus link onto Dappers Lane joined the main access route into the site. MT/NS also stated a preference to provide shelters at stops however would not be concerned if RTI boards were not provided due to the frequency of the Stagecoach 9 service. 4.6 TW asked MT/NS whether if the above infrastructure was provided Stagecoach would consider routing the number 9 service into the site in the future. 4.7 MT confirmed that the proposal represented an attractive option for the Stagecoach Route 9 and that they would expect to enter the site in the future.	NS

Item	Action
5.0 AOB 5.1 MT/NS explained that Stagecoach had recently put into place a number of schemes which it would be good to refer to in the Travel Plan for the scheme. • The southern fleet of Stagecoach buses have recently gone to contactless payment; • Stagecoach now has an App on which it is possible to pre-purchase tickets as well as access timetables and real-time information. This should be promoted through the Travel Plan; and • Taster tickets for new residents. 5.2 NS explained that he had recently completed a new document for designing development for bus use and that he would provide a copy to i-T in due course. 5.3 TW explained to MT/NS that as part of the Land South of Water Lane proposals the bus stop on Weavers Hill would be relocated and upgraded to provide bus shelters.	NS

Stephen Hunt

