

APPENDIX G. Junction Capacity Assessments

Junctions 9	
ARCADY 9 - Roundabout Module	
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Filename: Lower Bognor Rd-Chalcraft Ln.j9

Path: T:\Projects\14000 Series\14224ITB West of Bersted\Tech\Junction Assessments\Arcady

Report generation date: 03/11/2020 13:29:41

»2018, AM
 »2018, PM
 »2023 + CD, AM
 »2023 + CD, PM
 »2025 + CD, AM
 »2025 + CD, PM
 »2031 + CD, AM
 »2031 + CD, PM
 »2023 + CD + D, AM
 »2023 + CD + D, PM
 »2025 + CD + D, AM
 »2025 + CD + D, PM
 »2031 + CD + D, AM
 »2031 + CD + D, PM
 »2031 + CD + D ST, AM
 »2031 + CD + D ST, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2018						
1 - Lower Bognor Rd N	0.5	6.29	0.33	2.1	11.82	0.68
2 - Chalcraft Ln	0.5	3.79	0.32	0.9	5.54	0.48
3 - Lower Bognor Rd S	0.3	3.89	0.26	0.3	3.86	0.21
4 - Hewarts Ln	0.7	6.08	0.43	0.4	4.49	0.29
2023 + CD						
1 - Lower Bognor Rd N	0.6	6.93	0.36	2.4	13.52	0.71
2 - Chalcraft Ln	0.5	3.98	0.35	1.2	6.28	0.54
3 - Lower Bognor Rd S	0.4	4.06	0.28	0.3	4.07	0.23
4 - Hewarts Ln	1.0	7.06	0.50	0.5	4.74	0.32
2025 + CD						
1 - Lower Bognor Rd N	0.6	6.99	0.36	2.5	13.86	0.72
2 - Chalcraft Ln	0.6	4.01	0.36	1.2	6.36	0.54
3 - Lower Bognor Rd S	0.4	4.08	0.28	0.3	4.09	0.23
4 - Hewarts Ln	1.0	7.15	0.51	0.5	4.76	0.32
2031 + CD						
1 - Lower Bognor Rd N	0.6	7.19	0.37	2.8	14.91	0.74
2 - Chalcraft Ln	0.6	4.07	0.37	1.3	6.59	0.56
3 - Lower Bognor Rd S	0.4	4.15	0.29	0.3	4.15	0.24
4 - Hewarts Ln	1.1	7.39	0.52	0.5	4.83	0.33
2023 + CD + D						
1 - Lower Bognor Rd N	0.6	6.98	0.36	2.6	14.11	0.72
2 - Chalcraft Ln	0.6	4.05	0.37	1.2	6.34	0.54
3 - Lower Bognor Rd S	0.4	4.10	0.28	0.3	4.11	0.23
4 - Hewarts Ln	1.0	7.15	0.51	0.5	4.78	0.32
2025 + CD + D						
1 - Lower Bognor Rd N	0.6	7.05	0.37	2.6	14.49	0.73
2 - Chalcraft Ln	0.6	4.08	0.37	1.2	6.42	0.55
3 - Lower Bognor Rd S	0.4	4.12	0.28	0.3	4.13	0.24
4 - Hewarts Ln	1.0	7.24	0.51	0.5	4.81	0.33
2031 + CD + D						
1 - Lower Bognor Rd N	0.6	7.24	0.38	2.9	15.64	0.75
2 - Chalcraft Ln	0.6	4.15	0.38	1.3	6.66	0.56
3 - Lower Bognor Rd S	0.4	4.19	0.29	0.3	4.19	0.24
4 - Hewarts Ln	1.1	7.49	0.53	0.5	4.88	0.33
2031 + CD + D ST						
1 - Lower Bognor Rd N	0.7	8.14	0.42	5.1	25.89	0.85
2 - Chalcraft Ln	0.7	4.75	0.43	1.6	7.81	0.62
3 - Lower Bognor Rd S	0.5	4.52	0.32	0.4	4.55	0.27
4 - Hewarts Ln	1.3	8.52	0.57	0.6	5.22	0.36

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	
Location	
Site number	
Date	30/09/2020
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	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically	Relationship type	Relationship
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2023	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2025	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2025	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	2031	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G5
D8	2031	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G6
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D17	Dev	AM	ONE HOUR	07:45	09:15	15			
D18	Dev	PM	ONE HOUR	16:45	18:15	15			
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18
D25	2031 + CD + D ST	AM	ONE HOUR	07:45	09:15	15	✓		
D26	2031 + CD + D ST	PM	ONE HOUR	16:45	18:15	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2018-2023 AM		1.0255
G2	2018-2023 PM		1.0203
G3	2018-2025 AM		1.0345
G4	2018-2025 PM		1.0280
G5	2018-2031 AM		1.0587
G6	2018-2031 PM		1.0496

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Lower Bognor Rd N	
2	Chalcraft Ln	
3	Lower Bognor Rd S	
4	Hewarts Ln	

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 - Lower Bognor Rd N	2.90	5.70	5.3	10.9	33.6	25.3	
2 - Chalcraft Ln	3.30	6.60	8.2	72.5	33.6	12.9	
3 - Lower Bognor Rd S	3.40	6.20	7.0	30.9	33.6	11.2	
4 - Hewarts Ln	3.20	5.90	7.4	12.8	33.6	36.2	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Lower Bognor Rd N	0.537	1165
2 - Chalcraft Ln	0.657	1573
3 - Lower Bognor Rd S	0.642	1518
4 - Hewarts Ln	0.553	1281

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	255	100.000
2 - Chalcraft Ln		ONE HOUR	✓	411	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	294	100.000
4 - Hewarts Ln		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	109	131	14
	2 - Chalcraft Ln	143	1	64	203
	3 - Lower Bognor Rd S	130	104	0	60
	4 - Hewarts Ln	12	324	66	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	0	1	3	0
	2 - Chalcraft Ln	2	0	2	0
	3 - Lower Bognor Rd S	2	0	0	0
	4 - Hewarts Ln	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.33	6.29	0.5	A	234	351
2 - Chalcraft Ln	0.32	3.79	0.5	A	377	566
3 - Lower Bognor Rd S	0.26	3.89	0.3	A	270	405
4 - Hewarts Ln	0.43	6.08	0.7	A	369	553

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	192	48	371	945	0.203	191	215	0.0	0.3	4.767	A
2 - Chalcraft Ln	309	77	159	1452	0.213	308	403	0.0	0.3	3.146	A
3 - Lower Bognor Rd S	221	55	272	1330	0.166	221	196	0.0	0.2	3.242	A
4 - Hewarts Ln	303	76	284	1109	0.273	301	208	0.0	0.4	4.449	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	229	57	444	906	0.253	229	257	0.3	0.3	5.313	A
2 - Chalcraft Ln	369	92	190	1431	0.258	369	483	0.3	0.3	3.391	A
3 - Lower Bognor Rd S	264	66	325	1296	0.204	264	234	0.2	0.3	3.488	A
4 - Hewarts Ln	361	90	340	1078	0.335	361	249	0.4	0.5	5.019	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	281	70	544	853	0.329	280	315	0.3	0.5	6.276	A
2 - Chalcraft Ln	453	113	233	1402	0.323	452	591	0.3	0.5	3.786	A
3 - Lower Bognor Rd S	324	81	398	1249	0.259	323	287	0.3	0.3	3.886	A
4 - Hewarts Ln	443	111	417	1035	0.428	442	305	0.5	0.7	6.054	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	281	70	545	853	0.329	281	315	0.5	0.5	6.294	A
2 - Chalcraft Ln	453	113	233	1402	0.323	453	592	0.5	0.5	3.791	A
3 - Lower Bognor Rd S	324	81	399	1249	0.259	324	287	0.3	0.3	3.890	A
4 - Hewarts Ln	443	111	417	1035	0.428	443	305	0.7	0.7	6.076	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	229	57	446	905	0.253	230	257	0.5	0.3	5.334	A
2 - Chalcraft Ln	369	92	191	1430	0.258	370	485	0.5	0.4	3.396	A
3 - Lower Bognor Rd S	264	66	326	1296	0.204	265	235	0.3	0.3	3.492	A
4 - Hewarts Ln	361	90	341	1077	0.335	362	249	0.7	0.5	5.043	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	192	48	373	944	0.203	192	216	0.3	0.3	4.793	A
2 - Chalcraft Ln	309	77	160	1451	0.213	310	406	0.4	0.3	3.154	A
3 - Lower Bognor Rd S	221	55	273	1330	0.166	222	197	0.3	0.2	3.248	A
4 - Hewarts Ln	303	76	286	1108	0.273	303	209	0.5	0.4	4.474	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.35	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)	Run automatically
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	588	100.000
2 - Chalcraft Ln		ONE HOUR	✓	547	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	227	100.000
4 - Hewarts Ln		ONE HOUR	✓	293	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	235	318	34
	2 - Chalcraft Ln	83	1	125	338
	3 - Lower Bognor Rd S	102	65	1	59
	4 - Hewarts Ln	3	207	83	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	0	0	3
	2 - Chalcraft Ln	1	0	1	0
	3 - Lower Bognor Rd S	1	2	0	0
	4 - Hewarts Ln	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.68	11.82	2.1	B	540	809
2 - Chalcraft Ln	0.48	5.54	0.9	A	502	753
3 - Lower Bognor Rd S	0.21	3.86	0.3	A	208	312
4 - Hewarts Ln	0.29	4.49	0.4	A	269	403

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	443	111	268	1019	0.435	440	142	0.0	0.8	6.184	A
2 - Chalcraft Ln	412	103	327	1353	0.304	410	380	0.0	0.4	3.813	A
3 - Lower Bognor Rd S	171	43	343	1284	0.133	170	394	0.0	0.2	3.230	A
4 - Hewarts Ln	221	55	190	1175	0.188	220	323	0.0	0.2	3.766	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	529	132	321	990	0.534	527	170	0.8	1.1	7.747	A
2 - Chalcraft Ln	492	123	392	1310	0.375	491	456	0.4	0.6	4.392	A
3 - Lower Bognor Rd S	204	51	410	1241	0.164	204	473	0.2	0.2	3.471	A
4 - Hewarts Ln	263	66	227	1154	0.228	263	387	0.2	0.3	4.041	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	647	162	393	952	0.680	644	208	1.1	2.0	11.551	B
2 - Chalcraft Ln	602	151	479	1253	0.481	601	557	0.6	0.9	5.509	A
3 - Lower Bognor Rd S	250	62	502	1182	0.211	250	578	0.2	0.3	3.859	A
4 - Hewarts Ln	323	81	278	1125	0.287	322	473	0.3	0.4	4.481	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	647	162	393	951	0.681	647	208	2.0	2.1	11.821	B
2 - Chalcraft Ln	602	151	481	1252	0.481	602	559	0.9	0.9	5.543	A
3 - Lower Bognor Rd S	250	62	503	1182	0.212	250	580	0.3	0.3	3.863	A
4 - Hewarts Ln	323	81	279	1125	0.287	323	475	0.4	0.4	4.486	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	529	132	321	990	0.534	532	170	2.1	1.2	7.930	A
2 - Chalcraft Ln	492	123	395	1308	0.376	493	459	0.9	0.6	4.425	A
3 - Lower Bognor Rd S	204	51	412	1240	0.165	204	476	0.3	0.2	3.479	A
4 - Hewarts Ln	263	66	228	1153	0.228	264	389	0.4	0.3	4.048	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	443	111	269	1018	0.435	444	142	1.2	0.8	6.289	A
2 - Chalcraft Ln	412	103	330	1351	0.305	412	383	0.6	0.4	3.838	A
3 - Lower Bognor Rd S	171	43	345	1283	0.133	171	398	0.2	0.2	3.238	A
4 - Hewarts Ln	221	55	191	1174	0.188	221	325	0.3	0.2	3.779	A

2023 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	263	100.000
2 - Chalcraft Ln		ONE HOUR	✓	449	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	307	100.000
4 - Hewarts Ln		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	113	134	14
	2 - Chalcraft Ln	148	1	70	231
	3 - Lower Bognor Rd S	133	113	0	62
	4 - Hewarts Ln	12	389	68	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	1	3	0
	2 - Chalcraft Ln	2	0	2	0
	3 - Lower Bognor Rd S	2	0	0	0
	4 - Hewarts Ln	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.36	6.93	0.6	A	241	361
2 - Chalcraft Ln	0.35	3.98	0.5	A	412	619
3 - Lower Bognor Rd S	0.28	4.06	0.4	A	282	423
4 - Hewarts Ln	0.50	7.06	1.0	A	431	646

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	198	49	427	915	0.216	197	221	0.0	0.3	5.001	A
2 - Chalcraft Ln	338	85	163	1450	0.233	337	461	0.0	0.3	3.233	A
3 - Lower Bognor Rd S	232	58	296	1315	0.176	231	203	0.0	0.2	3.321	A
4 - Hewarts Ln	353	88	297	1103	0.320	351	230	0.0	0.5	4.775	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	236	59	512	870	0.271	236	264	0.3	0.4	5.667	A
2 - Chalcraft Ln	404	101	195	1428	0.283	404	553	0.3	0.4	3.514	A
3 - Lower Bognor Rd S	276	69	355	1277	0.216	276	244	0.2	0.3	3.595	A
4 - Hewarts Ln	422	105	355	1071	0.394	421	276	0.5	0.6	5.535	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	289	72	627	810	0.357	288	324	0.4	0.5	6.896	A
2 - Chalcraft Ln	495	124	239	1399	0.354	494	676	0.4	0.5	3.976	A
3 - Lower Bognor Rd S	339	85	435	1226	0.276	338	298	0.3	0.4	4.052	A
4 - Hewarts Ln	517	129	435	1027	0.503	515	338	0.6	1.0	7.020	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	289	72	628	809	0.357	289	324	0.5	0.6	6.925	A
2 - Chalcraft Ln	495	124	239	1399	0.354	495	678	0.5	0.5	3.982	A
3 - Lower Bognor Rd S	339	85	435	1226	0.276	339	299	0.4	0.4	4.056	A
4 - Hewarts Ln	517	129	436	1026	0.503	517	338	1.0	1.0	7.062	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	236	59	514	869	0.272	237	265	0.6	0.4	5.699	A
2 - Chalcraft Ln	404	101	196	1428	0.283	405	555	0.5	0.4	3.523	A
3 - Lower Bognor Rd S	276	69	356	1277	0.217	277	245	0.4	0.3	3.603	A
4 - Hewarts Ln	422	105	356	1070	0.394	423	276	1.0	0.7	5.576	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	198	49	430	914	0.216	198	222	0.4	0.3	5.033	A
2 - Chalcraft Ln	338	85	164	1449	0.234	339	464	0.4	0.3	3.245	A
3 - Lower Bognor Rd S	232	58	298	1314	0.176	232	205	0.3	0.2	3.329	A
4 - Hewarts Ln	353	88	298	1103	0.320	354	231	0.7	0.5	4.814	A

2023 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.16	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 segment length (min)	Run automatically	Relationship type	Relationship
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	602	100.000
2 - Chalcraft Ln		ONE HOUR	✓	611	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	236	100.000
4 - Hewarts Ln		ONE HOUR	✓	327	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	242	324	35
	2 - Chalcraft Ln	85	1	135	391
	3 - Lower Bognor Rd S	104	70	1	60
	4 - Hewarts Ln	3	239	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	0	0	3
	2 - Chalcraft Ln	1	0	1	0
	3 - Lower Bognor Rd S	1	2	0	0
	4 - Hewarts Ln	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.71	13.52	2.4	B	552	829
2 - Chalcraft Ln	0.54	6.28	1.2	A	561	841
3 - Lower Bognor Rd S	0.23	4.07	0.3	A	216	324
4 - Hewarts Ln	0.32	4.74	0.5	A	300	450

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	453	113	297	1003	0.452	450	145	0.0	0.8	6.471	A
2 - Chalcraft Ln	460	115	333	1349	0.341	458	414	0.0	0.5	4.032	A
3 - Lower Bognor Rd S	177	44	384	1258	0.141	177	408	0.0	0.2	3.328	A
4 - Hewarts Ln	246	62	197	1171	0.210	245	364	0.0	0.3	3.885	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	541	135	356	971	0.557	539	173	0.8	1.2	8.300	A
2 - Chalcraft Ln	549	137	400	1305	0.421	549	496	0.5	0.7	4.752	A
3 - Lower Bognor Rd S	212	53	460	1210	0.175	212	489	0.2	0.2	3.607	A
4 - Hewarts Ln	294	73	235	1149	0.256	294	436	0.3	0.3	4.207	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	663	166	436	928	0.714	658	212	1.2	2.4	13.097	B
2 - Chalcraft Ln	673	168	488	1247	0.539	671	606	0.7	1.2	6.228	A
3 - Lower Bognor Rd S	259	65	562	1144	0.227	259	597	0.2	0.3	4.067	A
4 - Hewarts Ln	360	90	288	1120	0.322	359	533	0.3	0.5	4.733	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	663	166	436	928	0.714	663	212	2.4	2.4	13.521	B
2 - Chalcraft Ln	673	168	491	1246	0.540	673	608	1.2	1.2	6.284	A
3 - Lower Bognor Rd S	259	65	564	1143	0.227	259	600	0.3	0.3	4.073	A
4 - Hewarts Ln	360	90	289	1119	0.322	360	535	0.5	0.5	4.740	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	541	135	357	971	0.557	546	174	2.4	1.3	8.555	A
2 - Chalcraft Ln	549	137	404	1303	0.422	551	499	1.2	0.7	4.801	A
3 - Lower Bognor Rd S	212	53	462	1208	0.175	212	493	0.3	0.2	3.615	A
4 - Hewarts Ln	294	73	236	1149	0.256	294	438	0.5	0.3	4.217	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	453	113	299	1002	0.452	455	145	1.3	0.8	6.599	A
2 - Chalcraft Ln	460	115	337	1347	0.342	461	417	0.7	0.5	4.069	A
3 - Lower Bognor Rd S	177	44	386	1256	0.141	178	411	0.2	0.2	3.339	A
4 - Hewarts Ln	246	62	198	1170	0.210	246	366	0.3	0.3	3.897	A

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.54	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)	Run automatically	Relationship type	Relationship
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	265	100.000
2 - Chalcraft Ln		ONE HOUR	✓	453	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	310	100.000
4 - Hewarts Ln		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	114	136	14
	2 - Chalcraft Ln	149	1	70	233
	3 - Lower Bognor Rd S	134	114	0	62
	4 - Hewarts Ln	12	392	68	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	1	3	0
	2 - Chalcraft Ln	2	0	2	0
	3 - Lower Bognor Rd S	2	0	0	0
	4 - Hewarts Ln	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.36	6.99	0.6	A	243	364
2 - Chalcraft Ln	0.36	4.01	0.6	A	416	624
3 - Lower Bognor Rd S	0.28	4.08	0.4	A	285	427
4 - Hewarts Ln	0.51	7.15	1.0	A	434	651

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	199	50	431	914	0.218	198	223	0.0	0.3	5.025	A
2 - Chalcraft Ln	341	85	164	1449	0.235	340	465	0.0	0.3	3.244	A
3 - Lower Bognor Rd S	233	58	299	1313	0.178	233	205	0.0	0.2	3.328	A
4 - Hewarts Ln	356	89	299	1102	0.323	354	232	0.0	0.5	4.802	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	238	60	516	868	0.274	238	267	0.3	0.4	5.704	A
2 - Chalcraft Ln	407	102	197	1427	0.285	407	557	0.3	0.4	3.529	A
3 - Lower Bognor Rd S	279	70	358	1275	0.219	279	246	0.2	0.3	3.611	A
4 - Hewarts Ln	425	106	358	1069	0.398	424	278	0.5	0.7	5.577	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	292	73	632	807	0.361	291	326	0.4	0.6	6.964	A
2 - Chalcraft Ln	499	125	241	1398	0.357	498	682	0.4	0.6	4.000	A
3 - Lower Bognor Rd S	341	85	438	1224	0.279	341	301	0.3	0.4	4.075	A
4 - Hewarts Ln	521	130	439	1025	0.508	519	340	0.7	1.0	7.104	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	292	73	633	806	0.362	292	327	0.6	0.6	6.994	A
2 - Chalcraft Ln	499	125	241	1397	0.357	499	683	0.6	0.6	4.006	A
3 - Lower Bognor Rd S	341	85	439	1224	0.279	341	302	0.4	0.4	4.080	A
4 - Hewarts Ln	521	130	439	1024	0.508	521	341	1.0	1.0	7.148	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	238	60	519	867	0.275	239	267	0.6	0.4	5.736	A
2 - Chalcraft Ln	407	102	198	1426	0.286	408	560	0.6	0.4	3.535	A
3 - Lower Bognor Rd S	279	70	359	1275	0.219	279	247	0.4	0.3	3.616	A
4 - Hewarts Ln	425	106	359	1069	0.398	427	279	1.0	0.7	5.620	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	199	50	434	912	0.219	200	224	0.4	0.3	5.056	A
2 - Chalcraft Ln	341	85	165	1448	0.236	342	468	0.4	0.3	3.256	A
3 - Lower Bognor Rd S	233	58	300	1312	0.178	234	207	0.3	0.2	3.340	A
4 - Hewarts Ln	356	89	301	1101	0.323	357	233	0.7	0.5	4.841	A

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	606	100.000
2 - Chalcraft Ln		ONE HOUR	✓	615	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	237	100.000
4 - Hewarts Ln		ONE HOUR	✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	244	327	35
	2 - Chalcraft Ln	85	1	136	393
	3 - Lower Bognor Rd S	105	71	1	61
	4 - Hewarts Ln	3	241	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	0	0	3
	2 - Chalcraft Ln	1	0	1	0
	3 - Lower Bognor Rd S	1	2	0	0
	4 - Hewarts Ln	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.72	13.86	2.5	B	557	835
2 - Chalcraft Ln	0.54	6.36	1.2	A	565	847
3 - Lower Bognor Rd S	0.23	4.09	0.3	A	218	327
4 - Hewarts Ln	0.32	4.76	0.5	A	302	453

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	457	114	299	1002	0.456	453	146	0.0	0.8	6.522	A
2 - Chalcraft Ln	463	116	336	1347	0.344	461	416	0.0	0.5	4.054	A
3 - Lower Bognor Rd S	179	45	386	1256	0.142	178	411	0.0	0.2	3.337	A
4 - Hewarts Ln	248	62	198	1170	0.212	247	367	0.0	0.3	3.895	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	545	136	358	970	0.562	543	174	0.8	1.3	8.404	A
2 - Chalcraft Ln	553	138	403	1303	0.424	552	499	0.5	0.7	4.788	A
3 - Lower Bognor Rd S	213	53	463	1208	0.177	213	492	0.2	0.2	3.620	A
4 - Hewarts Ln	296	74	237	1148	0.258	296	439	0.3	0.3	4.222	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	668	167	439	927	0.720	663	214	1.3	2.5	13.401	B
2 - Chalcraft Ln	677	169	492	1245	0.544	676	610	0.7	1.2	6.302	A
3 - Lower Bognor Rd S	261	65	566	1142	0.229	261	601	0.2	0.3	4.087	A
4 - Hewarts Ln	362	91	290	1118	0.324	362	537	0.3	0.5	4.756	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	668	167	439	927	0.721	667	214	2.5	2.5	13.861	B
2 - Chalcraft Ln	677	169	494	1243	0.545	677	612	1.2	1.2	6.363	A
3 - Lower Bognor Rd S	261	65	568	1141	0.229	261	604	0.3	0.3	4.094	A
4 - Hewarts Ln	362	91	291	1118	0.324	362	538	0.5	0.5	4.763	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	545	136	359	970	0.562	550	175	2.5	1.3	8.676	A
2 - Chalcraft Ln	553	138	407	1301	0.425	555	502	1.2	0.7	4.840	A
3 - Lower Bognor Rd S	213	53	465	1206	0.177	214	496	0.3	0.2	3.628	A
4 - Hewarts Ln	296	74	238	1148	0.258	296	441	0.5	0.3	4.232	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	457	114	301	1001	0.456	458	146	1.3	0.8	6.655	A
2 - Chalcraft Ln	463	116	339	1345	0.344	464	420	0.7	0.5	4.092	A
3 - Lower Bognor Rd S	179	45	389	1255	0.142	179	414	0.2	0.2	3.348	A
4 - Hewarts Ln	248	62	199	1169	0.212	248	369	0.3	0.3	3.908	A

2031 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.68	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)	Run automatically	Relationship type	Relationship
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	271	100.000
2 - Chalcraft Ln		ONE HOUR	✓	463	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	317	100.000
4 - Hewarts Ln		ONE HOUR	✓	483	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	116	139	15
	2 - Chalcraft Ln	152	1	72	238
	3 - Lower Bognor Rd S	138	116	0	64
	4 - Hewarts Ln	13	400	70	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	1	3	0
	2 - Chalcraft Ln	2	0	2	0
	3 - Lower Bognor Rd S	2	0	0	0
	4 - Hewarts Ln	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.37	7.19	0.6	A	249	373
2 - Chalcraft Ln	0.37	4.07	0.6	A	425	637
3 - Lower Bognor Rd S	0.29	4.15	0.4	A	291	437
4 - Hewarts Ln	0.52	7.39	1.1	A	443	664

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	204	51	440	909	0.224	203	228	0.0	0.3	5.090	A
2 - Chalcraft Ln	349	87	168	1446	0.241	347	475	0.0	0.3	3.273	A
3 - Lower Bognor Rd S	239	60	305	1309	0.182	238	210	0.0	0.2	3.357	A
4 - Hewarts Ln	363	91	306	1098	0.331	361	237	0.0	0.5	4.873	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	244	61	527	863	0.282	243	273	0.3	0.4	5.808	A
2 - Chalcraft Ln	416	104	201	1424	0.292	416	569	0.3	0.4	3.571	A
3 - Lower Bognor Rd S	285	71	366	1270	0.225	285	252	0.2	0.3	3.653	A
4 - Hewarts Ln	434	108	367	1065	0.408	433	284	0.5	0.7	5.693	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	298	75	645	800	0.373	298	334	0.4	0.6	7.152	A
2 - Chalcraft Ln	510	127	246	1394	0.366	509	696	0.4	0.6	4.066	A
3 - Lower Bognor Rd S	349	87	448	1218	0.287	349	308	0.3	0.4	4.141	A
4 - Hewarts Ln	531	133	449	1019	0.522	530	348	0.7	1.1	7.337	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	298	75	646	799	0.373	298	334	0.6	0.6	7.187	A
2 - Chalcraft Ln	510	127	247	1394	0.366	510	698	0.6	0.6	4.073	A
3 - Lower Bognor Rd S	349	87	448	1217	0.287	349	309	0.4	0.4	4.146	A
4 - Hewarts Ln	531	133	449	1019	0.522	531	348	1.1	1.1	7.387	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	244	61	529	861	0.283	244	274	0.6	0.4	5.844	A
2 - Chalcraft Ln	416	104	202	1423	0.293	417	571	0.6	0.4	3.578	A
3 - Lower Bognor Rd S	285	71	367	1270	0.225	286	253	0.4	0.3	3.658	A
4 - Hewarts Ln	434	108	368	1064	0.408	435	285	1.1	0.7	5.741	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	204	51	443	907	0.225	204	229	0.4	0.3	5.124	A
2 - Chalcraft Ln	349	87	169	1445	0.241	349	478	0.4	0.3	3.283	A
3 - Lower Bognor Rd S	239	60	307	1308	0.183	239	211	0.3	0.2	3.367	A
4 - Hewarts Ln	363	91	308	1097	0.331	364	238	0.7	0.5	4.914	A

2031 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.76	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)	Run automatically	Relationship type	Relationship
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	619	100.000
2 - Chalcraft Ln		ONE HOUR	✓	627	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	242	100.000
4 - Hewarts Ln		ONE HOUR	✓	336	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	249	334	36
	2 - Chalcraft Ln	87	1	138	401
	3 - Lower Bognor Rd S	107	72	1	62
	4 - Hewarts Ln	3	245	87	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	0	0	3
	2 - Chalcraft Ln	1	0	1	0
	3 - Lower Bognor Rd S	1	2	0	0
	4 - Hewarts Ln	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.74	14.91	2.8	B	568	852
2 - Chalcraft Ln	0.56	6.59	1.3	A	575	863
3 - Lower Bognor Rd S	0.24	4.15	0.3	A	222	333
4 - Hewarts Ln	0.33	4.83	0.5	A	308	462

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	466	117	305	999	0.467	463	149	0.0	0.9	6.672	A
2 - Chalcraft Ln	472	118	343	1343	0.352	470	425	0.0	0.5	4.116	A
3 - Lower Bognor Rd S	182	46	394	1252	0.146	182	419	0.0	0.2	3.363	A
4 - Hewarts Ln	253	63	202	1168	0.216	252	373	0.0	0.3	3.924	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	557	139	365	966	0.576	555	178	0.9	1.3	8.706	A
2 - Chalcraft Ln	564	141	411	1298	0.434	563	509	0.5	0.8	4.892	A
3 - Lower Bognor Rd S	218	54	472	1202	0.181	218	502	0.2	0.2	3.657	A
4 - Hewarts Ln	302	75	242	1145	0.263	301	447	0.3	0.4	4.265	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	682	170	447	922	0.739	676	218	1.3	2.7	14.326	B
2 - Chalcraft Ln	690	173	502	1238	0.558	689	622	0.8	1.2	6.525	A
3 - Lower Bognor Rd S	267	67	577	1135	0.235	266	613	0.2	0.3	4.142	A
4 - Hewarts Ln	369	92	296	1115	0.331	369	547	0.4	0.5	4.822	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	682	170	448	922	0.739	681	218	2.7	2.8	14.914	B
2 - Chalcraft Ln	690	173	505	1236	0.558	690	624	1.2	1.3	6.594	A
3 - Lower Bognor Rd S	267	67	579	1134	0.235	267	617	0.3	0.3	4.152	A
4 - Hewarts Ln	369	92	297	1115	0.331	369	549	0.5	0.5	4.829	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	557	139	366	966	0.576	562	179	2.8	1.4	9.033	A
2 - Chalcraft Ln	564	141	416	1295	0.435	566	513	1.3	0.8	4.949	A
3 - Lower Bognor Rd S	218	54	474	1200	0.181	218	507	0.3	0.2	3.665	A
4 - Hewarts Ln	302	75	243	1145	0.263	302	450	0.5	0.4	4.275	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	466	117	307	998	0.467	468	150	1.4	0.9	6.822	A
2 - Chalcraft Ln	472	118	347	1340	0.352	473	428	0.8	0.5	4.155	A
3 - Lower Bognor Rd S	182	46	397	1250	0.146	183	423	0.2	0.2	3.375	A
4 - Hewarts Ln	253	63	203	1167	0.216	253	376	0.4	0.3	3.940	A

2023 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.54	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)	Run automatically	Relationship type	Relationship
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	265	100.000
2 - Chalcraft Ln		ONE HOUR	✓	464	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	309	100.000
4 - Hewarts Ln		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	115	134	14
	2 - Chalcraft Ln	155	1	76	233
	3 - Lower Bognor Rd S	133	115	0	62
	4 - Hewarts Ln	12	390	68	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	1	3	0
	2 - Chalcraft Ln	2	0	2	0
	3 - Lower Bognor Rd S	2	0	0	0
	4 - Hewarts Ln	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.36	6.98	0.6	A	243	364
2 - Chalcraft Ln	0.37	4.05	0.6	A	426	639
3 - Lower Bognor Rd S	0.28	4.10	0.4	A	284	426
4 - Hewarts Ln	0.51	7.15	1.0	A	432	647

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	199	50	430	914	0.218	198	226	0.0	0.3	5.018	A
2 - Chalcraft Ln	350	87	163	1450	0.241	348	465	0.0	0.3	3.265	A
3 - Lower Bognor Rd S	233	58	303	1311	0.178	232	208	0.0	0.2	3.334	A
4 - Hewarts Ln	354	89	304	1100	0.322	352	232	0.0	0.5	4.804	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	238	59	515	869	0.274	237	271	0.3	0.4	5.694	A
2 - Chalcraft Ln	418	104	195	1429	0.292	417	557	0.3	0.4	3.559	A
3 - Lower Bognor Rd S	278	70	363	1272	0.219	278	249	0.2	0.3	3.620	A
4 - Hewarts Ln	423	106	363	1066	0.396	422	278	0.5	0.7	5.580	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	291	73	630	808	0.360	290	331	0.4	0.6	6.947	A
2 - Chalcraft Ln	511	128	239	1400	0.365	511	682	0.4	0.6	4.048	A
3 - Lower Bognor Rd S	341	85	444	1220	0.279	340	305	0.3	0.4	4.090	A
4 - Hewarts Ln	518	129	445	1021	0.507	516	340	0.7	1.0	7.110	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	291	73	632	807	0.361	291	332	0.6	0.6	6.977	A
2 - Chalcraft Ln	511	128	239	1399	0.366	511	683	0.6	0.6	4.054	A
3 - Lower Bognor Rd S	341	85	445	1220	0.279	341	306	0.4	0.4	4.095	A
4 - Hewarts Ln	518	129	446	1021	0.507	518	340	1.0	1.0	7.154	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	238	59	517	868	0.274	239	271	0.6	0.4	5.728	A
2 - Chalcraft Ln	418	104	196	1428	0.292	418	560	0.6	0.4	3.569	A
3 - Lower Bognor Rd S	278	70	364	1272	0.219	279	250	0.4	0.3	3.628	A
4 - Hewarts Ln	423	106	364	1066	0.397	424	278	1.0	0.7	5.620	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	199	50	433	913	0.218	200	227	0.4	0.3	5.051	A
2 - Chalcraft Ln	350	87	164	1449	0.241	350	468	0.4	0.3	3.275	A
3 - Lower Bognor Rd S	233	58	305	1310	0.178	233	209	0.3	0.2	3.344	A
4 - Hewarts Ln	354	89	305	1099	0.322	355	233	0.7	0.5	4.843	A

2023 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.39	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)	Run automatically	Relationship type	Relationship
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	608	100.000
2 - Chalcraft Ln		ONE HOUR	✓	616	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	242	100.000
4 - Hewarts Ln		ONE HOUR	✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	248	324	35
	2 - Chalcraft Ln	87	1	137	392
	3 - Lower Bognor Rd S	104	76	1	60
	4 - Hewarts Ln	3	241	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	0	0	3
	2 - Chalcraft Ln	1	0	1	0
	3 - Lower Bognor Rd S	1	2	0	0
	4 - Hewarts Ln	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.72	14.11	2.6	B	558	837
2 - Chalcraft Ln	0.54	6.34	1.2	A	565	848
3 - Lower Bognor Rd S	0.23	4.11	0.3	A	222	333
4 - Hewarts Ln	0.32	4.78	0.5	A	302	453

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	458	114	303	1000	0.458	454	146	0.0	0.8	6.561	A
2 - Chalcraft Ln	464	116	333	1349	0.344	462	424	0.0	0.5	4.049	A
3 - Lower Bognor Rd S	182	45	386	1257	0.145	181	409	0.0	0.2	3.345	A
4 - Hewarts Ln	248	62	203	1168	0.212	247	365	0.0	0.3	3.905	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	547	137	363	968	0.565	545	175	0.8	1.3	8.479	A
2 - Chalcraft Ln	554	138	400	1305	0.424	553	508	0.5	0.7	4.780	A
3 - Lower Bognor Rd S	217	54	462	1208	0.180	217	490	0.2	0.2	3.632	A
4 - Hewarts Ln	296	74	243	1145	0.258	295	437	0.3	0.3	4.236	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	669	167	444	924	0.725	664	214	1.3	2.5	13.626	B
2 - Chalcraft Ln	678	170	488	1248	0.544	677	621	0.7	1.2	6.266	A
3 - Lower Bognor Rd S	266	67	566	1142	0.233	266	599	0.2	0.3	4.107	A
4 - Hewarts Ln	362	91	297	1115	0.325	362	534	0.3	0.5	4.777	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	669	167	445	923	0.725	669	215	2.5	2.6	14.115	B
2 - Chalcraft Ln	678	170	491	1246	0.545	678	623	1.2	1.2	6.345	A
3 - Lower Bognor Rd S	266	67	567	1141	0.233	266	602	0.3	0.3	4.112	A
4 - Hewarts Ln	362	91	297	1114	0.325	362	536	0.5	0.5	4.784	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	547	137	364	967	0.565	551	176	2.6	1.3	8.763	A
2 - Chalcraft Ln	554	138	404	1303	0.425	556	512	1.2	0.7	4.831	A
3 - Lower Bognor Rd S	217	54	465	1207	0.180	218	495	0.3	0.2	3.642	A
4 - Hewarts Ln	296	74	243	1145	0.258	296	439	0.5	0.4	4.246	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	458	114	305	999	0.458	460	147	1.3	0.9	6.699	A
2 - Chalcraft Ln	464	116	337	1347	0.344	465	427	0.7	0.5	4.087	A
3 - Lower Bognor Rd S	182	45	389	1255	0.145	182	413	0.2	0.2	3.357	A
4 - Hewarts Ln	248	62	204	1167	0.212	248	367	0.4	0.3	3.918	A

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.60	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)	Run automatically	Relationship type	Relationship
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	267	100.000
2 - Chalcraft Ln		ONE HOUR	✓	468	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	312	100.000
4 - Hewarts Ln		ONE HOUR	✓	474	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	116	136	14
	2 - Chalcraft Ln	156	1	76	235
	3 - Lower Bognor Rd S	134	116	0	62
	4 - Hewarts Ln	12	393	68	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	1	3	0
	2 - Chalcraft Ln	2	0	2	0
	3 - Lower Bognor Rd S	2	0	0	0
	4 - Hewarts Ln	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.37	7.05	0.6	A	245	367
2 - Chalcraft Ln	0.37	4.08	0.6	A	430	644
3 - Lower Bognor Rd S	0.28	4.12	0.4	A	286	430
4 - Hewarts Ln	0.51	7.24	1.0	A	435	652

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	201	50	433	913	0.220	200	228	0.0	0.3	5.050	A
2 - Chalcraft Ln	352	88	164	1449	0.243	351	469	0.0	0.3	3.276	A
3 - Lower Bognor Rd S	235	59	306	1309	0.180	234	210	0.0	0.2	3.345	A
4 - Hewarts Ln	357	89	306	1098	0.325	355	234	0.0	0.5	4.829	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	240	60	519	867	0.277	239	273	0.3	0.4	5.732	A
2 - Chalcraft Ln	421	105	197	1428	0.295	420	561	0.3	0.4	3.575	A
3 - Lower Bognor Rd S	281	70	366	1270	0.221	280	251	0.2	0.3	3.636	A
4 - Hewarts Ln	426	107	367	1065	0.400	425	280	0.5	0.7	5.624	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	294	73	635	805	0.365	293	334	0.4	0.6	7.016	A
2 - Chalcraft Ln	515	129	241	1398	0.369	515	687	0.4	0.6	4.073	A
3 - Lower Bognor Rd S	344	86	448	1218	0.282	343	308	0.3	0.4	4.115	A
4 - Hewarts Ln	522	130	449	1019	0.512	520	343	0.7	1.0	7.194	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	294	73	636	805	0.365	294	335	0.6	0.6	7.047	A
2 - Chalcraft Ln	515	129	241	1398	0.369	515	689	0.6	0.6	4.080	A
3 - Lower Bognor Rd S	344	86	449	1217	0.282	344	308	0.4	0.4	4.120	A
4 - Hewarts Ln	522	130	449	1019	0.512	522	343	1.0	1.0	7.241	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	240	60	521	866	0.277	241	274	0.6	0.4	5.764	A
2 - Chalcraft Ln	421	105	198	1427	0.295	422	564	0.6	0.4	3.582	A
3 - Lower Bognor Rd S	281	70	367	1270	0.221	281	252	0.4	0.3	3.641	A
4 - Hewarts Ln	426	107	367	1064	0.400	427	281	1.0	0.7	5.667	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	201	50	436	911	0.220	201	229	0.4	0.3	5.076	A
2 - Chalcraft Ln	352	88	165	1448	0.243	353	472	0.4	0.3	3.286	A
3 - Lower Bognor Rd S	235	59	307	1308	0.180	235	211	0.3	0.2	3.358	A
4 - Hewarts Ln	357	89	308	1098	0.325	358	235	0.7	0.5	4.869	A

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.55	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)	Run automatically	Relationship type	Relationship
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	612	100.000
2 - Chalcraft Ln		ONE HOUR	✓	620	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	243	100.000
4 - Hewarts Ln		ONE HOUR	✓	331	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	250	327	35
	2 - Chalcraft Ln	87	1	138	394
	3 - Lower Bognor Rd S	105	77	1	61
	4 - Hewarts Ln	3	243	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	0	0	3
	2 - Chalcraft Ln	1	0	1	0
	3 - Lower Bognor Rd S	1	2	0	0
	4 - Hewarts Ln	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.73	14.49	2.6	B	562	843
2 - Chalcraft Ln	0.55	6.42	1.2	A	569	854
3 - Lower Bognor Rd S	0.24	4.13	0.3	A	223	335
4 - Hewarts Ln	0.33	4.81	0.5	A	304	456

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	461	115	305	999	0.462	458	147	0.0	0.8	6.613	A
2 - Chalcraft Ln	467	117	336	1347	0.347	465	427	0.0	0.5	4.070	A
3 - Lower Bognor Rd S	183	46	389	1255	0.146	183	412	0.0	0.2	3.354	A
4 - Hewarts Ln	249	62	204	1167	0.214	248	367	0.0	0.3	3.916	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	551	138	366	966	0.570	549	176	0.8	1.3	8.586	A
2 - Chalcraft Ln	558	139	403	1303	0.428	557	512	0.5	0.7	4.817	A
3 - Lower Bognor Rd S	219	55	466	1206	0.181	219	494	0.2	0.2	3.645	A
4 - Hewarts Ln	298	74	244	1144	0.260	297	440	0.3	0.3	4.251	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	674	169	447	922	0.731	669	216	1.3	2.6	13.953	B
2 - Chalcraft Ln	683	171	491	1245	0.549	681	625	0.7	1.2	6.362	A
3 - Lower Bognor Rd S	268	67	569	1140	0.235	268	603	0.2	0.3	4.124	A
4 - Hewarts Ln	365	91	299	1114	0.327	364	538	0.3	0.5	4.801	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	674	169	448	922	0.732	674	216	2.6	2.6	14.486	B
2 - Chalcraft Ln	683	171	494	1243	0.549	683	628	1.2	1.2	6.425	A
3 - Lower Bognor Rd S	268	67	571	1139	0.235	268	606	0.3	0.3	4.133	A
4 - Hewarts Ln	365	91	300	1113	0.328	365	540	0.5	0.5	4.808	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	551	138	367	966	0.570	556	177	2.6	1.4	8.889	A
2 - Chalcraft Ln	558	139	407	1301	0.429	559	515	1.2	0.8	4.868	A
3 - Lower Bognor Rd S	219	55	468	1205	0.182	219	498	0.3	0.2	3.656	A
4 - Hewarts Ln	298	74	245	1144	0.260	298	442	0.5	0.4	4.261	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	461	115	307	998	0.462	463	148	1.4	0.9	6.754	A
2 - Chalcraft Ln	467	117	339	1345	0.347	468	430	0.8	0.5	4.110	A
3 - Lower Bognor Rd S	183	46	391	1253	0.146	183	416	0.2	0.2	3.364	A
4 - Hewarts Ln	249	62	205	1166	0.214	250	370	0.4	0.3	3.930	A

2031 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.74	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)	Run automatically	Relationship type	Relationship
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	273	100.000
2 - Chalcraft Ln		ONE HOUR	✓	478	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	319	100.000
4 - Hewarts Ln		ONE HOUR	✓	484	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	118	139	15
	2 - Chalcraft Ln	159	1	78	240
	3 - Lower Bognor Rd S	138	118	0	64
	4 - Hewarts Ln	13	401	70	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	1	3	0
	2 - Chalcraft Ln	2	0	2	0
	3 - Lower Bognor Rd S	2	0	0	0
	4 - Hewarts Ln	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.38	7.24	0.6	A	250	376
2 - Chalcraft Ln	0.38	4.15	0.6	A	439	658
3 - Lower Bognor Rd S	0.29	4.19	0.4	A	293	439
4 - Hewarts Ln	0.53	7.49	1.1	A	444	666

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	206	51	442	908	0.226	204	233	0.0	0.3	5.109	A
2 - Chalcraft Ln	360	90	168	1447	0.249	359	478	0.0	0.3	3.304	A
3 - Lower Bognor Rd S	240	60	312	1305	0.184	239	214	0.0	0.2	3.375	A
4 - Hewarts Ln	364	91	313	1095	0.333	362	239	0.0	0.5	4.903	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	245	61	530	861	0.285	245	279	0.3	0.4	5.837	A
2 - Chalcraft Ln	430	107	201	1424	0.302	429	573	0.3	0.4	3.615	A
3 - Lower Bognor Rd S	287	72	374	1265	0.227	287	257	0.2	0.3	3.678	A
4 - Hewarts Ln	435	109	375	1060	0.410	434	286	0.5	0.7	5.741	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	301	75	648	798	0.376	300	342	0.4	0.6	7.207	A
2 - Chalcraft Ln	526	132	246	1394	0.378	526	701	0.4	0.6	4.140	A
3 - Lower Bognor Rd S	352	88	458	1212	0.290	351	314	0.3	0.4	4.182	A
4 - Hewarts Ln	532	133	459	1013	0.525	531	350	0.7	1.1	7.433	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	301	75	650	797	0.377	301	342	0.6	0.6	7.243	A
2 - Chalcraft Ln	526	132	247	1394	0.378	526	703	0.6	0.6	4.149	A
3 - Lower Bognor Rd S	352	88	458	1211	0.290	352	315	0.4	0.4	4.187	A
4 - Hewarts Ln	532	133	459	1013	0.526	532	350	1.1	1.1	7.487	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	245	61	532	860	0.285	246	280	0.6	0.4	5.872	A
2 - Chalcraft Ln	430	107	202	1424	0.302	431	576	0.6	0.4	3.628	A
3 - Lower Bognor Rd S	287	72	375	1265	0.227	287	258	0.4	0.3	3.687	A
4 - Hewarts Ln	435	109	376	1060	0.410	436	287	1.1	0.7	5.789	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	206	51	445	906	0.227	206	234	0.4	0.3	5.143	A
2 - Chalcraft Ln	360	90	169	1446	0.249	360	482	0.4	0.3	3.316	A
3 - Lower Bognor Rd S	240	60	314	1304	0.184	241	216	0.3	0.2	3.386	A
4 - Hewarts Ln	364	91	314	1094	0.333	365	240	0.7	0.5	4.944	A

2031 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.04	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)	Run automatically	Relationship type	Relationship
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	625	100.000
2 - Chalcraft Ln		ONE HOUR	✓	632	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	248	100.000
4 - Hewarts Ln		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
From	1 - Lower Bognor Rd N	1	255	334	36
	2 - Chalcraft Ln	89	1	140	402
	3 - Lower Bognor Rd S	107	78	1	62
	4 - Hewarts Ln	3	247	87	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	0	0	3
	2 - Chalcraft Ln	1	0	1	0
	3 - Lower Bognor Rd S	1	2	0	0
	4 - Hewarts Ln	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.75	15.64	2.9	D	574	860
2 - Chalcraft Ln	0.56	6.66	1.3	A	580	870
3 - Lower Bognor Rd S	0.24	4.19	0.3	A	228	342
4 - Hewarts Ln	0.33	4.88	0.5	A	310	465

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	471	118	311	996	0.473	467	150	0.0	0.9	6.768	A
2 - Chalcraft Ln	476	119	343	1343	0.354	474	435	0.0	0.5	4.133	A
3 - Lower Bognor Rd S	187	47	396	1250	0.149	186	421	0.0	0.2	3.381	A
4 - Hewarts Ln	254	64	208	1164	0.218	253	374	0.0	0.3	3.944	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	562	141	372	963	0.584	560	180	0.9	1.4	8.900	A
2 - Chalcraft Ln	568	142	411	1298	0.438	567	521	0.5	0.8	4.922	A
3 - Lower Bognor Rd S	223	56	474	1200	0.186	223	504	0.2	0.2	3.682	A
4 - Hewarts Ln	303	76	249	1141	0.266	303	448	0.3	0.4	4.291	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	688	172	456	918	0.750	683	220	1.4	2.8	14.952	B
2 - Chalcraft Ln	696	174	501	1239	0.562	694	637	0.8	1.3	6.586	A
3 - Lower Bognor Rd S	273	68	580	1133	0.241	273	615	0.2	0.3	4.184	A
4 - Hewarts Ln	372	93	305	1110	0.335	371	548	0.4	0.5	4.868	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	688	172	457	917	0.750	688	221	2.8	2.9	15.637	C
2 - Chalcraft Ln	696	174	505	1236	0.563	696	640	1.3	1.3	6.660	A
3 - Lower Bognor Rd S	273	68	582	1132	0.242	273	619	0.3	0.3	4.193	A
4 - Hewarts Ln	372	93	306	1110	0.335	372	550	0.5	0.5	4.875	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	562	141	373	962	0.584	568	181	2.9	1.4	9.267	A
2 - Chalcraft Ln	568	142	416	1295	0.439	570	525	1.3	0.8	4.983	A
3 - Lower Bognor Rd S	223	56	477	1199	0.186	224	509	0.3	0.2	3.691	A
4 - Hewarts Ln	303	76	250	1141	0.266	304	451	0.5	0.4	4.305	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	471	118	313	995	0.473	473	151	1.4	0.9	6.923	A
2 - Chalcraft Ln	476	119	347	1340	0.355	477	439	0.8	0.6	4.174	A
3 - Lower Bognor Rd S	187	47	399	1249	0.150	187	425	0.2	0.2	3.393	A
4 - Hewarts Ln	254	64	209	1164	0.218	254	377	0.4	0.3	3.959	A

2031 + CD + D ST, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.45	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)	Run automatically
D25	2031 + CD + D ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	293	100.000
2 - Chalcraft Ln		ONE HOUR	✓	512	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	338	100.000
4 - Hewarts Ln		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	1	129	147	16
	2 - Chalcraft Ln	177	1	82	252
	3 - Lower Bognor Rd S	146	125	0	67
	4 - Hewarts Ln	13	420	74	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	5	3	0
	2 - Chalcraft Ln	11	0	9	1
	3 - Lower Bognor Rd S	2	2	0	0
	4 - Hewarts Ln	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.42	8.14	0.7	A	269	403
2 - Chalcraft Ln	0.43	4.75	0.7	A	470	705
3 - Lower Bognor Rd S	0.32	4.52	0.5	A	310	465
4 - Hewarts Ln	0.57	8.52	1.3	A	465	698

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	221	55	464	880	0.251	219	253	0.0	0.3	5.440	A
2 - Chalcraft Ln	385	96	178	1374	0.280	384	505	0.0	0.4	3.631	A
3 - Lower Bognor Rd S	254	64	335	1272	0.200	253	227	0.0	0.2	3.532	A
4 - Hewarts Ln	382	95	337	1072	0.356	380	251	0.0	0.5	5.167	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	263	66	556	831	0.317	263	303	0.3	0.5	6.329	A
2 - Chalcraft Ln	460	115	214	1352	0.340	460	606	0.4	0.5	4.034	A
3 - Lower Bognor Rd S	304	76	401	1228	0.247	304	272	0.2	0.3	3.894	A
4 - Hewarts Ln	456	114	404	1033	0.441	455	301	0.5	0.8	6.211	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	323	81	680	766	0.421	322	370	0.5	0.7	8.080	A
2 - Chalcraft Ln	564	141	261	1321	0.427	563	741	0.5	0.7	4.739	A
3 - Lower Bognor Rd S	372	93	491	1168	0.319	372	333	0.3	0.5	4.516	A
4 - Hewarts Ln	558	140	495	981	0.569	556	368	0.8	1.3	8.430	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	323	81	683	765	0.422	323	371	0.7	0.7	8.135	A
2 - Chalcraft Ln	564	141	262	1321	0.427	564	743	0.7	0.7	4.753	A
3 - Lower Bognor Rd S	372	93	492	1168	0.319	372	334	0.5	0.5	4.524	A
4 - Hewarts Ln	558	140	495	981	0.569	558	369	1.3	1.3	8.517	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	263	66	560	830	0.318	264	304	0.7	0.5	6.380	A
2 - Chalcraft Ln	460	115	215	1351	0.341	461	609	0.7	0.5	4.051	A
3 - Lower Bognor Rd S	304	76	403	1227	0.248	304	273	0.5	0.3	3.905	A
4 - Hewarts Ln	456	114	405	1033	0.441	458	302	1.3	0.8	6.282	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	221	55	468	878	0.251	221	254	0.5	0.3	5.486	A
2 - Chalcraft Ln	385	96	180	1373	0.281	386	509	0.5	0.4	3.649	A
3 - Lower Bognor Rd S	254	64	337	1271	0.200	255	229	0.3	0.3	3.544	A
4 - Hewarts Ln	382	95	339	1071	0.356	383	253	0.8	0.6	5.239	A

2031 + CD + D ST, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.14	S

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)	Run automatically
D26	2031 + CD + D ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Rd N		ONE HOUR	✓	674	100.000
2 - Chalcraft Ln		ONE HOUR	✓	673	100.000
3 - Lower Bognor Rd S		ONE HOUR	✓	264	100.000
4 - Hewarts Ln		ONE HOUR	✓	357	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	1	279	356	38
	2 - Chalcraft Ln	99	1	149	424
	3 - Lower Bognor Rd S	114	83	1	66
	4 - Hewarts Ln	3	261	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Lower Bognor Rd N	2 - Chalcraft Ln	3 - Lower Bognor Rd S	4 - Hewarts Ln
	1 - Lower Bognor Rd N	0	6	0	3
	2 - Chalcraft Ln	7	0	2	0
	3 - Lower Bognor Rd S	1	8	0	0
	4 - Hewarts Ln	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Rd N	0.85	25.89	5.1	D	618	928
2 - Chalcraft Ln	0.62	7.81	1.6	A	618	926
3 - Lower Bognor Rd S	0.27	4.55	0.4	A	242	363
4 - Hewarts Ln	0.36	5.22	0.6	A	328	491

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	507	127	329	959	0.529	503	163	0.0	1.1	7.822	A
2 - Chalcraft Ln	507	127	365	1313	0.386	504	467	0.0	0.6	4.436	A
3 - Lower Bognor Rd S	199	50	422	1208	0.165	198	448	0.0	0.2	3.565	A
4 - Hewarts Ln	269	67	224	1143	0.235	268	395	0.0	0.3	4.108	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	606	151	394	924	0.656	603	195	1.1	1.8	11.103	B
2 - Chalcraft Ln	605	151	438	1266	0.478	604	559	0.6	0.9	5.427	A
3 - Lower Bognor Rd S	237	59	505	1155	0.205	237	537	0.2	0.3	3.921	A
4 - Hewarts Ln	321	80	268	1117	0.287	321	474	0.3	0.4	4.518	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	742	186	483	877	0.846	731	238	1.8	4.7	22.953	C
2 - Chalcraft Ln	741	185	531	1205	0.615	738	682	0.9	1.6	7.665	A
3 - Lower Bognor Rd S	291	73	617	1084	0.268	290	653	0.3	0.4	4.533	A
4 - Hewarts Ln	393	98	328	1082	0.363	392	579	0.4	0.6	5.213	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	742	186	483	877	0.847	741	239	4.7	5.1	25.894	C
2 - Chalcraft Ln	741	185	538	1201	0.617	741	686	1.6	1.6	7.813	A
3 - Lower Bognor Rd S	291	73	620	1083	0.269	291	659	0.4	0.4	4.546	A
4 - Hewarts Ln	393	98	329	1082	0.363	393	581	0.6	0.6	5.225	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	606	151	395	923	0.656	618	196	5.1	2.0	12.237	B
2 - Chalcraft Ln	605	151	447	1260	0.480	608	567	1.6	0.9	5.538	A
3 - Lower Bognor Rd S	237	59	509	1153	0.206	238	546	0.4	0.3	3.938	A
4 - Hewarts Ln	321	80	270	1116	0.287	322	477	0.6	0.4	4.534	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Lower Bognor Rd N	507	127	331	958	0.530	511	164	2.0	1.1	8.109	A
2 - Chalcraft Ln	507	127	370	1310	0.387	508	472	0.9	0.6	4.495	A
3 - Lower Bognor Rd S	199	50	425	1206	0.165	199	453	0.3	0.2	3.578	A
4 - Hewarts Ln	269	67	225	1142	0.235	269	399	0.4	0.3	4.127	A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
[Redacted]
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Filename: Site Access Upd.j9

Path: T:\Projects\14000 Series\14224\ITB West of Bersted\Tech\Junction Assessments\Picady

Report generation date: 03/11/2020 13:15:21

»2018, AM
 »2018, PM
 »2023 + CD, AM
 »2023 + CD, PM
 »2025 + CD, AM
 »2025 + CD, PM
 »2031 + CD, AM
 »2031 + CD, PM
 »2023 + CD + D, AM
 »2023 + CD + D, PM
 »2025 + CD + D, AM
 »2025 + CD + D, PM
 »2031 + CD + D, AM
 »2031 + CD + D, PM
 »2031 + CD + D ST, AM
 »2031 + CD + D ST, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2018						
Stream B-AC	0.0	0.00	0.00	0.0	11.09	0.02
Stream C-AB	0.0	4.40	0.01	0.0	3.85	0.01
2023 + CD						
Stream B-AC	0.1	12.15	0.06	0.1	12.42	0.06
Stream C-AB	0.1	4.42	0.04	0.1	3.79	0.04
2025 + CD						
Stream B-AC	0.1	12.25	0.06	0.1	12.51	0.06
Stream C-AB	0.1	4.41	0.04	0.1	3.77	0.04
2031 + CD						
Stream B-AC	0.1	12.53	0.06	0.1	12.79	0.06
Stream C-AB	0.1	4.39	0.04	0.1	3.75	0.04
2023 + CD + D						
Stream B-AC	0.4	15.97	0.30	0.2	13.54	0.15
Stream C-AB	0.2	4.59	0.11	0.9	4.21	0.24
2025 + CD + D						
Stream B-AC	0.4	16.14	0.30	0.2	13.66	0.15
Stream C-AB	0.2	4.58	0.11	0.9	4.20	0.25
2031 + CD + D						
Stream B-AC	0.4	16.63	0.31	0.2	14.00	0.15
Stream C-AB	0.2	4.56	0.11	1.0	4.18	0.25
2031 + CD + D ST						
Stream B-AC	0.5	20.06	0.35	0.2	16.44	0.17
Stream C-AB	0.2	4.47	0.10	0.9	4.02	0.23

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	
Location	
Site number	
Date	09/06/2020
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	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically	Relationship type	Relationship
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2023	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2025	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2025	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	2031	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G5
D8	2031	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G6
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D17	Dev	AM	ONE HOUR	07:45	09:15	15			
D18	Dev	PM	ONE HOUR	16:45	18:15	15			
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18
D25	2031 + CD + D ST	AM	ONE HOUR	07:45	09:15	15	✓		
D26	2031 + CD + D ST	PM	ONE HOUR	16:45	18:15	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2018-2023 AM		1.0255
G2	2018-2023 PM		1.0203
G3	2018-2025 AM		1.0345
G4	2018-2025 PM		1.0280
G5	2018-2031 AM		1.0587
G6	2018-2031 PM		1.0496

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Chalcraff Lane W		Major
B	Site Access		Minor
C	Chalcraff Lane E		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 - Chalcraff Lane E	7.20			128.0	✓	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 - Site Access	One lane	3.15	35	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	510	0.088	0.223	0.140	0.318
B-C	651	0.095	0.239	-	-
C-B	648	0.238	0.238	-	-

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)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	680	100.000
B - Site Access		ONE HOUR	✓	2	100.000
C - Chalcraft Lane E		ONE HOUR	✓	560	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	2	678
	B - Site Access	1	0	1
	C - Chalcraft Lane E	558	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.40	0.0	A	5	7
C-A					509	764
AB					2	3
AC					622	933

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	410	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.77	821	0.004	3	0.0	0.0	4.399	A
C-A	419	105			419				
AB	2	0.38			2				
AC	510	128			510				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	377	0.000	0	0.0	0.0	0.000	A
C-AB	4	1	862	0.005	4	0.0	0.0	4.197	A
C-A	499	125			499				
AB	2	0.45			2				
AC	610	152			610				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	330	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	921	0.007	7	0.0	0.0	3.935	A
C-A	610	152			610				
AB	2	0.55			2				
AC	746	187			746				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	330	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	921	0.007	7	0.0	0.0	3.936	A
C-A	610	152			610				
AB	2	0.55			2				
AC	746	187			746				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	377	0.000	0	0.0	0.0	0.000	A
C-AB	4	1	862	0.005	4	0.0	0.0	4.200	A
C-A	499	125			499				
AB	2	0.45			2				
AC	610	152			610				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	410	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.77	821	0.004	3	0.0	0.0	4.401	A
C-A	419	105			419				
AB	2	0.38			2				
AC	510	128			510				

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	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)	Run automatically
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	581	100.000
B - Site Access		ONE HOUR	✓	6	100.000
C - Chalcraft Lane E		ONE HOUR	✓	759	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
	A - Chalcraft Lane W	0	3	578
	B - Site Access	3	0	3
	C - Chalcraft Lane E	757	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	11.09	0.0	E	6	8
C-AB	0.01	3.85	0.0	A	6	9
C-A					690	1035
A-B					3	4
A-C					530	796

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	412	0.011	4	0.0	0.0	8.828	A
C-AB	4	0.96	939	0.004	4	0.0	0.0	3.848	A
C-A	568	142			568				
A-B	2	0.56			2				
A-C	435	109			435				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	379	0.014	5	0.0	0.0	9.637	A
C-AB	6	1	1004	0.006	6	0.0	0.0	3.605	A
C-A	677	169			677				
A-B	3	0.67			3				
A-C	520	130			520				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	331	0.020	7	0.0	0.0	11.092	E
C-AB	9	2	1097	0.008	9	0.0	0.0	3.308	A
C-A	826	207			826				
A-B	3	0.83			3				
A-C	636	159			636				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	331	0.020	7	0.0	0.0	11.092	E
C-AB	9	2	1097	0.008	9	0.0	0.0	3.312	A
C-A	826	207			826				
A-B	3	0.83			3				
A-C	636	159			636				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	379	0.014	5	0.0	0.0	9.640	A
C-AB	6	1	1004	0.006	6	0.0	0.0	3.611	A
C-A	677	169			677				
A-B	3	0.67			3				
A-C	520	130			520				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	1	412	0.011	5	0.0	0.0	8.831	A
C-AB	4	0.96	939	0.004	4	0.0	0.0	3.851	A
C-A	568	142			568				
A-B	2	0.56			2				
A-C	435	109			435				

2023 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.23	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)	Run automatically	Relationship type	Relationship
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	763	100.000
B - Site Access		ONE HOUR	✓	16	100.000
C - Chalcraft Lane E		ONE HOUR	✓	607	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	9	754
	B - Site Access	7	0	9
	C - Chalcraft Lane E	597	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	12.15	0.1	B	15	22
C-AB	0.04	4.42	0.1	A	26	39
C-A					532	797
A-B					8	12
A-C					692	1038

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	403	0.030	12	0.0	0.0	9.197	A
C-AB	16	4	831	0.020	16	0.0	0.0	4.419	A
C-A	441	110			441				
A-B	7	2			7				
A-C	568	142			568				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	367	0.039	14	0.0	0.0	10.219	B
C-AB	23	6	875	0.027	23	0.0	0.0	4.227	A
C-A	522	131			522				
A-B	8	2			8				
A-C	678	170			678				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	314	0.056	18	0.0	0.1	12.143	B
C-AB	37	9	939	0.039	37	0.0	0.1	3.988	A
C-A	632	158			632				
A-B	10	2			10				
A-C	830	208			830				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	314	0.056	18	0.1	0.1	12.148	B
C-AB	37	9	939	0.039	37	0.1	0.1	3.991	A
C-A	632	158			632				
A-B	10	2			10				
A-C	830	208			830				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	367	0.039	15	0.1	0.0	10.225	S
C-AB	24	6	875	0.027	24	0.1	0.0	4.233	A
C-A	522	131			522				
A-B	8	2			8				
A-C	678	170			678				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	403	0.030	12	0.0	0.0	9.205	A
C-AB	17	4	831	0.020	17	0.0	0.0	4.421	A
C-A	441	110			441				
A-B	7	2			7				
A-C	568	142			568				

2023 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.21	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)	Run automatically	Relationship type	Relationship
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	628	100.000
B - Site Access		ONE HOUR	✓	16	100.000
C - Chalcraft Lane E		ONE HOUR	✓	831	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	8	620
	B - Site Access	8	0	8
	C - Chalcraft Lane E	823	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	12.42	0.1	B	15	22
C-AB	0.04	3.79	0.1	A	28	42
C-A					735	1102
A-B					7	11
A-C					569	853

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	398	0.031	12	0.0	0.0	9.334	A
C-AB	17	4	969	0.017	17	0.0	0.0	3.781	A
C-A	609	152			609				
A-B	6	2			6				
A-C	467	117			467				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	361	0.040	14	0.0	0.0	10.391	B
C-AB	25	6	1040	0.024	25	0.0	0.0	3.545	A
C-A	722	181			722				
A-B	7	2			7				
A-C	557	139			557				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	308	0.058	18	0.0	0.1	12.414	B
C-AB	43	11	1144	0.037	43	0.0	0.1	3.268	A
C-A	873	218			873				
A-B	9	2			9				
A-C	682	171			682				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	308	0.058	18	0.1	0.1	12.419	B
C-AB	43	11	1144	0.038	43	0.1	0.1	3.269	A
C-A	873	218			873				
A-B	9	2			9				
A-C	682	171			682				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	361	0.040	15	0.1	0.0	10.400	S
C-AB	25	6	1040	0.024	25	0.1	0.0	3.551	A
C-A	722	181			722				
A-B	7	2			7				
A-C	557	139			557				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	398	0.031	12	0.0	0.0	9.344	A
C-AB	17	4	969	0.017	17	0.0	0.0	3.786	A
C-A	609	152			609				
A-B	6	2			6				
A-C	467	117			467				

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.23	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)	Run automatically	Relationship type	Relationship
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	769	100.000
B - Site Access		ONE HOUR	✓	16	100.000
C - Chalcraft Lane E		ONE HOUR	✓	612	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	9	760
	B - Site Access	7	0	9
	C - Chalcraft Lane E	602	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	12.25	0.1	B	15	22
C-AB	0.04	4.41	0.1	A	26	39
C-A					536	804
A-B					8	12
A-C					698	1047

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	402	0.030	12	0.0	0.0	9.233	A
C-AB	17	4	833	0.020	17	0.0	0.0	4.409	A
C-A	444	111			444				
A-B	7	2			7				
A-C	572	143			572				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	365	0.040	14	0.0	0.0	10.274	B
C-AB	24	6	877	0.027	24	0.0	0.0	4.217	A
C-A	527	132			527				
A-B	8	2			8				
A-C	684	171			684				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	312	0.057	18	0.0	0.1	12.243	B
C-AB	38	9	942	0.040	37	0.0	0.1	3.976	A
C-A	637	159			637				
A-B	10	2			10				
A-C	837	209			837				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	312	0.057	18	0.1	0.1	12.249	B
C-AB	38	9	942	0.040	38	0.1	0.1	3.980	A
C-A	637	159			637				
A-B	10	2			10				
A-C	837	209			837				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	365	0.040	15	0.1	0.0	10.282	S
C-AB	24	6	877	0.027	24	0.1	0.0	4.221	A
C-A	527	132			527				
A-B	8	2			8				
A-C	684	171			684				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	402	0.030	12	0.0	0.0	9.243	A
C-AB	17	4	833	0.020	17	0.0	0.0	4.412	A
C-A	444	111			444				
A-B	7	2			7				
A-C	572	143			572				

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.21	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)	Run automatically	Relationship type	Relationship
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	632	100.000
B - Site Access		ONE HOUR	✓	16	100.000
C - Chalcraft Lane E		ONE HOUR	✓	837	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	8	624
	B - Site Access	8	0	8
	C - Chalcraft Lane E	829	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	12.51	0.1	B	15	22
C-AB	0.04	3.77	0.1	A	29	43
C-A					740	1109
A-B					7	11
A-C					573	859

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	396	0.031	12	0.0	0.0	9.367	A
C-AB	17	4	971	0.017	17	0.0	0.0	3.771	A
C-A	613	153			613				
A-B	6	2			6				
A-C	470	117			470				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	359	0.040	14	0.0	0.0	10.441	B
C-AB	25	6	1043	0.024	25	0.0	0.0	3.535	A
C-A	727	182			727				
A-B	7	2			7				
A-C	561	140			561				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	305	0.058	18	0.0	0.1	12.508	B
C-AB	44	11	1148	0.038	43	0.0	0.1	3.258	A
C-A	878	220			878				
A-B	9	2			9				
A-C	687	172			687				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	305	0.058	18	0.1	0.1	12.513	B
C-AB	44	11	1148	0.038	44	0.1	0.1	3.262	A
C-A	878	220			878				
A-B	9	2			9				
A-C	687	172			687				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	359	0.040	15	0.1	0.0	10.449	E
C-AB	25	6	1043	0.024	26	0.1	0.0	3.538	A
C-A	727	182			727				
A-B	7	2			7				
A-C	561	140			561				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	396	0.031	12	0.0	0.0	9.375	A
C-AB	17	4	971	0.018	17	0.0	0.0	3.773	A
C-A	613	153			613				
A-B	6	2			6				
A-C	470	117			470				

2031 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.23	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)	Run automatically	Relationship type	Relationship
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	786	100.000
B - Site Access		ONE HOUR	✓	16	100.000
C - Chalcraft Lane E		ONE HOUR	✓	626	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	9	777
	B - Site Access	7	0	9
	C - Chalcraft Lane E	616	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	12.53	0.1	B	15	22
C-AB	0.04	4.39	0.1	A	27	40
C-A					547	821
A-B					8	13
A-C					713	1069

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	398	0.031	12	0.0	0.0	9.332	A
C-AB	17	4	838	0.020	17	0.0	0.0	4.384	A
C-A	454	114			454				
A-B	7	2			7				
A-C	585	146			585				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	360	0.040	14	0.0	0.0	10.425	B
C-AB	24	6	883	0.028	24	0.0	0.0	4.189	A
C-A	538	135			538				
A-B	8	2			8				
A-C	698	175			698				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	305	0.058	18	0.0	0.1	12.522	B
C-AB	39	10	951	0.041	39	0.0	0.1	3.946	A
C-A	650	163			650				
A-B	10	3			10				
A-C	855	214			855				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	305	0.058	18	0.1	0.1	12.528	B
C-AB	39	10	951	0.041	39	0.1	0.1	3.949	A
C-A	650	163			650				
A-B	10	3			10				
A-C	855	214			855				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	360	0.040	15	0.1	0.0	10.432	S
C-AB	24	6	884	0.028	25	0.1	0.0	4.195	A
C-A	538	135			538				
A-B	8	2			8				
A-C	698	175			698				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	398	0.031	12	0.0	0.0	9.342	A
C-AB	17	4	838	0.020	17	0.0	0.0	4.387	A
C-A	454	114			454				
A-B	7	2			7				
A-C	585	146			585				

2031 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.22	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)	Run automatically	Relationship type	Relationship
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	645	100.000
B - Site Access		ONE HOUR	✓	16	100.000
C - Chalcraft Lane E		ONE HOUR	✓	854	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	8	637
	B - Site Access	8	0	8
	C - Chalcraft Lane E	846	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	12.79	0.1	B	15	22
C-AB	0.04	3.75	0.1	A	30	45
C-A					754	1130
A-B					7	11
A-C					584	876

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	393	0.031	12	0.0	0.0	9.460	A
C-AB	17	4	978	0.018	17	0.0	0.0	3.745	A
C-A	625	156			625				
A-B	6	2			6				
A-C	479	120			479				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	355	0.041	15	0.0	0.0	10.586	B
C-AB	26	7	1052	0.025	26	0.0	0.0	3.507	A
C-A	741	185			741				
A-B	7	2			7				
A-C	572	143			572				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	299	0.060	18	0.0	0.1	12.780	B
C-AB	45	11	1159	0.039	45	0.0	0.1	3.230	A
C-A	894	224			894				
A-B	9	2			9				
A-C	701	175			701				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	299	0.060	18	0.1	0.1	12.786	B
C-AB	45	11	1159	0.039	45	0.1	0.1	3.231	A
C-A	894	224			894				
A-B	9	2			9				
A-C	701	175			701				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	355	0.041	15	0.1	0.0	10.596	S
C-AB	26	7	1052	0.025	26	0.1	0.0	3.513	A
C-A	741	185			741				
AB	7	2			7				
AC	572	143			572				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	393	0.031	12	0.0	0.0	9.469	A
C-AB	18	4	978	0.018	18	0.0	0.0	3.750	A
C-A	625	156			625				
AB	6	2			6				
AC	479	120			479				

2023 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.17	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)	Run automatically	Relationship type	Relationship
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	772	100.000
B - Site Access		ONE HOUR	✓	88	100.000
C - Chalcraft Lane E		ONE HOUR	✓	624	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	18	754
	B - Site Access	33	0	55
	C - Chalcraft Lane E	597	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.30	15.97	0.4	C	81	121
C-AB	0.11	4.59	0.2	A	69	104
C-A					503	755
A-B					17	25
A-C					692	1038

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	413	0.161	66	0.0	0.2	10.349	B
C-AB	44	11	830	0.054	44	0.0	0.1	4.581	A
C-A	426	106			426				
A-B	14	3			14				
A-C	568	142			568				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	376	0.211	79	0.2	0.3	12.112	B
C-AB	63	16	873	0.073	63	0.1	0.1	4.444	A
C-A	498	124			498				
A-B	16	4			16				
A-C	678	170			678				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	322	0.301	96	0.3	0.4	15.882	C
C-AB	100	25	938	0.107	100	0.1	0.2	4.295	A
C-A	587	147			587				
A-B	20	5			20				
A-C	830	208			830				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	322	0.301	97	0.4	0.4	15.971	C
C-AB	100	25	938	0.107	100	0.2	0.2	4.300	A
C-A	587	147			587				
A-B	20	5			20				
A-C	830	208			830				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	376	0.211	80	0.4	0.3	12.189	E
C-AB	64	16	874	0.073	64	0.2	0.1	4.452	A
C-A	498	124			498				
AB	16	4			16				
AC	678	170			678				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	413	0.161	67	0.3	0.2	10.414	E
C-AB	45	11	830	0.054	45	0.1	0.1	4.588	A
C-A	425	106			425				
AB	14	3			14				
AC	568	142			568				

2023 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.88	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)	Run automatically	Relationship type	Relationship
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	652	100.000
B - Site Access		ONE HOUR	✓	41	100.000
C - Chalcraft Lane E		ONE HOUR	✓	874	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	32	620
	B - Site Access	17	0	24
	C - Chalcraft Lane E	823	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	13.54	0.2	B	38	57
C-AB	0.24	4.21	0.9	A	182	273
C-A					620	930
A-B					29	44
A-C					569	853

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	407	0.076	31	0.0	0.1	9.564	A
C-AB	107	27	966	0.111	106	0.0	0.2	4.189	A
C-A	551	138			551				
A-B	24	6			24				
A-C	467	117			467				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	368	0.100	37	0.1	0.1	10.860	B
C-AB	161	40	1037	0.155	161	0.2	0.4	4.111	A
C-A	625	156			625				
A-B	29	7			29				
A-C	557	139			557				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	311	0.145	45	0.1	0.2	13.506	B
C-AB	276	69	1141	0.242	274	0.4	0.9	4.165	A
C-A	687	172			687				
A-B	35	9			35				
A-C	682	171			682				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	311	0.146	45	0.2	0.2	13.542	B
C-AB	278	69	1143	0.243	278	0.9	0.9	4.184	A
C-A	685	171			685				
A-B	35	9			35				
A-C	682	171			682				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	368	0.100	37	0.2	0.1	10.895	S
C-AB	163	41	1039	0.156	164	0.9	0.5	4.136	A
C-A	624	156			624				
A-B	29	7			29				
A-C	557	139			557				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	406	0.076	31	0.1	0.1	9.594	A
C-AB	108	27	967	0.112	109	0.5	0.3	4.208	A
C-A	550	138			550				
A-B	24	6			24				
A-C	467	117			467				

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.18	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)	Run automatically	Relationship type	Relationship
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	778	100.000
B - Site Access		ONE HOUR	✓	88	100.000
C - Chalcraft Lane E		ONE HOUR	✓	629	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	18	760
	B - Site Access	33	0	55
	C - Chalcraft Lane E	602	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.30	16.14	0.4	C	81	121
C-AB	0.11	4.58	0.2	A	70	105
C-A					507	761
A-B					17	25
A-C					698	1047

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	411	0.161	66	0.0	0.2	10.392	B
C-AB	45	11	832	0.054	44	0.0	0.1	4.572	A
C-A	429	107			429				
A-B	14	3			14				
A-C	572	143			572				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	374	0.212	79	0.2	0.3	12.188	B
C-AB	64	16	876	0.073	64	0.1	0.1	4.434	A
C-A	502	125			502				
A-B	16	4			16				
A-C	684	171			684				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	320	0.303	96	0.3	0.4	16.051	C
C-AB	101	25	941	0.108	101	0.1	0.2	4.285	A
C-A	591	148			591				
A-B	20	5			20				
A-C	837	209			837				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	320	0.303	97	0.4	0.4	16.144	C
C-AB	102	25	941	0.108	102	0.2	0.2	4.293	A
C-A	591	148			591				
A-B	20	5			20				
A-C	837	209			837				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	374	0.212	80	0.4	0.3	12.267	E
C-AB	64	16	876	0.073	65	0.2	0.1	4.442	A
C-A	502	125			502				
AB	16	4			16				
AC	684	171			684				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	411	0.161	67	0.3	0.2	10.458	E
C-AB	45	11	832	0.054	45	0.1	0.1	4.579	A
C-A	429	107			429				
AB	14	3			14				
AC	572	143			572				

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.89	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)	Run automatically	Relationship type	Relationship
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	656	100.000
B - Site Access		ONE HOUR	✓	41	100.000
C - Chalcraft Lane E		ONE HOUR	✓	880	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	32	624
	B - Site Access	17	0	24
	C - Chalcraft Lane E	829	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	13.66	0.2	B	38	57
C-AB	0.25	4.20	0.9	A	184	277
C-A					623	935
A-B					29	44
A-C					573	859

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	405	0.076	31	0.0	0.1	9.599	A
C-AB	108	27	968	0.112	107	0.0	0.2	4.181	A
C-A	555	139			555				
A-B	24	6			24				
A-C	470	117			470				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	367	0.101	37	0.1	0.1	10.916	B
C-AB	163	41	1041	0.157	162	0.2	0.4	4.104	A
C-A	628	157			628				
A-B	29	7			29				
A-C	561	140			561				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	309	0.147	45	0.1	0.2	13.619	B
C-AB	280	70	1145	0.245	278	0.4	0.9	4.164	A
C-A	689	172			689				
A-B	35	9			35				
A-C	687	172			687				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	309	0.147	45	0.2	0.2	13.658	B
C-AB	281	70	1147	0.245	281	0.9	0.9	4.183	A
C-A	688	172			688				
A-B	35	9			35				
A-C	687	172			687				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	366	0.101	37	0.2	0.1	10.950	S
C-AB	164	41	1042	0.158	166	0.9	0.5	4.131	A
C-A	627	157			627				
AB	29	7			29				
AC	561	140			561				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	405	0.077	31	0.1	0.1	9.627	A
C-AB	109	27	969	0.113	110	0.5	0.3	4.201	A
C-A	554	138			554				
AB	24	6			24				
AC	470	117			470				

2031 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.19	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)	Run automatically	Relationship type	Relationship
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	795	100.000
B - Site Access		ONE HOUR	✓	88	100.000
C - Chalcraft Lane E		ONE HOUR	✓	643	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	18	777
	B - Site Access	33	0	55
	C - Chalcraft Lane E	616	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	16.63	0.4	C	81	121
C-AB	0.11	4.56	0.2	A	72	108
C-A					518	776
A-B					17	25
A-C					713	1069

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	407	0.163	66	0.0	0.2	10.515	B
C-AB	46	11	837	0.055	45	0.0	0.1	4.548	A
C-A	438	110			438				
A-B	14	3			14				
A-C	585	146			585				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	369	0.215	79	0.2	0.3	12.396	B
C-AB	66	16	882	0.074	66	0.1	0.1	4.407	A
C-A	512	128			512				
A-B	16	4			16				
A-C	698	175			698				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	313	0.310	96	0.3	0.4	16.477	C
C-AB	105	26	950	0.111	105	0.1	0.2	4.260	A
C-A	603	151			603				
A-B	20	5			20				
A-C	855	214			855				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	313	0.310	97	0.4	0.4	16.628	C
C-AB	105	26	950	0.111	105	0.2	0.2	4.266	A
C-A	603	151			603				
A-B	20	5			20				
A-C	855	214			855				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	369	0.215	80	0.4	0.3	12.485	E
C-AB	66	16	883	0.075	66	0.2	0.1	4.417	A
C-A	512	128			512				
AB	16	4			16				
AC	698	175			698				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	407	0.163	67	0.3	0.2	10.583	E
C-AB	46	12	837	0.055	46	0.1	0.1	4.556	A
C-A	438	109			438				
AB	14	3			14				
AC	585	146			585				

2031 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	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)	Run automatically	Relationship type	Relationship
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	669	100.000
B - Site Access		ONE HOUR	✓	41	100.000
C - Chalcraft Lane E		ONE HOUR	✓	897	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	32	637
	B - Site Access	17	0	24
	C - Chalcraft Lane E	846	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	14.00	0.2	B	38	57
C-AB	0.25	4.18	1.0	A	191	286
C-A					632	948
A-B					30	44
A-C					584	876

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	402	0.077	31	0.0	0.1	9.696	A
C-AB	111	28	976	0.113	110	0.0	0.3	4.159	A
C-A	564	141			564				
A-B	24	6			24				
A-C	479	120			479				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	362	0.103	37	0.1	0.1	11.077	B
C-AB	168	42	1050	0.160	167	0.3	0.5	4.083	A
C-A	638	160			638				
A-B	29	7			29				
A-C	572	143			572				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	303	0.150	45	0.1	0.2	13.956	B
C-AB	291	73	1157	0.252	289	0.5	1.0	4.160	A
C-A	696	174			696				
A-B	35	9			35				
A-C	701	175			701				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	303	0.150	45	0.2	0.2	13.998	B
C-AB	293	73	1158	0.253	293	1.0	1.0	4.182	A
C-A	694	174			694				
A-B	35	9			35				
A-C	701	175			701				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	362	0.103	37	0.2	0.1	11.115	S
C-AB	169	42	1051	0.161	171	1.0	0.5	4.113	A
C-A	637	159			637				
AB	29	7			29				
AC	572	143			572				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	401	0.077	31	0.1	0.1	9.729	A
C-AB	112	28	977	0.114	113	0.5	0.3	4.178	A
C-A	563	141			563				
AB	24	6			24				
AC	479	120			479				

2031 + CD + D ST, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.29	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)	Run automatically
D25	2031 + CD + D ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	840	100.000
B - Site Access		ONE HOUR	✓	87	100.000
C - Chalcraft Lane E		ONE HOUR	✓	674	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	21	819
	B - Site Access	41	0	46
	C - Chalcraft Lane E	650	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	1
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	20.06	0.5	C	80	120
C-AB	0.10	4.47	0.2	A	69	103
C-A					550	825
AB					19	29
AC					752	1127

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	377	0.174	65	0.0	0.2	11.495	E
C-AB	43	11	849	0.050	42	0.0	0.1	4.461	A
C-A	465	116			465				
AB	16	4			16				
AC	617	154			617				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	335	0.233	78	0.2	0.3	13.953	E
C-AB	62	16	898	0.069	62	0.1	0.1	4.304	A
C-A	544	136			544				
AB	19	5			19				
AC	736	184			736				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	275	0.348	95	0.3	0.5	19.879	C
C-AB	101	25	971	0.104	101	0.1	0.2	4.139	A
C-A	641	160			641				
AB	23	6			23				
AC	902	225			902				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	275	0.348	96	0.5	0.5	20.063	C
C-AB	101	25	971	0.104	101	0.2	0.2	4.144	A
C-A	641	160			641				
AB	23	6			23				
AC	902	225			902				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	335	0.233	79	0.5	0.3	14.092	E
C-AB	62	16	898	0.069	63	0.2	0.1	4.315	A
C-A	544	136			544				
A-B	19	5			19				
A-C	736	184			736				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	377	0.174	66	0.3	0.2	11.585	E
C-AB	43	11	849	0.050	43	0.1	0.1	4.467	A
C-A	465	116			465				
A-B	16	4			16				
A-C	617	154			617				

2031 + CD + D ST, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D26	2031 + CD + D ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Lane W		ONE HOUR	✓	717	100.000
B - Site Access		ONE HOUR	✓	42	100.000
C - Chalcraft Lane E		ONE HOUR	✓	941	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	40	677
	B - Site Access	21	0	21
	C - Chalcraft Lane E	898	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chalcraft Lane W	B - Site Access	C - Chalcraft Lane E
From	A - Chalcraft Lane W	0	0	0
	B - Site Access	0	0	0
	C - Chalcraft Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	16.44	0.2	C	39	58
C-AB	0.23	4.02	0.9	A	178	268
C-A					685	1028
A-B					37	55
A-C					621	932

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	372	0.085	31	0.0	0.1	10.540	E
C-AB	100	25	999	0.100	99	0.0	0.2	4.004	A
C-A	608	152			608				
A-B	30	8			30				
A-C	510	127			510				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	329	0.115	38	0.1	0.1	12.336	E
C-AB	155	39	1078	0.144	154	0.2	0.4	3.899	A
C-A	691	173			691				
A-B	36	9			36				
A-C	609	152			609				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	12	266	0.174	46	0.1	0.2	16.371	C
C-AB	278	69	1194	0.233	276	0.4	0.9	3.930	A
C-A	758	190			758				
A-B	44	11			44				
A-C	745	186			745				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	12	265	0.174	46	0.2	0.2	16.443	C
C-AB	280	70	1196	0.234	280	0.9	0.9	3.951	A
C-A	756	189			756				
A-B	44	11			44				
A-C	745	186			745				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	329	0.115	38	0.2	0.1	12.395	E
C-AB	156	39	1080	0.145	158	0.9	0.4	3.925	A
C-A	690	172			690				
AB	36	9			36				
AC	609	152			609				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	372	0.085	32	0.1	0.1	10.580	E
C-AB	101	25	999	0.101	102	0.4	0.2	4.019	A
C-A	607	152			607				
AB	30	8			30				
AC	510	127			510				

Junctions 9	
PICADY 9 - Priority Intersection Module	
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Filename: West Meads Drive Crossroads.j9

Path: T:\Projects\14000 Series\14224\ITB West of Bersted\Tech\Junction Assessments\Picady

Report generation date: 03/11/2020 13:17:42

»2018, AM
 »2018, PM
 »2023 + CD, AM
 »2023 + CD, PM
 »2025 + CD, AM
 »2025 + CD, PM
 »2031 + CD, AM
 »2031 + CD, PM
 »2023 + CD + D, AM
 »2023 + CD + D, PM
 »2025 + CD + D, AM
 »2025 + CD + D, PM
 »2031 + CD + D, AM
 »2031 + CD + D, PM
 »2031 + CD + D ST, AM
 »2031 + CD + D ST, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2018						
Stream B-ACD	1.5	19.35	0.60	0.8	15.24	0.44
Stream A-BCD	0.0	4.29	0.01	0.0	3.78	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.6	5.16	0.22	0.5	5.27	0.18
2023 + CD						
Stream B-ACD	1.9	24.48	0.66	0.9	18.18	0.49
Stream A-BCD	0.0	4.23	0.01	0.0	3.66	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.7	5.05	0.24	0.5	5.26	0.20
2025 + CD						
Stream B-ACD	2.0	25.33	0.67	0.9	18.18	0.49
Stream A-BCD	0.0	4.22	0.01	0.0	3.66	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.7	5.06	0.25	0.5	5.26	0.20
2031 + CD						
Stream B-ACD	2.2	27.95	0.70	1.0	19.66	0.51
Stream A-BCD	0.0	4.19	0.01	0.0	3.63	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.7	5.10	0.26	0.6	5.29	0.21
2023 + CD + D						
Stream B-ACD	2.5	30.18	0.72	1.3	21.92	0.57
Stream A-BCD	0.0	4.17	0.01	0.0	3.65	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.7	5.08	0.25	0.6	5.23	0.20
2025 + CD + D						
Stream B-ACD	2.6	31.46	0.73	1.3	21.92	0.57
Stream A-BCD	0.0	4.16	0.01	0.0	3.65	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.7	5.10	0.25	0.6	5.23	0.20
2031 + CD + D						
Stream B-ACD	3.0	35.47	0.76	1.4	24.10	0.60
Stream A-BCD	0.0	4.13	0.01	0.0	3.62	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.8	5.13	0.26	0.6	5.26	0.21
2031 + CD + D ST						
Stream B-ACD	5.6	85.87	0.88	2.5	40.81	0.73
Stream A-BCD	0.0	4.10	0.01	0.0	3.55	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	1.0	5.37	0.30	0.8	5.46	0.25

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	
Location	
Site number	
Date	30/09/2020
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	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically	Relationship type	Relationship
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2023	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2025	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2025	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	2031	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G5
D8	2031	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G6
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D17	Dev	AM	ONE HOUR	07:45	09:15	15			
D18	Dev	PM	ONE HOUR	16:45	18:15	15			
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18
D25	2031 + CD + D ST	AM	ONE HOUR	07:45	09:15	15	✓		
D26	2031 + CD + D ST	PM	ONE HOUR	16:45	18:15	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2018-2023 AM		1.0255
G2	2018-2023 PM		1.0203
G3	2018-2025 AM		1.0345
G4	2018-2025 PM		1.0203
G5	2018-2031 AM		1.0587
G6	2018-2031 PM		1.0496

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Chalcroft Ln E		Major
B	West Meads Drive S		Minor
C	Chalcroft Ln W		Major
D	West Meads Drive N		Minor

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)
A - Chalcroft Ln E	7.70			146.7	✓	0.00
C - Chalcroft Ln W	7.70			172.5	✓	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 - West Meads Drive S	One lane	4.66	143	177
D - West Meads Drive N	One lane	3.98	21	84

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	659	-	-	-	-	-	-	0.236	0.338	0.236	-	-	-
B-A	719	0.121	0.306	0.306	-	-	-	0.193	0.438	-	0.306	0.306	0.153
B-C	858	0.122	0.308	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	719	0.121	0.306	0.306	-	-	-	0.193	0.438	0.193	-	-	-
B-D, offside lane	719	0.121	0.306	0.306	-	-	-	0.193	0.438	0.193	-	-	-
C-B	674	0.242	0.242	0.345	-	-	-	-	-	-	-	-	-
D-A	743	-	-	-	-	-	-	0.267	-	0.105	-	-	-
D-B, nearside lane	577	0.155	0.155	0.351	-	-	-	0.246	0.246	0.097	-	-	-
D-B, offside lane	577	0.155	0.155	0.351	-	-	-	0.246	0.246	0.097	-	-	-
D-C	577	-	0.155	0.351	0.123	0.246	0.246	0.246	0.246	0.097	-	-	-

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)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	559	100.000
B - West Meads Drive S		ONE HOUR	✓	254	100.000
C - Chalcraft Ln W		ONE HOUR	✓	551	100.000
D - West Meads Drive N		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N	
From	A - Chalcraft Ln E	0	204	353	2
	B - West Meads Drive S	199	0	55	0
	C - Chalcraft Ln W	480	71	0	0
	D - West Meads Drive N	1	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N	
From	A - Chalcraft Ln E	0	2	1	0
	B - West Meads Drive S	1	0	4	0
	C - Chalcraft Ln W	1	1	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.60	19.35	1.5	C	233	350
ABCD	0.01	4.29	0.0	A	4	7
AB					186	279
AC					322	483
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.22	5.16	0.6	A	140	210
C-D					0	0
C-A					365	548

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	191	48	552	0.346	189	0.0	0.5	9.859	A
A-BCD	3	0.75	843	0.004	3	0.0	0.0	4.286	A
AB	153	38			153				
AC	265	66			265				
D-ABC	0	0	447	0.000	0	0.0	0.0	0.000	A
C-ABD	96	24	812	0.119	95	0.0	0.2	5.025	A
C-D	0	0			0				
C-A	318	80			318				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	228	57	516	0.443	227	0.5	0.8	12.428	B
A-BCD	4	1	884	0.005	4	0.0	0.0	4.089	A
AB	183	46			183				
AC	316	79			316				
D-ABC	0	0	414	0.000	0	0.0	0.0	0.000	A
C-ABD	131	33	845	0.155	131	0.2	0.3	5.047	A
C-D	0	0			0				
C-A	364	91			364				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	280	70	465	0.601	277	0.8	1.4	18.847	C
A-BCD	6	2	944	0.007	6	0.0	0.0	3.835	A
AB	223	56			223				
AC	386	97			386				
D-ABC	0	0	368	0.000	0	0.0	0.0	0.000	A
C-ABD	193	48	893	0.216	192	0.3	0.5	5.142	A
C-D	0	0			0				
C-A	414	104			414				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	280	70	465	0.601	280	1.4	1.5	19.349	C
A-BCD	6	2	944	0.007	6	0.0	0.0	3.840	A
AB	223	56			223				
AC	386	97			386				
D-ABC	0	0	368	0.000	0	0.0	0.0	0.000	A
C-ABD	193	48	894	0.216	193	0.5	0.6	5.156	A
C-D	0	0			0				
C-A	414	103			414				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	228	57	516	0.443	231	1.5	0.8	12.757	B
A-BCD	4	1	884	0.005	4	0.0	0.0	4.095	A
AB	183	46			183				
AC	316	79			316				
D-ABC	0	0	414	0.000	0	0.0	0.0	0.000	A
C-ABD	131	33	846	0.156	132	0.6	0.4	5.063	A
C-D	0	0			0				
C-A	364	91			364				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	191	48	552	0.347	192	0.8	0.5	10.042	B
A-BCD	3	0.75	842	0.004	3	0.0	0.0	4.292	A
AB	153	38			153				
AC	265	66			265				
D-ABC	0	0	447	0.000	0	0.0	0.0	0.000	A
C-ABD	97	24	812	0.119	97	0.4	0.2	5.044	A
C-D	0	0			0				
C-A	318	79			318				

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.23	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)	Run automatically
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	760	100.000
B - West Meads Drive S		ONE HOUR	✓	166	100.000
C - Chalcraft Ln W		ONE HOUR	✓	501	100.000
D - West Meads Drive N		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	245	513	2
	B - West Meads Drive S	134	0	32	0
	C - Chalcraft Ln W	446	55	0	0
	D - West Meads Drive N	1	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	2	0	0
	B - West Meads Drive S	1	0	0	0
	C - Chalcraft Ln W	0	0	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.44	15.24	0.8	C	152	228
A-BCD	0.01	3.78	0.0	A	6	9
AB					223	335
AC					468	702
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.18	5.27	0.5	A	107	161
C-D					0	0
C-A					352	528

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	521	0.240	124	0.0	0.3	9.030	A
A-BCD	4	0.93	956	0.004	4	0.0	0.0	3.780	A
AB	184	46			184				
AC	385	96			385				
D-ABC	0	0	441	0.000	0	0.0	0.0	0.000	A
C-ABD	73	18	771	0.095	73	0.0	0.2	5.157	A
C-D	0	0			0				
C-A	304	76			304				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	149	37	478	0.312	149	0.3	0.4	10.897	B
A-BCD	5	1	1020	0.005	5	0.0	0.0	3.546	A
AB	219	55			219				
AC	459	115			459				
D-ABC	0	0	407	0.000	0	0.0	0.0	0.000	A
C-ABD	100	25	796	0.126	100	0.2	0.3	5.181	A
C-D	0	0			0				
C-A	350	88			350				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	183	46	419	0.436	182	0.4	0.8	15.076	C
A-BCD	9	2	1113	0.008	9	0.0	0.0	3.258	A
AB	268	67			268				
AC	560	140			560				
D-ABC	0	0	359	0.000	0	0.0	0.0	0.000	A
C-ABD	148	37	833	0.178	148	0.3	0.5	5.261	A
C-D	0	0			0				
C-A	403	101			403				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	183	46	419	0.436	183	0.8	0.8	15.236	C
A-BCD	9	2	1113	0.008	9	0.0	0.0	3.259	A
AB	268	67			268				
AC	560	140			560				
D-ABC	0	0	358	0.000	0	0.0	0.0	0.000	A
C-ABD	149	37	834	0.178	149	0.5	0.5	5.271	A
C-D	0	0			0				
C-A	403	101			403				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	149	37	478	0.312	150	0.8	0.5	11.024	E
A-BCD	5	1	1020	0.005	5	0.0	0.0	3.551	A
AB	219	55			219				
AC	459	115			459				
D-ABC	0	0	407	0.000	0	0.0	0.0	0.000	A
C-ABD	101	25	796	0.126	101	0.5	0.3	5.195	A
C-D	0	0			0				
C-A	350	87			350				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	521	0.240	126	0.5	0.3	9.119	A
A-BCD	4	0.94	956	0.004	4	0.0	0.0	3.785	A
AB	184	46			184				
AC	385	96			385				
D-ABC	0	0	441	0.000	0	0.0	0.0	0.000	A
C-ABD	74	18	771	0.096	74	0.3	0.2	5.176	A
C-D	0	0			0				
C-A	303	76			303				

2023 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.93	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)	Run automatically	Relationship type	Relationship
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	604	100.000
B - West Meads Drive S		ONE HOUR	✓	262	100.000
C - Chalcraft Ln W		ONE HOUR	✓	629	100.000
D - West Meads Drive N		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	212	390	2
	B - West Meads Drive S	206	0	56	0
	C - Chalcraft Ln W	556	73	0	0
	D - West Meads Drive N	1	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	2	1	0
	B - West Meads Drive S	1	0	4	0
	C - Chalcraft Ln W	1	1	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.66	24.48	1.9	C	241	361
ABCD	0.01	4.23	0.0	A	5	8
AB					194	290
AC					356	534
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.24	5.05	0.7	A	163	245
C-D					0	0
C-A					414	621

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	198	49	532	0.371	195	0.0	0.6	10.612	B
ABCD	3	0.82	856	0.004	3	0.0	0.0	4.222	A
AB	159	40			159				
AC	292	73			292				
D-ABC	0	0	428	0.000	0	0.0	0.0	0.000	A
C-ABD	109	27	845	0.129	108	0.0	0.3	4.882	A
C-D	0	0			0				
C-A	365	91			365				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	236	59	492	0.480	235	0.6	0.9	13.929	B
ABCD	5	1	901	0.005	5	0.0	0.0	4.015	A
AB	190	47			190				
AC	349	87			349				
D-ABC	0	0	390	0.000	0	0.0	0.0	0.000	A
C-ABD	151	38	886	0.171	151	0.3	0.4	4.906	A
C-D	0	0			0				
C-A	414	104			414				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	289	72	435	0.664	285	0.9	1.8	23.403	C
A-BCD	7	2	967	0.007	7	0.0	0.0	3.747	A
AB	232	58			232				
AC	426	107			426				
D-ABC	0	0	338	0.000	0	0.0	0.0	0.000	A
C-ABD	229	57	945	0.243	228	0.4	0.7	5.036	A
C-D	0	0			0				
C-A	463	116			463				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	289	72	435	0.664	289	1.8	1.9	24.479	C
A-BCD	7	2	967	0.007	7	0.0	0.0	3.753	A
AB	232	58			232				
AC	426	107			426				
D-ABC	0	0	338	0.000	0	0.0	0.0	0.000	A
C-ABD	230	57	946	0.243	230	0.7	0.7	5.050	A
C-D	0	0			0				
C-A	463	116			463				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	236	59	491	0.480	240	1.9	1.0	14.509	B
A-BCD	5	1	901	0.005	5	0.0	0.0	4.020	A
AB	190	47			190				
AC	349	87			349				
D-ABC	0	0	390	0.000	0	0.0	0.0	0.000	A
C-ABD	152	38	887	0.171	153	0.7	0.4	4.925	A
C-D	0	0			0				
C-A	414	103			414				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	198	49	532	0.372	199	1.0	0.6	10.861	B
A-BCD	3	0.82	855	0.004	3	0.0	0.0	4.228	A
AB	159	40			159				
AC	292	73			292				
D-ABC	0	0	427	0.000	0	0.0	0.0	0.000	A
C-ABD	109	27	845	0.129	110	0.4	0.3	4.906	A
C-D	0	0			0				
C-A	364	91			364				

2023 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.48	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)	Run automatically	Relationship type	Relationship
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	831	100.000
B - West Meads Drive S		ONE HOUR	✓	171	100.000
C - Chalcraft Ln W		ONE HOUR	✓	544	100.000
D - West Meads Drive N		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	253	576	2
	B - West Meads Drive S	139	0	33	0
	C - Chalcraft Ln W	488	56	0	0
	D - West Meads Drive N	1	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	2	0	0
	B - West Meads Drive S	1	0	0	0
	C - Chalcraft Ln W	0	0	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.49	18.18	0.9	C	157	236
ABCD	0.01	3.66	0.0	A	7	10
AB					231	346
AC					525	788
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.20	5.26	0.5	A	120	179
C-D					0	0
C-A					380	570

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	129	32	499	0.258	128	0.0	0.3	9.647	A
ABCD	4	1	988	0.004	4	0.0	0.0	3.660	A
AB	190	47			190				
AC	432	108			432				
D-ABC	0	0	425	0.000	0	0.0	0.0	0.000	A
C-ABD	80	20	782	0.102	79	0.0	0.2	5.115	A
C-D	0	0			0				
C-A	330	83			330				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	154	39	452	0.341	153	0.3	0.5	12.016	B
ABCD	6	2	1059	0.006	6	0.0	0.0	3.416	A
AB	226	57			226				
AC	515	129			515				
D-ABC	0	0	388	0.000	0	0.0	0.0	0.000	A
C-ABD	111	28	811	0.136	110	0.2	0.3	5.141	A
C-D	0	0			0				
C-A	379	95			379				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	189	47	387	0.488	187	0.5	0.9	17.881	C
A-BCD	10	3	1163	0.009	10	0.0	0.0	3.121	A
AB	276	69			276				
AC	629	157			629				
D-ABC	0	0	334	0.000	0	0.0	0.0	0.000	A
C-ABD	168	42	854	0.196	167	0.3	0.5	5.250	A
C-D	0	0			0				
C-A	431	108			431				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	189	47	386	0.488	189	0.9	0.9	18.176	C
A-BCD	10	3	1163	0.009	10	0.0	0.0	3.122	A
AB	276	69			276				
AC	629	157			629				
D-ABC	0	0	334	0.000	0	0.0	0.0	0.000	A
C-ABD	168	42	855	0.197	168	0.5	0.5	5.261	A
C-D	0	0			0				
C-A	431	108			431				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	154	39	452	0.341	156	0.9	0.5	12.215	B
A-BCD	6	2	1059	0.006	6	0.0	0.0	3.421	A
AB	226	57			226				
AC	515	129			515				
D-ABC	0	0	387	0.000	0	0.0	0.0	0.000	A
C-ABD	111	28	812	0.137	112	0.5	0.3	5.159	A
C-D	0	0			0				
C-A	378	95			378				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	129	32	499	0.259	130	0.5	0.4	9.766	A
A-BCD	4	1	987	0.004	4	0.0	0.0	3.664	A
AB	190	47			190				
AC	432	108			432				
D-ABC	0	0	425	0.000	0	0.0	0.0	0.000	A
C-ABD	80	20	783	0.102	81	0.3	0.2	5.134	A
C-D	0	0			0				
C-A	329	82			329				

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	609	100.000
B - West Meads Drive S		ONE HOUR	✓	265	100.000
C - Chalcraft Ln W		ONE HOUR	✓	634	100.000
D - West Meads Drive N		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	214	393	2
	B - West Meads Drive S	208	0	57	0
	C - Chalcraft Ln W	561	73	0	0
	D - West Meads Drive N	1	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	2	1	0
	B - West Meads Drive S	1	0	4	0
	C - Chalcraft Ln W	1	1	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.67	25.33	2.0	D	243	364
ABCD	0.01	4.22	0.0	A	5	8
AB					195	293
AC					359	538
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.25	5.06	0.7	A	166	249
C-D					0	0
C-A					416	623

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	199	50	531	0.376	197	0.0	0.6	10.716	D
ABCD	3	0.83	858	0.004	3	0.0	0.0	4.212	A
AB	161	40			161				
AC	295	74			295				
D-ABC	0	0	426	0.000	0	0.0	0.0	0.000	A
C-ABD	110	28	846	0.130	109	0.0	0.3	4.882	A
C-D	0	0			0				
C-A	367	92			367				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	238	60	490	0.486	237	0.6	0.9	14.149	D
ABCD	5	1	903	0.005	5	0.0	0.0	4.004	A
AB	191	48			191				
AC	352	88			352				
D-ABC	0	0	389	0.000	0	0.0	0.0	0.000	A
C-ABD	154	38	888	0.173	153	0.3	0.4	4.910	A
C-D	0	0			0				
C-A	416	104			416				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	292	73	433	0.674	288	0.9	1.9	24.134	C
A-BCD	7	2	970	0.008	7	0.0	0.0	3.736	A
AB	234	58			234				
AC	430	107			430				
D-ABC	0	0	336	0.000	0	0.0	0.0	0.000	A
C-ABD	234	58	948	0.247	233	0.4	0.7	5.048	A
C-D	0	0			0				
C-A	464	116			464				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	292	73	433	0.674	291	1.9	2.0	25.333	D
A-BCD	7	2	970	0.008	7	0.0	0.0	3.738	A
AB	234	58			234				
AC	430	107			430				
D-ABC	0	0	336	0.000	0	0.0	0.0	0.000	A
C-ABD	234	59	948	0.247	234	0.7	0.7	5.061	A
C-D	0	0			0				
C-A	464	116			464				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	238	60	489	0.486	242	2.0	1.0	14.777	E
A-BCD	5	1	903	0.005	5	0.0	0.0	4.011	A
AB	191	48			191				
AC	352	88			352				
D-ABC	0	0	388	0.000	0	0.0	0.0	0.000	A
C-ABD	154	39	889	0.174	155	0.7	0.4	4.928	A
C-D	0	0			0				
C-A	416	104			416				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	199	50	530	0.376	201	1.0	0.6	10.975	E
A-BCD	3	0.84	857	0.004	3	0.0	0.0	4.217	A
AB	161	40			161				
AC	295	74			295				
D-ABC	0	0	425	0.000	0	0.0	0.0	0.000	A
C-ABD	111	28	847	0.131	112	0.4	0.3	4.905	A
C-D	0	0			0				
C-A	366	92			366				

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.48	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)	Run automatically	Relationship type	Relationship
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	831	100.000
B - West Meads Drive S		ONE HOUR	✓	171	100.000
C - Chalcraft Ln W		ONE HOUR	✓	544	100.000
D - West Meads Drive N		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	253	576	2
	B - West Meads Drive S	139	0	33	0
	C - Chalcraft Ln W	488	56	0	0
	D - West Meads Drive N	1	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	2	0	0
	B - West Meads Drive S	1	0	0	0
	C - Chalcraft Ln W	0	0	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.49	18.18	0.9	C	157	236
A-BCD	0.01	3.66	0.0	A	7	10
AB					231	346
AC					525	788
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.20	5.26	0.5	A	120	179
C-D					0	0
C-A					380	570

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	129	32	499	0.258	128	0.0	0.3	9.647	A
A-BCD	4	1	988	0.004	4	0.0	0.0	3.660	A
AB	190	47			190				
AC	432	108			432				
D-ABC	0	0	425	0.000	0	0.0	0.0	0.000	A
C-ABD	80	20	782	0.102	79	0.0	0.2	5.115	A
C-D	0	0			0				
C-A	330	83			330				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	154	39	452	0.341	153	0.3	0.5	12.016	B
A-BCD	6	2	1059	0.006	6	0.0	0.0	3.416	A
AB	226	57			226				
AC	515	129			515				
D-ABC	0	0	388	0.000	0	0.0	0.0	0.000	A
C-ABD	111	28	811	0.136	110	0.2	0.3	5.141	A
C-D	0	0			0				
C-A	379	95			379				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	189	47	387	0.488	187	0.5	0.9	17.881	C
A-BCD	10	3	1163	0.009	10	0.0	0.0	3.121	A
AB	276	69			276				
AC	629	157			629				
D-ABC	0	0	334	0.000	0	0.0	0.0	0.000	A
C-ABD	168	42	854	0.196	167	0.3	0.5	5.250	A
C-D	0	0			0				
C-A	431	108			431				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	189	47	386	0.488	189	0.9	0.9	18.176	C
A-BCD	10	3	1163	0.009	10	0.0	0.0	3.122	A
AB	276	69			276				
AC	629	157			629				
D-ABC	0	0	334	0.000	0	0.0	0.0	0.000	A
C-ABD	168	42	855	0.197	168	0.5	0.5	5.261	A
C-D	0	0			0				
C-A	431	108			431				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	154	39	452	0.341	156	0.9	0.5	12.215	B
A-BCD	6	2	1059	0.006	6	0.0	0.0	3.421	A
AB	226	57			226				
AC	515	129			515				
D-ABC	0	0	387	0.000	0	0.0	0.0	0.000	A
C-ABD	111	28	812	0.137	112	0.5	0.3	5.159	A
C-D	0	0			0				
C-A	378	95			378				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	129	32	499	0.259	130	0.5	0.4	9.766	A
A-BCD	4	1	987	0.004	4	0.0	0.0	3.664	A
AB	190	47			190				
AC	432	108			432				
D-ABC	0	0	425	0.000	0	0.0	0.0	0.000	A
C-ABD	80	20	783	0.102	81	0.3	0.2	5.134	A
C-D	0	0			0				
C-A	329	82			329				

2031 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2031 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.58	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)	Run automatically	Relationship type	Relationship
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	623	100.000
B - West Meads Drive S		ONE HOUR	✓	271	100.000
C - Chalcraft Ln W		ONE HOUR	✓	647	100.000
D - West Meads Drive N		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	219	402	2
	B - West Meads Drive S	213	0	58	0
	C - Chalcraft Ln W	572	75	0	0
	D - West Meads Drive N	1	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	2	1	0
	B - West Meads Drive S	1	0	4	0
	C - Chalcraft Ln W	1	1	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.70	27.95	2.2	D	249	373
ABCD	0.01	4.19	0.0	A	5	8
AB					200	300
AC					366	550
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.26	5.10	0.7	A	174	261
C-D					0	0
C-A					420	630

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	204	51	526	0.388	201	0.0	0.6	11.007	B
ABCD	3	0.87	863	0.004	3	0.0	0.0	4.188	A
AB	164	41			164				
AC	301	75			301				
D-ABC	0	0	422	0.000	0	0.0	0.0	0.000	A
C-ABD	115	29	851	0.135	113	0.0	0.3	4.884	A
C-D	0	0			0				
C-A	373	93			373				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	244	61	484	0.503	242	0.6	1.0	14.770	B
ABCD	5	1	910	0.005	5	0.0	0.0	3.976	A
AB	196	49			196				
AC	359	90			359				
D-ABC	0	0	384	0.000	0	0.0	0.0	0.000	A
C-ABD	160	40	893	0.180	160	0.3	0.4	4.918	A
C-D	0	0			0				
C-A	422	105			422				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	298	75	426	0.700	294	1.0	2.1	26.316	C
A-BCD	8	2	979	0.008	8	0.0	0.0	3.704	A
AB	239	60			239				
AC	439	110			439				
D-ABC	0	0	330	0.000	0	0.0	0.0	0.000	A
C-ABD	245	61	955	0.257	244	0.4	0.7	5.080	A
C-D	0	0			0				
C-A	467	117			467				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	298	75	426	0.701	298	2.1	2.2	27.947	D
A-BCD	8	2	979	0.008	8	0.0	0.0	3.707	A
AB	239	60			239				
AC	439	110			439				
D-ABC	0	0	329	0.000	0	0.0	0.0	0.000	A
C-ABD	246	61	955	0.257	246	0.7	0.7	5.097	A
C-D	0	0			0				
C-A	467	117			467				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	244	61	484	0.503	248	2.2	1.0	15.564	C
A-BCD	5	1	909	0.005	5	0.0	0.0	3.982	A
AB	196	49			196				
AC	359	90			359				
D-ABC	0	0	383	0.000	0	0.0	0.0	0.000	A
C-ABD	161	40	894	0.180	162	0.7	0.5	4.939	A
C-D	0	0			0				
C-A	421	105			421				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	204	51	526	0.388	206	1.0	0.6	11.301	B
A-BCD	3	0.87	863	0.004	3	0.0	0.0	4.192	A
AB	164	41			164				
AC	301	75			301				
D-ABC	0	0	421	0.000	0	0.0	0.0	0.000	A
C-ABD	115	29	851	0.136	116	0.5	0.3	4.910	A
C-D	0	0			0				
C-A	372	93			372				

2031 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2031 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.66	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)	Run automatically	Relationship type	Relationship
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	854	100.000
B - West Meads Drive S		ONE HOUR	✓	176	100.000
C - Chalcraft Ln W		ONE HOUR	✓	559	100.000
D - West Meads Drive N		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	260	591	2
	B - West Meads Drive S	143	0	34	0
	C - Chalcraft Ln W	501	58	0	0
	D - West Meads Drive N	1	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	2	0	0
	B - West Meads Drive S	1	0	0	0
	C - Chalcraft Ln W	0	0	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.51	19.66	1.0	C	162	243
ABCD	0.01	3.63	0.0	A	7	11
AB					237	356
AC					539	808
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.21	5.29	0.6	A	126	190
C-D					0	0
C-A					386	580

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	133	33	493	0.269	131	0.0	0.4	9.911	A
ABCD	4	1	997	0.004	4	0.0	0.0	3.624	A
AB	195	49			195				
AC	443	111			443				
D-ABC	0	0	420	0.000	0	0.0	0.0	0.000	A
C-ABD	84	21	786	0.106	83	0.0	0.2	5.117	A
C-D	0	0			0				
C-A	337	84			337				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	158	40	445	0.356	158	0.4	0.5	12.515	B
ABCD	7	2	1071	0.006	7	0.0	0.0	3.379	A
AB	232	58			232				
AC	528	132			528				
D-ABC	0	0	381	0.000	0	0.0	0.0	0.000	A
C-ABD	117	29	816	0.143	116	0.2	0.3	5.152	A
C-D	0	0			0				
C-A	386	96			386				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	194	49	377	0.515	192	0.5	1.0	19.268	C
A-BCD	11	3	1179	0.010	11	0.0	0.0	3.082	A
AB	284	71			284				
AC	645	161			645				
D-ABC	0	0	326	0.000	0	0.0	0.0	0.000	A
C-ABD	178	45	861	0.207	177	0.3	0.6	5.280	A
C-D	0	0			0				
C-A	437	109			437				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	194	49	377	0.515	194	1.0	1.0	19.659	C
A-BCD	11	3	1179	0.010	11	0.0	0.0	3.085	A
AB	284	71			284				
AC	645	161			645				
D-ABC	0	0	326	0.000	0	0.0	0.0	0.000	A
C-ABD	179	45	861	0.208	179	0.6	0.6	5.293	A
C-D	0	0			0				
C-A	436	109			436				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	158	40	444	0.357	160	1.0	0.6	12.762	B
A-BCD	7	2	1071	0.006	7	0.0	0.0	3.381	A
AB	232	58			232				
AC	528	132			528				
D-ABC	0	0	381	0.000	0	0.0	0.0	0.000	A
C-ABD	117	29	817	0.143	118	0.6	0.4	5.169	A
C-D	0	0			0				
C-A	385	96			385				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	133	33	493	0.269	133	0.6	0.4	10.043	B
A-BCD	4	1	997	0.004	4	0.0	0.0	3.629	A
AB	195	49			195				
AC	443	111			443				
D-ABC	0	0	420	0.000	0	0.0	0.0	0.000	A
C-ABD	84	21	787	0.107	85	0.4	0.2	5.139	A
C-D	0	0			0				
C-A	337	84			337				

2023 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		6.10	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)	Run automatically	Relationship type	Relationship
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	629	100.000
B - West Meads Drive S		ONE HOUR	✓	279	100.000
C - Chalcraft Ln W		ONE HOUR	✓	634	100.000
D - West Meads Drive N		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	222	405	2
	B - West Meads Drive S	210	0	56	13
	C - Chalcraft Ln W	561	73	0	0
	D - West Meads Drive N	1	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
	A - Chalcraft Ln E	0	2	1	0
	B - West Meads Drive S	1	0	4	0
	C - Chalcraft Ln W	1	1	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.72	30.18	2.5	D	256	385
ABCD	0.01	4.17	0.0	A	5	8
AB					203	304
AC					369	554
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.25	5.08	0.7	A	166	249
C-D					0	0
C-A					416	624

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	210	53	525	0.401	208	0.0	0.7	11.248	D
ABCD	3	0.85	868	0.004	3	0.0	0.0	4.161	A
AB	167	42			167				
AC	304	76			304				
D-ABC	0	0	423	0.000	0	0.0	0.0	0.000	A
C-ABD	110	27	844	0.130	109	0.0	0.3	4.895	A
C-D	0	0			0				
C-A	368	92			368				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	251	63	484	0.519	250	0.7	1.0	15.280	D
ABCD	5	1	916	0.005	5	0.0	0.0	3.948	A
AB	199	50			199				
AC	362	91			362				
D-ABC	0	0	385	0.000	0	0.0	0.0	0.000	A
C-ABD	153	38	885	0.173	153	0.3	0.4	4.924	A
C-D	0	0			0				
C-A	417	104			417				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	308	77	426	0.723	302	1.0	2.4	28.107	C
A-BCD	8	2	986	0.008	8	0.0	0.0	3.675	A
AB	243	61			243				
AC	442	111			442				
D-ABC	0	0	332	0.000	0	0.0	0.0	0.000	A
C-ABD	233	58	945	0.247	232	0.4	0.7	5.065	A
C-D	0	0			0				
C-A	465	116			465				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	308	77	425	0.723	307	2.4	2.5	30.180	C
A-BCD	8	2	986	0.008	8	0.0	0.0	3.680	A
AB	243	61			243				
AC	442	111			442				
D-ABC	0	0	331	0.000	0	0.0	0.0	0.000	A
C-ABD	234	59	945	0.248	234	0.7	0.7	5.083	A
C-D	0	0			0				
C-A	464	116			464				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	251	63	483	0.520	257	2.5	1.1	16.241	C
A-BCD	5	1	916	0.005	5	0.0	0.0	3.955	A
AB	199	50			199				
AC	362	91			362				
D-ABC	0	0	384	0.000	0	0.0	0.0	0.000	A
C-ABD	154	38	886	0.174	155	0.7	0.4	4.944	A
C-D	0	0			0				
C-A	416	104			416				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	210	53	525	0.401	212	1.1	0.7	11.575	B
A-BCD	3	0.85	868	0.004	3	0.0	0.0	4.167	A
AB	167	42			167				
AC	304	76			304				
D-ABC	0	0	423	0.000	0	0.0	0.0	0.000	A
C-ABD	111	28	845	0.131	111	0.4	0.3	4.918	A
C-D	0	0			0				
C-A	367	92			367				

2023 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	840	100.000
B - West Meads Drive S		ONE HOUR	✓	194	100.000
C - Chalcraft Ln W		ONE HOUR	✓	558	100.000
D - West Meads Drive N		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	257	581	2
	B - West Meads Drive S	149	0	33	13
	C - Chalcraft Ln W	502	56	0	0
	D - West Meads Drive N	1	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	2	0	0
	B - West Meads Drive S	1	0	0	0
	C - Chalcraft Ln W	0	0	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.57	21.92	1.3	C	178	268
A-BCD	0.01	3.65	0.0	A	7	11
AB					234	351
AC					530	795
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.20	5.23	0.6	A	123	184
C-D					0	0
C-A					390	584

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	146	37	493	0.297	145	0.0	0.4	10.313	B
A-BCD	4	1	991	0.004	4	0.0	0.0	3.648	A
AB	193	48			193				
AC	436	109			436				
D-ABC	0	0	421	0.000	0	0.0	0.0	0.000	A
C-ABD	81	20	789	0.103	80	0.0	0.2	5.081	A
C-D	0	0			0				
C-A	339	85			339				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	175	44	445	0.393	174	0.4	0.6	13.247	B
A-BCD	6	2	1063	0.006	6	0.0	0.0	3.404	A
AB	230	57			230				
AC	520	130			520				
D-ABC	0	0	382	0.000	0	0.0	0.0	0.000	A
C-ABD	113	28	819	0.138	113	0.2	0.3	5.106	A
C-D	0	0			0				
C-A	389	97			389				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	214	54	378	0.566	212	0.6	1.2	21.328	C
A-BCD	11	3	1169	0.009	11	0.0	0.0	3.108	A
AB	280	70			280				
AC	634	159			634				
D-ABC	0	0	327	0.000	0	0.0	0.0	0.000	A
C-ABD	173	43	864	0.200	172	0.3	0.6	5.213	A
C-D	0	0			0				
C-A	442	110			442				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	214	54	378	0.567	214	1.2	1.3	21.924	C
A-BCD	11	3	1168	0.009	11	0.0	0.0	3.111	A
AB	280	70			280				
AC	634	159			634				
D-ABC	0	0	327	0.000	0	0.0	0.0	0.000	A
C-ABD	173	43	865	0.200	173	0.6	0.6	5.226	A
C-D	0	0			0				
C-A	441	110			441				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	175	44	444	0.393	177	1.3	0.7	13.592	B
A-BCD	6	2	1063	0.006	6	0.0	0.0	3.406	A
AB	230	57			230				
AC	520	130			520				
D-ABC	0	0	382	0.000	0	0.0	0.0	0.000	A
C-ABD	114	28	819	0.139	114	0.6	0.3	5.124	A
C-D	0	0			0				
C-A	388	97			388				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	146	37	492	0.297	147	0.7	0.4	10.462	B
A-BCD	4	1	990	0.004	4	0.0	0.0	3.650	A
AB	193	48			193				
AC	436	109			436				
D-ABC	0	0	420	0.000	0	0.0	0.0	0.000	A
C-ABD	82	20	789	0.104	82	0.3	0.2	5.101	A
C-D	0	0			0				
C-A	339	85			339				

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		6.34	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)	Run automatically	Relationship type	Relationship
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	634	100.000
B - West Meads Drive S		ONE HOUR	✓	282	100.000
C - Chalcraft Ln W		ONE HOUR	✓	639	100.000
D - West Meads Drive N		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	224	408	2
	B - West Meads Drive S	212	0	57	13
	C - Chalcraft Ln W	566	73	0	0
	D - West Meads Drive N	1	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
	A - Chalcraft Ln E	0	2	1	0
	B - West Meads Drive S	1	0	4	0
	C - Chalcraft Ln W	1	1	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.73	31.46	2.6	D	259	388
ABCD	0.01	4.16	0.0	A	5	8
AB					204	307
AC					372	558
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.25	5.10	0.7	A	169	253
C-D					0	0
C-A					418	627

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	212	53	524	0.405	209	0.0	0.7	11.365	D
ABCD	3	0.86	870	0.004	3	0.0	0.0	4.152	A
AB	168	42			168				
AC	306	77			306				
D-ABC	0	0	422	0.000	0	0.0	0.0	0.000	A
C-ABD	111	28	846	0.132	110	0.0	0.3	4.895	A
C-D	0	0			0				
C-A	370	92			370				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	253	63	482	0.526	252	0.7	1.1	15.542	D
ABCD	5	1	919	0.005	5	0.0	0.0	3.938	A
AB	200	50			200				
AC	365	91			365				
D-ABC	0	0	383	0.000	0	0.0	0.0	0.000	A
C-ABD	156	39	887	0.175	155	0.3	0.4	4.926	A
C-D	0	0			0				
C-A	419	105			419				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	310	78	423	0.733	305	1.1	2.5	29.118	C
A-BCD	8	2	990	0.008	8	0.0	0.0	3.664	A
AB	245	61			245				
AC	446	111			446				
D-ABC	0	0	330	0.000	0	0.0	0.0	0.000	A
C-ABD	238	59	947	0.251	237	0.4	0.7	5.078	A
C-D	0	0			0				
C-A	466	116			466				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	310	78	423	0.734	310	2.5	2.6	31.461	D
A-BCD	8	2	989	0.008	8	0.0	0.0	3.666	A
AB	245	61			245				
AC	446	111			446				
D-ABC	0	0	329	0.000	0	0.0	0.0	0.000	A
C-ABD	238	60	948	0.251	238	0.7	0.7	5.096	A
C-D	0	0			0				
C-A	465	116			465				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	253	63	481	0.526	259	2.6	1.2	16.594	C
A-BCD	5	1	918	0.005	5	0.0	0.0	3.943	A
AB	200	50			200				
AC	365	91			365				
D-ABC	0	0	383	0.000	0	0.0	0.0	0.000	A
C-ABD	156	39	888	0.176	157	0.7	0.4	4.947	A
C-D	0	0			0				
C-A	418	105			418				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	212	53	523	0.405	214	1.2	0.7	11.710	B
A-BCD	3	0.86	870	0.004	3	0.0	0.0	4.158	A
AB	168	42			168				
AC	306	77			306				
D-ABC	0	0	421	0.000	0	0.0	0.0	0.000	A
C-ABD	112	28	846	0.133	113	0.4	0.3	4.920	A
C-D	0	0			0				
C-A	369	92			369				

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	840	100.000
B - West Meads Drive S		ONE HOUR	✓	194	100.000
C - Chalcraft Ln W		ONE HOUR	✓	558	100.000
D - West Meads Drive N		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	257	581	2
	B - West Meads Drive S	149	0	33	13
	C - Chalcraft Ln W	502	56	0	0
	D - West Meads Drive N	1	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	2	0	0
	B - West Meads Drive S	1	0	0	0
	C - Chalcraft Ln W	0	0	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.57	21.92	1.3	C	178	268
A-BCD	0.01	3.65	0.0	A	7	11
AB					234	351
AC					530	795
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.20	5.23	0.6	A	123	184
C-D					0	0
C-A					390	584

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	146	37	493	0.297	145	0.0	0.4	10.313	B
A-BCD	4	1	991	0.004	4	0.0	0.0	3.648	A
AB	193	48			193				
AC	436	109			436				
D-ABC	0	0	421	0.000	0	0.0	0.0	0.000	A
C-ABD	81	20	789	0.103	80	0.0	0.2	5.081	A
C-D	0	0			0				
C-A	339	85			339				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	175	44	445	0.393	174	0.4	0.6	13.247	B
A-BCD	6	2	1063	0.006	6	0.0	0.0	3.404	A
AB	230	57			230				
AC	520	130			520				
D-ABC	0	0	382	0.000	0	0.0	0.0	0.000	A
C-ABD	113	28	819	0.138	113	0.2	0.3	5.106	A
C-D	0	0			0				
C-A	389	97			389				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	214	54	378	0.566	212	0.6	1.2	21.328	C
A-BCD	11	3	1169	0.009	11	0.0	0.0	3.108	A
AB	280	70			280				
AC	634	159			634				
D-ABC	0	0	327	0.000	0	0.0	0.0	0.000	A
C-ABD	173	43	864	0.200	172	0.3	0.6	5.213	A
C-D	0	0			0				
C-A	442	110			442				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	214	54	378	0.567	214	1.2	1.3	21.924	C
A-BCD	11	3	1168	0.009	11	0.0	0.0	3.111	A
AB	280	70			280				
AC	634	159			634				
D-ABC	0	0	327	0.000	0	0.0	0.0	0.000	A
C-ABD	173	43	865	0.200	173	0.6	0.6	5.226	A
C-D	0	0			0				
C-A	441	110			441				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	175	44	444	0.393	177	1.3	0.7	13.592	E
A-BCD	6	2	1063	0.006	6	0.0	0.0	3.406	A
AB	230	57			230				
AC	520	130			520				
D-ABC	0	0	382	0.000	0	0.0	0.0	0.000	A
C-ABD	114	28	819	0.139	114	0.6	0.3	5.124	A
C-D	0	0			0				
C-A	388	97			388				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	146	37	492	0.297	147	0.7	0.4	10.462	E
A-BCD	4	1	990	0.004	4	0.0	0.0	3.650	A
AB	193	48			193				
AC	436	109			436				
D-ABC	0	0	420	0.000	0	0.0	0.0	0.000	A
C-ABD	82	20	789	0.104	82	0.3	0.2	5.101	A
C-D	0	0			0				
C-A	339	85			339				

2031 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		7.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	648	100.000
B - West Meads Drive S		ONE HOUR	✓	288	100.000
C - Chalcraft Ln W		ONE HOUR	✓	652	100.000
D - West Meads Drive N		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	229	417	2
	B - West Meads Drive S	217	0	58	13
	C - Chalcraft Ln W	577	75	0	0
	D - West Meads Drive N	1	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
	From	A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
		0	2	1	0
		1	0	4	0
		1	1	0	0
		0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.76	35.47	3.0	E	264	396
ABCD	0.01	4.13	0.0	A	6	8
AB					209	313
AC					380	570
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.26	5.13	0.8	A	176	265
C-D					0	0
C-A					422	633

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	217	54	519	0.418	214	0.0	0.7	11.691	E
ABCD	4	0.90	876	0.004	4	0.0	0.0	4.128	A
AB	172	43			172				
AC	312	78			312				
D-ABC	0	0	418	0.000	0	0.0	0.0	0.000	A
C-ABD	116	29	850	0.136	115	0.0	0.3	4.897	A
C-D	0	0			0				
C-A	375	94			375				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	259	65	476	0.544	257	0.7	1.1	16.288	D
ABCD	5	1	925	0.006	5	0.0	0.0	3.911	A
AB	205	51			205				
AC	373	93			373				
D-ABC	0	0	378	0.000	0	0.0	0.0	0.000	A
C-ABD	162	41	892	0.182	162	0.3	0.4	4.938	A
C-D	0	0			0				
C-A	424	106			424				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	317	79	416	0.761	310	1.1	2.8	32.179	C
A-BCD	8	2	998	0.008	8	0.0	0.0	3.633	A
AB	250	63			250				
AC	455	114			455				
D-ABC	0	0	323	0.000	0	0.0	0.0	0.000	A
C-ABD	250	62	954	0.262	248	0.4	0.8	5.114	A
C-D	0	0			0				
C-A	469	117			469				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	317	79	416	0.762	316	2.8	3.0	35.474	E
A-BCD	8	2	998	0.008	8	0.0	0.0	3.638	A
AB	250	63			250				
AC	455	114			455				
D-ABC	0	0	323	0.000	0	0.0	0.0	0.000	A
C-ABD	250	63	955	0.262	250	0.8	0.8	5.131	A
C-D	0	0			0				
C-A	468	117			468				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	259	65	476	0.544	266	3.0	1.2	17.657	C
A-BCD	5	1	925	0.006	5	0.0	0.0	3.916	A
AB	205	51			205				
AC	373	93			373				
D-ABC	0	0	378	0.000	0	0.0	0.0	0.000	A
C-ABD	163	41	893	0.183	164	0.8	0.5	4.959	A
C-D	0	0			0				
C-A	423	106			423				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	217	54	519	0.418	219	1.2	0.7	12.082	B
A-BCD	4	0.90	875	0.004	4	0.0	0.0	4.132	A
AB	172	43			172				
AC	312	78			312				
D-ABC	0	0	417	0.000	0	0.0	0.0	0.000	A
C-ABD	117	29	850	0.137	117	0.5	0.3	4.923	A
C-D	0	0			0				
C-A	374	94			374				

2031 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.42	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)	Run automatically	Relationship type	Relationship
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	863	100.000
B - West Meads Drive S		ONE HOUR	✓	199	100.000
C - Chalcraft Ln W		ONE HOUR	✓	573	100.000
D - West Meads Drive N		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	264	596	2
	B - West Meads Drive S	153	0	34	13
	C - Chalcraft Ln W	515	58	0	0
	D - West Meads Drive N	1	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	2	0	0
	B - West Meads Drive S	1	0	0	0
	C - Chalcraft Ln W	0	0	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.60	24.10	1.4	C	183	274
ABCD	0.01	3.62	0.0	A	8	11
AB					241	361
AC					543	815
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.21	5.26	0.6	A	130	194
C-D					0	0
C-A					396	594

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	150	37	486	0.308	148	0.0	0.4	10.599	B
ABCD	4	1	1000	0.004	4	0.0	0.0	3.613	A
AB	198	49			198				
AC	447	112			447				
D-ABC	0	0	416	0.000	0	0.0	0.0	0.000	A
C-ABD	85	21	792	0.107	84	0.0	0.2	5.083	A
C-D	0	0			0				
C-A	346	87			346				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	179	45	437	0.410	178	0.4	0.7	13.852	B
ABCD	7	2	1075	0.006	7	0.0	0.0	3.367	A
AB	236	59			236				
AC	533	133			533				
D-ABC	0	0	376	0.000	0	0.0	0.0	0.000	A
C-ABD	119	30	824	0.145	119	0.2	0.4	5.113	A
C-D	0	0			0				
C-A	396	99			396				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	219	55	368	0.595	217	0.7	1.4	23.277	C
A-BCD	12	3	1184	0.010	12	0.0	0.0	3.068	A
AB	288	72			288				
AC	650	163			650				
D-ABC	0	0	320	0.000	0	0.0	0.0	0.000	A
C-ABD	184	46	871	0.211	183	0.4	0.6	5.245	A
C-D	0	0			0				
C-A	447	112			447				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	219	55	368	0.596	219	1.4	1.4	24.098	C
A-BCD	12	3	1184	0.010	12	0.0	0.0	3.072	A
AB	288	72			288				
AC	650	163			650				
D-ABC	0	0	319	0.000	0	0.0	0.0	0.000	A
C-ABD	184	46	871	0.211	184	0.6	0.6	5.260	A
C-D	0	0			0				
C-A	447	112			447				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	179	45	437	0.410	182	1.4	0.7	14.285	B
A-BCD	7	2	1075	0.006	7	0.0	0.0	3.372	A
AB	236	59			236				
AC	533	133			533				
D-ABC	0	0	375	0.000	0	0.0	0.0	0.000	A
C-ABD	120	30	825	0.145	121	0.6	0.4	5.133	A
C-D	0	0			0				
C-A	395	99			395				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	150	37	486	0.309	151	0.7	0.5	10.784	B
A-BCD	5	1	1000	0.005	5	0.0	0.0	3.615	A
AB	198	49			198				
AC	447	112			447				
D-ABC	0	0	415	0.000	0	0.0	0.0	0.000	A
C-ABD	86	21	793	0.108	86	0.4	0.2	5.103	A
C-D	0	0			0				
C-A	346	86			346				

2031 + CD + D ST, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		12.39	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D25	2031 + CD + D ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	691	100.000
B - West Meads Drive S		ONE HOUR	✓	304	100.000
C - Chalcraft Ln W		ONE HOUR	✓	690	100.000
D - West Meads Drive N		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
	A - Chalcraft Ln E	0	242	447	2
	B - West Meads Drive S	229	0	62	13
	C - Chalcraft Ln W	610	80	0	0
	D - West Meads Drive N	1	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
From	A - Chalcraft Ln E	0	6	6	0
	B - West Meads Drive S	2	0	4	0
	C - Chalcraft Ln W	2	1	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.88	65.57	5.6	F	279	418
ABCD	0.01	4.10	0.0	A	6	9
AB					221	331
AC					408	611
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.30	5.37	1.0	A	203	304
C-D					0	0
C-A					430	645

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	229	57	494	0.463	226	0.0	0.8	13.242	B
ABCD	4	0.91	885	0.004	4	0.0	0.0	4.083	A
AB	181	45			181				
AC	335	84			335				
D-ABC	0	0	401	0.000	0	0.0	0.0	0.000	A
C-ABD	130	33	855	0.152	129	0.0	0.4	4.957	A
C-D	0	0			0				
C-A	389	97			389				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	273	68	447	0.611	271	0.8	1.5	20.100	D
ABCD	5	1	938	0.006	5	0.0	0.0	3.852	A
AB	216	54			216				
AC	400	100			400				
D-ABC	0	0	358	0.000	0	0.0	0.0	0.000	A
C-ABD	185	46	900	0.206	185	0.4	0.5	5.039	A
C-D	0	0			0				
C-A	435	109			435				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	335	84	381	0.879	321	1.5	4.9	51.278	F
A-BCD	9	2	1017	0.009	9	0.0	0.0	3.564	A
AB	264	66			264				
AC	488	122			488				
D-ABC	0	0	298	0.000	0	0.0	0.0	0.000	A
C-ABD	292	73	966	0.302	290	0.5	1.0	5.341	A
C-D	0	0			0				
C-A	468	117			468				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	335	84	381	0.879	332	4.9	5.6	88.888	F
A-BCD	9	2	1016	0.009	9	0.0	0.0	3.571	A
AB	264	66			264				
AC	488	122			488				
D-ABC	0	0	296	0.000	0	0.0	0.0	0.000	A
C-ABD	293	73	967	0.303	293	1.0	1.0	5.372	A
C-D	0	0			0				
C-A	467	117			467				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	273	68	447	0.612	289	5.6	1.7	24.863	C
A-BCD	5	1	938	0.006	5	0.0	0.0	3.872	A
AB	216	54			216				
AC	400	100			400				
D-ABC	0	0	356	0.000	0	0.0	0.0	0.000	A
C-ABD	186	47	901	0.207	188	1.0	0.6	5.077	A
C-D	0	0			0				
C-A	434	108			434				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	229	57	494	0.464	232	1.7	0.9	13.922	B
A-BCD	4	0.91	885	0.004	4	0.0	0.0	4.096	A
AB	181	45			181				
AC	335	84			335				
D-ABC	0	0	400	0.000	0	0.0	0.0	0.000	A
C-ABD	131	33	856	0.153	132	0.6	0.4	4.991	A
C-D	0	0			0				
C-A	388	97			388				

2031 + CD + D ST, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.56	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)	Run automatically
D26	2031 + CD + D ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chalcraft Ln E		ONE HOUR	✓	918	100.000
B - West Meads Drive S		ONE HOUR	✓	210	100.000
C - Chalcraft Ln W		ONE HOUR	✓	616	100.000
D - West Meads Drive N		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
	A - Chalcraft Ln E	0	281	635	2
	B - West Meads Drive S	161	0	36	13
	C - Chalcraft Ln W	554	62	0	0
	D - West Meads Drive N	1	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Chalcraft Ln E	B - West Meads Drive S	C - Chalcraft Ln W	D - West Meads Drive N
	A - Chalcraft Ln E	0	3	2	0
	B - West Meads Drive S	7	0	0	0
	C - Chalcraft Ln W	4	0	0	0
	D - West Meads Drive N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.73	40.51	2.5	E	193	289
ABCD	0.01	3.55	0.0	A	8	12
AB					256	384
AC					578	867
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.25	5.46	0.8	A	153	230
C-D					0	0
C-A					412	618

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	158	40	442	0.358	156	0.0	0.5	12.501	E
ABCD	5	1	1018	0.005	5	0.0	0.0	3.550	A
AB	211	53			211				
AC	476	119			476				
D-ABC	0	0	395	0.000	0	0.0	0.0	0.000	A
C-ABD	98	24	799	0.122	97	0.0	0.3	5.124	A
C-D	0	0			0				
C-A	366	92			366				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	189	47	390	0.484	187	0.5	0.9	17.644	D
ABCD	7	2	1099	0.007	7	0.0	0.0	3.295	A
AB	251	63			251				
AC	567	142			567				
D-ABC	0	0	351	0.000	0	0.0	0.0	0.000	A
C-ABD	140	35	833	0.168	139	0.3	0.4	5.191	A
C-D	0	0			0				
C-A	414	104			414				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	231	58	318	0.728	226	0.9	2.3	37.699	E
A-BCD	13	3	1216	0.011	13	0.0	0.0	2.990	A
AB	306	77			306				
AC	692	173			692				
D-ABC	0	0	288	0.000	0	0.0	0.0	0.000	A
C-ABD	222	55	885	0.251	220	0.4	0.8	5.426	A
C-D	0	0			0				
C-A	456	114			456				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	231	58	317	0.729	231	2.3	2.5	39.811	E
A-BCD	13	3	1216	0.011	13	0.0	0.0	2.995	A
AB	306	77			306				
AC	692	173			692				
D-ABC	0	0	287	0.000	0	0.0	0.0	0.000	A
C-ABD	223	56	886	0.251	222	0.8	0.8	5.456	A
C-D	0	0			0				
C-A	456	114			456				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	189	47	389	0.485	195	2.5	1.0	19.026	D
A-BCD	7	2	1098	0.007	7	0.0	0.0	3.302	A
AB	251	63			251				
AC	567	142			567				
D-ABC	0	0	350	0.000	0	0.0	0.0	0.000	A
C-ABD	140	35	834	0.168	142	0.8	0.5	5.241	A
C-D	0	0			0				
C-A	413	103			413				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	158	40	441	0.358	160	1.0	0.6	12.863	E
A-BCD	5	1	1018	0.005	5	0.0	0.0	3.555	A
AB	211	53			211				
AC	476	119			476				
D-ABC	0	0	395	0.000	0	0.0	0.0	0.000	A
C-ABD	99	25	799	0.123	99	0.5	0.3	5.165	A
C-D	0	0			0				
C-A	365	91			365				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: B2259 Double Mini.j9

Path: T:\Projects\14000 Series\14224\ITB West of Bersted\Tech\Junction Assessments\Arcady

Report generation date: 03/11/2020 13:24:01

»2018, AM
 »2018, PM
 »2023 + CD, AM
 »2023 + CD, PM
 »2025 + CD, AM
 »2025 + CD, PM
 »2031 + CD, AM
 »2031 + CD, PM
 »2023 + CD + D, AM
 »2023 + CD + D, PM
 »2025 + CD + D, AM
 »2025 + CD + D, PM
 »2031 + CD + D, AM
 »2031 + CD + D, PM
 »2031 + CD + D ST, AM
 »2031 + CD + D ST, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2018						
1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	1.1	6.63	0.53	2.8	12.54	0.74
1 - Chalcraft Ln / B2259 - 2 - Chalcraft Ln	1.2	6.57	0.54	0.7	5.23	0.42
1 - Chalcraft Ln / B2259 - 3 - B2259 Chichester Rd W	1.2	7.20	0.54	1.8	8.79	0.64
2 - North Bersted St / B2259 - 1 - North Bersted St	0.7	9.77	0.42	2.3	19.90	0.71
2 - North Bersted St / B2259 - 2 - B2259 Chichester Rd E	1.4	13.50	0.60	2.8	23.19	0.74
2 - North Bersted St / B2259 - 3 - B2259 W Link	1.5	7.39	0.60	1.3	6.70	0.57
2023 + CD						
1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	1.3	7.30	0.57	3.9	16.90	0.81
1 - Chalcraft Ln / B2259 - 2 - Chalcraft Ln	1.6	8.01	0.62	0.9	5.72	0.46
1 - Chalcraft Ln / B2259 - 3 - B2259 Chichester Rd W	1.5	8.36	0.60	2.3	10.46	0.70
2 - North Bersted St / B2259 - 1 - North Bersted St	0.9	10.93	0.47	3.4	26.84	0.78
2 - North Bersted St / B2259 - 2 - B2259 Chichester Rd E	1.6	14.87	0.63	3.6	29.75	0.80
2 - North Bersted St / B2259 - 3 - B2259 W Link	1.9	8.52	0.66	1.5	7.22	0.60
2025 + CD						
1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	1.3	7.40	0.57	4.1	17.50	0.81
1 - Chalcraft Ln / B2259 - 2 - Chalcraft Ln	1.7	8.15	0.63	0.9	5.78	0.47
1 - Chalcraft Ln / B2259 - 3 - B2259 Chichester Rd W	1.5	8.51	0.60	2.3	10.68	0.70

2 - North Bersted St / B2259 - 1 - North Bersted St	0.9	11.10	0.47	3.5	27.95	0.79
2 - North Bersted St / B2259 - 2 - B2259 Chichester Rd E	1.7	15.16	0.63	3.8	30.92	0.80
2 - North Bersted St / B2259 - 3 - B2259 W Link	1.9	8.66	0.66	1.5	7.30	0.61
2031 + CD						
1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	1.4	7.67	0.58	4.6	19.40	0.83
1 - Chalcraft Ln / B2259 - 2 - Chalcraft Ln	1.8	8.58	0.65	0.9	5.93	0.48
1 - Chalcraft Ln / B2259 - 3 - B2259 Chichester Rd W	1.6	8.92	0.62	2.5	11.34	0.72
2 - North Bersted St / B2259 - 1 - North Bersted St	0.9	11.55	0.49	4.1	31.55	0.82
2 - North Bersted St / B2259 - 2 - B2259 Chichester Rd E	1.8	15.99	0.65	4.3	34.68	0.83
2 - North Bersted St / B2259 - 3 - B2259 W Link	2.1	9.06	0.68	1.6	7.54	0.62
2023 + CD + D						
1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	1.3	7.45	0.57	4.5	19.23	0.83
1 - Chalcraft Ln / B2259 - 2 - Chalcraft Ln	1.9	8.70	0.65	0.9	5.84	0.48
1 - Chalcraft Ln / B2259 - 3 - B2259 Chichester Rd W	1.5	8.69	0.61	2.5	11.14	0.72
2 - North Bersted St / B2259 - 1 - North Bersted St	0.9	11.22	0.48	3.8	29.37	0.80
2 - North Bersted St / B2259 - 2 - B2259 Chichester Rd E	1.7	15.13	0.63	4.0	32.64	0.82
2 - North Bersted St / B2259 - 3 - B2259 W Link	2.0	8.87	0.67	1.5	7.32	0.61
2025 + CD + D						
1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	1.4	7.55	0.58	4.7	19.99	0.84
1 - Chalcraft Ln / B2259 - 2 - Chalcraft Ln	1.9	8.88	0.66	0.9	5.90	0.48
1 - Chalcraft Ln / B2259 - 3 - B2259 Chichester Rd W	1.6	8.84	0.62	2.5	11.38	0.72
2 - North Bersted St / B2259 - 1 - North Bersted St	0.9	11.39	0.48	4.0	30.68	0.81
2 - North Bersted St / B2259 - 2 - B2259 Chichester Rd E	1.7	15.42	0.64	4.2	34.03	0.82
2 - North Bersted St / B2259 - 3 - B2259 W Link	2.1	9.03	0.68	1.6	7.40	0.61
2031 + CD + D						
1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	1.4	7.84	0.59	5.4	22.38	0.85
1 - Chalcraft Ln / B2259 - 2 - Chalcraft Ln	2.1	9.39	0.68	1.0	6.06	0.49
1 - Chalcraft Ln / B2259 - 3 - B2259 Chichester Rd W	1.7	9.29	0.63	2.7	12.14	0.74
2 - North Bersted St / B2259 - 1 - North Bersted St	1.0	11.86	0.50	4.6	34.98	0.84
2 - North Bersted St / B2259 - 2 - B2259 Chichester Rd E	1.9	16.29	0.66	4.8	38.48	0.85
2 - North Bersted St / B2259 - 3 - B2259 W Link	2.2	9.46	0.69	1.6	7.65	0.62
2031 + CD + D ST						
1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	1.7	8.91	0.64	9.3	37.22	0.93
1 - Chalcraft Ln / B2259 - 2 - Chalcraft Ln	2.8	12.28	0.74	1.1	6.82	0.53
1 - Chalcraft Ln / B2259 - 3 - B2259 Chichester Rd W	2.1	11.15	0.69	3.9	16.57	0.80
2 - North Bersted St / B2259 - 1 - North Bersted St	1.2	13.63	0.54	9.2	36.77	0.93
2 - North Bersted St / B2259 - 2 - B2259 Chichester Rd E	2.3	19.20	0.71	8.4	33.27	0.93
2 - North Bersted St / B2259 - 3 - B2259 W Link	2.8	11.40	0.74	2.0	8.73	0.67

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	
Location	
Site number	
Date	30/09/2020
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	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				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)	Run automatically	Relationship type	Relationship
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2023	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2025	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2025	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	2031	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G5
D8	2031	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G6
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D17	Dev	AM	ONE HOUR	07:45	09:15	15			
D18	Dev	PM	ONE HOUR	16:45	18:15	15			
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18
D25	2031 + CD + D ST	AM	ONE HOUR	07:45	09:15	15	✓		
D26	2031 + CD + D ST	PM	ONE HOUR	16:45	18:15	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2018-2023 AM		1.0255
G2	2018-2023 PM		1.0203
G3	2018-2025 AM		1.0345
G4	2018-2025 PM		1.0280
G5	2018-2031 AM		1.0587
G6	2018-2031 PM		1.0496

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - North Bersted St / B2259	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 81% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	6.79	A
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	9.60	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Junction	Arm	Name	Description
1 - Chalcraft Ln / B2259	1	B2259 E Link	
	2	Chalcraft Ln	
	3	B2259 Chichester Rd W	
2 - North Bersted St / B2259	1	North Bersted St	
	2	B2259 Chichester Rd E	
	3	B2259 W Link	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Chalcraft Ln / B2259	1 - B2259 E Link	6.10	6.10	8.10	2.0	10.80	7.00	0.0	✓
	2 - Chalcraft Ln	3.80	3.80	7.50	38.1	11.40	7.60	0.0	✓
	3 - B2259 Chichester Rd W	3.60	3.60	7.40	16.1	12.20	8.30	0.0	✓
2 - North Bersted St / B2259	1 - North Bersted St	3.00	2.60	5.40	9.6	12.40	9.10	0.0	
	2 - B2259 Chichester Rd E	3.90	3.40	4.80	2.6	17.00	7.00	0.0	✓
	3 - B2259 W Link	6.40	6.40	6.70	0.7	17.00	7.00	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.615	1338
	2 - Chalcraft Ln	0.617	1469
	3 - B2259 Chichester Rd W	0.585	1349
2 - North Bersted St / B2259	1 - North Bersted St	0.631	916
	2 - B2259 Chichester Rd E	0.514	834
	3 - B2259 W Link	0.613	1288

The slope and intercept shown above include any corrections and adjustments

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	592	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	541	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	238	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	357	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
	From 1 - B2259 E Link	0	187	362
	2 - Chalcraft Ln	328	0	264
	3 - B2259 Chichester Rd W	348	193	0

Demand (Veh/hr)

2 - North Bersted St / B2259	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
	From 1 - North Bersted St	0	11	227
	2 - B2259 Chichester Rd E	35	0	322
	3 - B2259 W Link	297	379	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
From		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
	1 - B2259 E Link	0	1	7
	2 - Chalcraft Ln	1	0	0
	3 - B2259 Chichester Rd W	4	3	0

Heavy Vehicle Percentages

2 - North Bersted St / B2259

From	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
	1 - North Bersted St	0	0	2
	2 - B2259 Chichester Rd E	3	0	7
	3 - B2259 W Link	1	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.53	6.63	1.1	A	503	755
	2 - Chalcraft Ln	0.54	6.57	1.2	A	543	815
	3 - B2259 Chichester Rd W	0.54	7.20	1.2	A	496	745
2 - North Bersted St / B2259	1 - North Bersted St	0.42	9.77	0.7	A	218	328
	2 - B2259 Chichester Rd E	0.60	13.50	1.4	B	328	491
	3 - B2259 W Link	0.60	7.39	1.5	A	619	929

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	410	102	145	1188	0.345	408	506	0.0	0.5	4.603	
	2 - Chalcraft Ln	446	111	269	1285	0.347	444	283	0.0	0.5	4.270	
	3 - B2259 Chichester Rd W	407	102	246	1161	0.351	405	467	0.0	0.5	4.747	
2 - North Bersted St / B2259	1 - North Bersted St	179	45	282	717	0.250	178	247	0.0	0.3	6.659	
	2 - B2259 Chichester Rd E	269	67	170	699	0.385	266	290	0.0	0.6	8.279	
	3 - B2259 W Link	506	126	26	1238	0.409	503	410	0.0	0.7	4.881	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	492	123	173	1170	0.420	491	607	0.5	0.7	5.297	
	2 - Chalcraft Ln	532	133	324	1248	0.426	531	341	0.5	0.7	5.014	
	3 - B2259 Chichester Rd W	486	122	294	1134	0.429	486	561	0.5	0.7	5.547	
2 - North Bersted St / B2259	1 - North Bersted St	214	53	339	680	0.314	213	297	0.3	0.5	7.702	
	2 - B2259 Chichester Rd E	321	80	204	682	0.471	320	349	0.6	0.9	9.912	
	3 - B2259 W Link	606	151	31	1235	0.491	605	492	0.7	1.0	5.706	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	601	150	212	1147	0.524	600	742	0.7	1.1	6.563	
	2 - Chalcraft Ln	652	163	396	1201	0.543	650	416	0.7	1.2	6.509	
	3 - B2259 Chichester Rd W	596	149	360	1096	0.543	594	685	0.7	1.2	7.143	
2 - North Bersted St / B2259	1 - North Bersted St	262	66	414	632	0.415	261	363	0.5	0.7	9.682	
	2 - B2259 Chichester Rd E	393	98	249	660	0.596	391	426	0.9	1.4	13.279	
	3 - B2259 W Link	741	185	38	1230	0.602	739	602	1.0	1.5	7.295	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	604	151	212	1147	0.527	604	744	1.1	1.1	6.633	
	2 - Chalcraft Ln	652	163	398	1200	0.543	652	418	1.2	1.2	6.572	
	3 - B2259 Chichester Rd W	596	149	361	1096	0.544	596	689	1.2	1.2	7.198	
2 - North Bersted St / B2259	1 - North Bersted St	262	66	417	630	0.416	262	365	0.7	0.7	9.770	
	2 - B2259 Chichester Rd E	393	98	250	659	0.596	393	429	1.4	1.4	13.504	
	3 - B2259 W Link	743	186	39	1230	0.604	743	604	1.5	1.5	7.387	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	496	124	174	1170	0.424	498	610	1.1	0.7	5.369	
	2 - Chalcraft Ln	532	133	328	1246	0.427	534	344	1.2	0.8	5.071	
	3 - B2259 Chichester Rd W	486	122	296	1133	0.429	488	566	1.2	0.8	5.596	
2 - North Bersted St / B2259	1 - North Bersted St	214	53	343	678	0.316	215	300	0.7	0.5	7.787	
	2 - B2259 Chichester Rd E	321	80	205	681	0.471	323	352	1.4	0.9	10.108	
	3 - B2259 W Link	609	152	32	1235	0.493	611	496	1.5	1.0	5.792	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	415	104	146	1187	0.349	416	510	0.7	0.5	4.670	
	2 - Chalcraft Ln	446	111	274	1281	0.348	447	287	0.8	0.5	4.317	
	3 - B2259 Chichester Rd W	407	102	247	1161	0.351	408	473	0.8	0.5	4.790	
2 - North Bersted St / B2259	1 - North Bersted St	179	45	286	714	0.251	180	251	0.5	0.3	6.737	
	2 - B2259 Chichester Rd E	269	67	171	698	0.385	270	294	0.9	0.6	8.433	
	3 - B2259 W Link	509	127	26	1238	0.411	510	415	1.0	0.7	4.956	

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	9.45	A
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	14.98	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	449	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	673	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	397	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	403	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	341	398
	2 - Chalcraft Ln	281	0	168
	3 - B2259 Chichester Rd W	369	304	0

Demand (Veh/hr)

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	31	366
	2 - B2259 Chichester Rd E	30	0	373
	3 - B2259 W Link	235	414	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	4
	2 - Chalcraft Ln	0	0	1
	3 - B2259 Chichester Rd W	2	1	0

Heavy Vehicle Percentages

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	1
	2 - B2259 Chichester Rd E	0	0	5
	3 - B2259 W Link	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.74	12.54	2.8	B	680	1020
	2 - Chalcraft Ln	0.42	5.23	0.7	A	412	618
	3 - B2259 Chichester Rd W	0.64	8.79	1.8	A	618	926
2 - North Bersted St / B2259	1 - North Bersted St	0.71	19.90	2.3	C	364	546
	2 - B2259 Chichester Rd E	0.74	23.19	2.8	C	370	555
	3 - B2259 W Link	0.57	6.70	1.3	A	595	893

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	553	138	228	1166	0.474	549	487	0.0	0.9	5.801	
	2 - Chalcraft Ln	338	85	296	1275	0.265	337	481	0.0	0.4	3.833	
	3 - B2259 Chichester Rd W	507	127	211	1207	0.420	504	422	0.0	0.7	5.099	
2 - North Bersted St / B2259	1 - North Bersted St	299	75	309	711	0.421	296	197	0.0	0.7	8.625	
	2 - B2259 Chichester Rd E	303	76	273	662	0.459	300	332	0.0	0.8	9.872	
	3 - B2259 W Link	486	122	22	1258	0.387	484	551	0.0	0.6	4.635	

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	664	166	273	1139	0.583	662	583	0.9	1.4	7.517	
	2 - Chalcraft Ln	404	101	356	1236	0.327	403	578	0.4	0.5	4.320	
	3 - B2259 Chichester Rd W	605	151	252	1183	0.511	604	507	0.7	1.0	6.200	
2 - North Bersted St / B2259	1 - North Bersted St	357	89	371	671	0.532	355	237	0.7	1.1	11.350	
	2 - B2259 Chichester Rd E	362	91	328	634	0.571	360	399	0.8	1.3	13.050	
	3 - B2259 W Link	583	146	27	1255	0.464	582	661	0.6	0.9	5.336	

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	808	202	333	1102	0.733	803	714	1.4	2.6	11.823	
	2 - Chalcraft Ln	494	124	432	1187	0.416	493	704	0.5	0.7	5.182	
	3 - B2259 Chichester Rd W	741	185	309	1151	0.644	738	617	1.0	1.8	8.666	
2 - North Bersted St / B2259	1 - North Bersted St	437	109	453	618	0.707	433	290	1.1	2.3	18.913	
	2 - B2259 Chichester Rd E	444	111	399	599	0.741	438	487	1.3	2.6	21.696	
	3 - B2259 W Link	713	178	33	1252	0.569	711	804	0.9	1.3	6.634	

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	816	204	335	1101	0.741	815	716	2.6	2.8	12.541	
	2 - Chalcraft Ln	494	124	439	1183	0.418	494	711	0.7	0.7	5.227	
	3 - B2259 Chichester Rd W	741	185	309	1150	0.644	741	624	1.8	1.8	8.790	
2 - North Bersted St / B2259	1 - North Bersted St	437	109	456	617	0.709	437	292	2.3	2.3	19.899	
	2 - B2259 Chichester Rd E	444	111	403	597	0.743	443	490	2.6	2.8	23.193	
	3 - B2259 W Link	715	179	33	1251	0.571	715	813	1.3	1.3	6.702	

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	676	169	275	1138	0.594	681	586	2.8	1.5	7.976	
	2 - Chalcraft Ln	404	101	367	1229	0.328	405	589	0.7	0.5	4.370	
	3 - B2259 Chichester Rd W	605	151	253	1183	0.512	608	518	1.8	1.1	6.295	
2 - North Bersted St / B2259	1 - North Bersted St	357	89	375	669	0.534	362	240	2.3	1.2	11.900	
	2 - B2259 Chichester Rd E	362	91	333	632	0.574	368	403	2.8	1.4	13.911	
	3 - B2259 W Link	586	146	27	1255	0.467	587	674	1.3	0.9	5.409	

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	562	141	229	1165	0.482	564	490	1.5	0.9	6.013
	2 - Chalcraft Ln	338	85	304	1269	0.266	339	490	0.5	0.4	3.869
	3 - B2259 Chichester Rd W	507	127	212	1206	0.420	508	431	1.1	0.7	5.164
2 - North Bersted St / B2259	1 - North Bersted St	299	75	313	708	0.422	301	200	1.2	0.7	8.878
	2 - B2259 Chichester Rd E	303	76	277	659	0.460	305	336	1.4	0.9	10.229
	3 - B2259 W Link	490	122	23	1258	0.389	491	560	0.9	0.6	4.699

2023 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	7.89	A
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	10.74	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	674	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	583	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	260	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	369	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	208	374
	2 - Chalcraft Ln	369	0	305
	3 - B2259 Chichester Rd W	367	216	0

Demand (Veh/hr)

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	11	249
	2 - B2259 Chichester Rd E	36	0	333
	3 - B2259 W Link	335	402	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	7
	2 - Chalcraft Ln	1	0	0
	3 - B2259 Chichester Rd W	4	3	0

Heavy Vehicle Percentages

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	2
	2 - B2259 Chichester Rd E	3	0	7
	3 - B2259 W Link	1	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.57	7.30	1.3	A	533	800
	2 - Chalcraft Ln	0.62	8.01	1.6	A	619	928
	3 - B2259 Chichester Rd W	0.60	8.36	1.5	A	535	802
2 - North Bersted St / B2259	1 - North Bersted St	0.47	10.93	0.9	B	239	358
	2 - B2259 Chichester Rd E	0.63	14.87	1.6	E	339	508
	3 - B2259 W Link	0.66	8.52	1.9	A	674	1011

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	434	109	162	1179	0.368	432	551	0.0	0.6	4.802	
	2 - Chalcraft Ln	507	127	278	1280	0.397	505	316	0.0	0.7	4.631	
	3 - B2259 Chichester Rd W	439	110	277	1146	0.383	436	506	0.0	0.6	5.056	
2 - North Bersted St / B2259	1 - North Bersted St	196	49	299	707	0.277	194	276	0.0	0.4	6.996	
	2 - B2259 Chichester Rd E	278	69	186	691	0.402	275	307	0.0	0.7	8.601	
	3 - B2259 W Link	551	138	27	1239	0.444	547	434	0.0	0.8	5.178	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	521	130	194	1160	0.450	521	661	0.6	0.8	5.621	
	2 - Chalcraft Ln	606	151	335	1242	0.488	605	380	0.7	0.9	5.638	
	3 - B2259 Chichester Rd W	524	131	331	1115	0.470	523	608	0.6	0.9	6.071	
2 - North Bersted St / B2259	1 - North Bersted St	234	58	359	668	0.350	233	331	0.4	0.5	8.259	
	2 - B2259 Chichester Rd E	332	83	223	673	0.493	331	369	0.7	1.0	10.481	
	3 - B2259 W Link	660	165	32	1236	0.534	658	522	0.8	1.1	6.216	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	637	159	237	1134	0.562	635	808	0.8	1.3	7.192	
	2 - Chalcraft Ln	742	186	408	1194	0.622	740	464	0.9	1.6	7.880	
	3 - B2259 Chichester Rd W	642	160	405	1073	0.598	639	743	0.9	1.5	8.264	
2 - North Bersted St / B2259	1 - North Bersted St	286	72	439	617	0.464	285	405	0.5	0.8	10.791	
	2 - B2259 Chichester Rd E	406	102	273	649	0.627	404	451	1.0	1.6	14.547	
	3 - B2259 W Link	807	202	39	1232	0.655	804	637	1.1	1.8	8.355	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	640	160	238	1134	0.565	640	811	1.3	1.3	7.298	
	2 - Chalcraft Ln	742	186	412	1191	0.623	742	466	1.6	1.6	8.007	
	3 - B2259 Chichester Rd W	642	160	407	1072	0.599	642	747	1.5	1.5	8.364	
2 - North Bersted St / B2259	1 - North Bersted St	286	72	442	615	0.465	286	407	0.8	0.9	10.934	
	2 - B2259 Chichester Rd E	406	102	274	648	0.627	406	454	1.6	1.6	14.872	
	3 - B2259 W Link	809	202	40	1232	0.657	809	641	1.8	1.9	8.518	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	527	132	195	1159	0.454	528	665	1.3	0.8	5.723	
	2 - Chalcraft Ln	606	151	340	1239	0.489	609	384	1.6	1.0	5.738	
	3 - B2259 Chichester Rd W	524	131	334	1113	0.471	526	615	1.5	0.9	6.153	
2 - North Bersted St / B2259	1 - North Bersted St	234	58	364	666	0.351	235	336	0.9	0.5	8.388	
	2 - B2259 Chichester Rd E	332	83	225	672	0.494	334	374	1.6	1.0	10.741	
	3 - B2259 W Link	664	166	33	1236	0.537	667	527	1.9	1.2	6.358	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	440	110	163	1179	0.373	441	556	0.8	0.6	4.887	
	2 - Chalcraft Ln	507	127	283	1276	0.398	509	320	1.0	0.7	4.701	
	3 - B2259 Chichester Rd W	439	110	279	1145	0.383	440	513	0.9	0.6	5.114	
2 - North Bersted St / B2259	1 - North Bersted St	196	49	304	704	0.278	196	280	0.5	0.4	7.099	
	2 - B2259 Chichester Rd E	278	69	188	690	0.403	279	312	1.0	0.7	8.783	
	3 - B2259 W Link	555	139	27	1239	0.448	556	440	1.2	0.8	5.284	

2023 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	11.87	S
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	18.98	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	494	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	720	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	432	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	419	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	376	414
	2 - Chalcraft Ln	305	0	189
	3 - B2259 Chichester Rd W	380	339	0

Demand (Veh/hr)

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	32	400
	2 - B2259 Chichester Rd E	31	0	389
	3 - B2259 W Link	256	428	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	4
	2 - Chalcraft Ln	0	0	1
	3 - B2259 Chichester Rd W	2	1	0

Heavy Vehicle Percentages

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	1
	2 - B2259 Chichester Rd E	0	0	5
	3 - B2259 W Link	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.81	16.90	3.9	C	726	1088
	2 - Chalcraft Ln	0.46	5.72	0.9	A	453	680
	3 - B2259 Chichester Rd W	0.70	10.46	2.3	B	660	991
2 - North Bersted St / B2259	1 - North Bersted St	0.78	26.84	3.4	C	396	595
	2 - B2259 Chichester Rd E	0.80	29.75	3.6	C	385	577
	3 - B2259 W Link	0.60	7.22	1.5	A	627	941

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	590	147	254	1152	0.512	586	513	0.0	1.0	6.313
	2 - Chalcraft Ln	372	93	307	1268	0.293	370	532	0.0	0.4	4.003
	3 - B2259 Chichester Rd W	542	135	228	1198	0.452	539	449	0.0	0.8	5.436
2 - North Bersted St / B2259	1 - North Bersted St	325	81	319	704	0.462	322	213	0.0	0.8	9.333
	2 - B2259 Chichester Rd E	316	79	298	650	0.486	312	343	0.0	0.9	10.551
	3 - B2259 W Link	512	128	23	1258	0.407	510	587	0.0	0.7	4.793

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	708	177	304	1121	0.631	705	615	1.0	1.7	8.601
	2 - Chalcraft Ln	444	111	370	1228	0.362	444	640	0.4	0.6	4.588
	3 - B2259 Chichester Rd W	647	162	274	1172	0.552	645	540	0.8	1.2	6.820
2 - North Bersted St / B2259	1 - North Bersted St	388	97	384	663	0.586	386	256	0.8	1.4	12.901
	2 - B2259 Chichester Rd E	377	94	358	620	0.608	375	412	0.9	1.5	14.533
	3 - B2259 W Link	614	153	27	1255	0.489	613	705	0.7	0.9	5.594

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	858	215	372	1080	0.794	851	752	1.7	3.6	15.173
	2 - Chalcraft Ln	544	136	446	1179	0.461	543	776	0.6	0.8	5.647
	3 - B2259 Chichester Rd W	792	198	335	1136	0.697	788	654	1.2	2.2	10.227
2 - North Bersted St / B2259	1 - North Bersted St	476	119	469	609	0.781	468	313	1.4	3.2	24.422
	2 - B2259 Chichester Rd E	462	115	434	582	0.793	454	503	1.5	3.4	26.639
	3 - B2259 W Link	751	188	33	1252	0.600	748	855	0.9	1.5	7.121

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	870	218	373	1079	0.806	869	754	3.6	3.9	16.903
	2 - Chalcraft Ln	544	136	455	1173	0.464	544	787	0.8	0.9	5.722
	3 - B2259 Chichester Rd W	792	198	335	1136	0.698	792	664	2.2	2.3	10.458
2 - North Bersted St / B2259	1 - North Bersted St	476	119	472	607	0.784	475	315	3.2	3.4	26.837
	2 - B2259 Chichester Rd E	462	115	440	579	0.797	460	506	3.4	3.6	29.748
	3 - B2259 W Link	753	188	34	1252	0.602	753	867	1.5	1.5	7.221

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	726	182	307	1120	0.649	735	619	3.9	1.9	9.536
	2 - Chalcraft Ln	444	111	385	1218	0.365	445	656	0.9	0.6	4.665
	3 - B2259 Chichester Rd W	647	162	275	1171	0.552	651	556	2.3	1.3	6.977
2 - North Bersted St / B2259	1 - North Bersted St	388	97	388	660	0.588	396	260	3.4	1.5	13.990
	2 - B2259 Chichester Rd E	377	94	367	615	0.612	385	417	3.6	1.6	16.097
	3 - B2259 W Link	618	154	28	1255	0.492	620	724	1.5	1.0	5.690

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	601	150	256	1150	0.522	604	517	1.9	1.1	6.629
	2 - Chalcraft Ln	372	93	317	1262	0.295	373	544	0.6	0.4	4.051
	3 - B2259 Chichester Rd W	542	135	230	1197	0.453	543	459	1.3	0.8	5.525
2 - North Bersted St / B2259	1 - North Bersted St	325	81	324	701	0.464	328	217	1.5	0.9	9.695
	2 - B2259 Chichester Rd E	316	79	304	647	0.488	318	348	1.6	1.0	11.042
	3 - B2259 W Link	516	129	23	1258	0.411	518	599	1.0	0.7	4.869

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	8.02	A
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	10.93	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	679	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	588	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	262	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	372	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	209	377
	2 - Chalcraft Ln	372	0	307
	3 - B2259 Chichester Rd W	370	218	0

Demand (Veh/hr)

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	11	251
	2 - B2259 Chichester Rd E	36	0	336
	3 - B2259 W Link	337	405	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	7
	2 - Chalcraft Ln	1	0	0
	3 - B2259 Chichester Rd W	4	3	0

Heavy Vehicle Percentages

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	2
	2 - B2259 Chichester Rd E	3	0	7
	3 - B2259 W Link	1	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.57	7.40	1.3	A	538	807
	2 - Chalcraft Ln	0.63	8.15	1.7	A	623	935
	3 - B2259 Chichester Rd W	0.60	8.51	1.5	A	539	809
2 - North Bersted St / B2259	1 - North Bersted St	0.47	11.10	0.9	B	241	361
	2 - B2259 Chichester Rd E	0.63	15.16	1.7	C	342	512
	3 - B2259 W Link	0.66	8.66	1.9	A	680	1020

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	438	109	163	1179	0.372	436	556	0.0	0.6	4.845	
	2 - Chalcraft Ln	512	128	280	1278	0.400	509	318	0.0	0.7	4.665	
	3 - B2259 Chichester Rd W	442	111	279	1145	0.387	440	510	0.0	0.6	5.092	
2 - North Bersted St / B2259	1 - North Bersted St	197	49	301	706	0.280	196	278	0.0	0.4	7.038	
	2 - B2259 Chichester Rd E	280	70	187	690	0.406	278	310	0.0	0.7	8.664	
	3 - B2259 W Link	555	139	27	1239	0.448	552	438	0.0	0.8	5.214	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	526	131	195	1159	0.454	525	666	0.6	0.8	5.668	
	2 - Chalcraft Ln	611	153	338	1240	0.492	610	383	0.7	1.0	5.698	
	3 - B2259 Chichester Rd W	528	132	334	1113	0.475	527	613	0.6	0.9	6.133	
2 - North Bersted St / B2259	1 - North Bersted St	236	59	362	667	0.354	235	334	0.4	0.5	8.332	
	2 - B2259 Chichester Rd E	335	84	225	672	0.498	334	372	0.7	1.0	10.596	
	3 - B2259 W Link	665	166	32	1236	0.538	664	526	0.8	1.1	6.277	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	642	161	239	1133	0.567	640	814	0.8	1.3	7.284	
	2 - Chalcraft Ln	748	187	412	1191	0.628	745	467	1.0	1.6	8.020	
	3 - B2259 Chichester Rd W	647	162	408	1071	0.604	645	749	0.9	1.5	8.402	
2 - North Bersted St / B2259	1 - North Bersted St	289	72	442	615	0.469	287	408	0.5	0.9	10.943	
	2 - B2259 Chichester Rd E	410	102	275	647	0.633	407	455	1.0	1.7	14.812	
	3 - B2259 W Link	813	203	40	1231	0.660	810	643	1.1	1.9	8.486	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	646	161	240	1132	0.570	646	817	1.3	1.3	7.397	
	2 - Chalcraft Ln	748	187	415	1189	0.629	748	470	1.6	1.7	8.155	
	3 - B2259 Chichester Rd W	647	162	410	1070	0.605	647	753	1.5	1.5	8.507	
2 - North Bersted St / B2259	1 - North Bersted St	289	72	445	613	0.471	289	411	0.9	0.9	11.095	
	2 - B2259 Chichester Rd E	410	102	276	647	0.634	410	458	1.7	1.7	15.161	
	3 - B2259 W Link	816	204	40	1231	0.663	816	646	1.9	1.9	8.660	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	531	133	197	1158	0.459	533	670	1.3	0.9	5.773	
	2 - Chalcraft Ln	611	153	343	1237	0.494	614	387	1.7	1.0	5.800	
	3 - B2259 Chichester Rd W	528	132	336	1112	0.475	531	620	1.5	0.9	6.217	
2 - North Bersted St / B2259	1 - North Bersted St	236	59	367	663	0.355	237	338	0.9	0.6	8.466	
	2 - B2259 Chichester Rd E	335	84	227	671	0.499	337	377	1.7	1.0	10.873	
	3 - B2259 W Link	669	167	33	1236	0.542	672	531	1.9	1.2	6.423	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	444	111	164	1178	0.377	445	560	0.9	0.6	4.918	
	2 - Chalcraft Ln	512	128	286	1274	0.401	513	323	1.0	0.7	4.737	
	3 - B2259 Chichester Rd W	442	111	281	1143	0.387	444	518	0.9	0.6	5.153	
2 - North Bersted St / B2259	1 - North Bersted St	197	49	306	703	0.281	198	282	0.6	0.4	7.146	
	2 - B2259 Chichester Rd E	280	70	189	689	0.407	282	315	1.0	0.7	8.855	
	3 - B2259 W Link	560	140	27	1239	0.452	561	444	1.2	0.8	5.320	

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	12.20	S
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	19.65	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	498	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	725	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	435	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	422	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	379	417
	2 - Chalcraft Ln	307	0	191
	3 - B2259 Chichester Rd W	383	342	0

Demand (Veh/hr)

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	32	403
	2 - B2259 Chichester Rd E	31	0	391
	3 - B2259 W Link	258	432	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	4
	2 - Chalcraft Ln	0	0	1
	3 - B2259 Chichester Rd W	2	1	0

Heavy Vehicle Percentages

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	1
	2 - B2259 Chichester Rd E	0	0	5
	3 - B2259 W Link	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.81	17.50	4.1	C	731	1096
	2 - Chalcraft Ln	0.47	5.78	0.9	A	457	685
	3 - B2259 Chichester Rd W	0.70	10.68	2.3	B	665	998
2 - North Bersted St / B2259	1 - North Bersted St	0.79	27.95	3.5	C	399	599
	2 - B2259 Chichester Rd E	0.80	30.92	3.8	C	387	581
	3 - B2259 W Link	0.61	7.30	1.5	A	632	948

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	594	148	256	1151	0.516	590	517	0.0	1.1	6.370
	2 - Chalcraft Ln	375	94	309	1267	0.296	373	536	0.0	0.4	4.021
	3 - B2259 Chichester Rd W	546	136	230	1197	0.456	542	452	0.0	0.8	5.475
2 - North Bersted St / B2259	1 - North Bersted St	328	82	322	703	0.466	324	215	0.0	0.9	9.421
	2 - B2259 Chichester Rd E	318	79	300	649	0.490	314	345	0.0	0.9	10.652
	3 - B2259 W Link	516	129	23	1258	0.410	513	592	0.0	0.7	4.817

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	713	178	306	1120	0.637	710	619	1.1	1.7	8.728
	2 - Chalcraft Ln	447	112	372	1226	0.365	447	644	0.4	0.6	4.614
	3 - B2259 Chichester Rd W	652	163	275	1171	0.557	650	544	0.8	1.2	6.893
2 - North Bersted St / B2259	1 - North Bersted St	391	98	387	661	0.591	389	258	0.9	1.4	13.108
	2 - B2259 Chichester Rd E	380	95	360	619	0.614	377	415	0.9	1.5	14.762
	3 - B2259 W Link	618	155	28	1255	0.493	617	710	0.7	1.0	5.634

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	864	216	374	1079	0.801	856	757	1.7	3.7	15.594
	2 - Chalcraft Ln	548	137	449	1177	0.465	547	781	0.6	0.9	5.697
	3 - B2259 Chichester Rd W	798	200	337	1135	0.703	794	658	1.2	2.3	10.426
2 - North Bersted St / B2259	1 - North Bersted St	479	120	472	607	0.789	471	315	1.4	3.3	25.246
	2 - B2259 Chichester Rd E	465	116	437	581	0.801	457	507	1.5	3.5	27.464
	3 - B2259 W Link	756	189	33	1252	0.604	754	861	1.0	1.5	7.198

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	876	219	376	1078	0.813	875	760	3.7	4.1	17.503
	2 - Chalcraft Ln	548	137	459	1171	0.468	548	792	0.9	0.9	5.776
	3 - B2259 Chichester Rd W	798	200	338	1135	0.703	798	669	2.3	2.3	10.676
2 - North Bersted St / B2259	1 - North Bersted St	479	120	475	605	0.792	478	317	3.3	3.5	27.946
	2 - B2259 Chichester Rd E	465	116	443	578	0.805	464	510	3.5	3.8	30.920
	3 - B2259 W Link	759	190	34	1251	0.606	759	873	1.5	1.5	7.304

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	732	183	309	1118	0.655	741	623	4.1	2.0	9.744
	2 - Chalcraft Ln	447	112	388	1216	0.368	448	662	0.9	0.6	4.697
	3 - B2259 Chichester Rd W	652	163	277	1170	0.557	656	560	2.3	1.3	7.060
2 - North Bersted St / B2259	1 - North Bersted St	391	98	391	658	0.594	399	262	3.5	1.5	14.296
	2 - B2259 Chichester Rd E	380	95	370	614	0.618	388	420	3.8	1.7	16.474
	3 - B2259 W Link	623	156	28	1255	0.496	625	730	1.5	1.0	5.734

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	605	151	258	1149	0.527	609	521	2.0	1.1	6.699
	2 - Chalcraft Ln	375	94	319	1260	0.297	375	548	0.6	0.4	4.070
	3 - B2259 Chichester Rd W	546	136	231	1196	0.456	547	463	1.3	0.8	5.567
2 - North Bersted St / B2259	1 - North Bersted St	328	82	327	700	0.468	330	218	1.5	0.9	9.801
	2 - B2259 Chichester Rd E	318	79	306	646	0.492	321	351	1.7	1.0	11.165
	3 - B2259 W Link	520	130	23	1258	0.414	521	603	1.0	0.7	4.896

2031 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	8.40	A
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	11.46	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	694	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	601	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	268	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	381	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	214	386
	2 - Chalcraft Ln	380	0	313
	3 - B2259 Chichester Rd W	378	222	0

Demand (Veh/hr)

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	12	256
	2 - B2259 Chichester Rd E	37	0	344
	3 - B2259 W Link	344	414	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	7
	2 - Chalcraft Ln	1	0	0
	3 - B2259 Chichester Rd W	4	3	0

Heavy Vehicle Percentages

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	2
	2 - B2259 Chichester Rd E	3	0	7
	3 - B2259 W Link	1	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.58	7.67	1.4	A	550	825
	2 - Chalcraft Ln	0.65	8.58	1.8	A	637	955
	3 - B2259 Chichester Rd W	0.62	8.92	1.6	A	551	827
2 - North Bersted St / B2259	1 - North Bersted St	0.49	11.55	0.9	B	246	369
	2 - B2259 Chichester Rd E	0.65	15.99	1.8	C	350	524
	3 - B2259 W Link	0.68	9.06	2.1	A	695	1042

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	448	112	166	1176	0.381	445	568	0.0	0.6	4.908	
	2 - Chalcraft Ln	522	131	287	1274	0.410	520	325	0.0	0.7	4.756	
	3 - B2259 Chichester Rd W	452	113	285	1141	0.396	450	521	0.0	0.7	5.186	
2 - North Bersted St / B2259	1 - North Bersted St	202	50	308	701	0.288	200	284	0.0	0.4	7.158	
	2 - B2259 Chichester Rd E	287	72	191	688	0.417	284	317	0.0	0.7	8.841	
	3 - B2259 W Link	567	142	28	1239	0.458	564	448	0.0	0.8	5.310	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	538	134	199	1157	0.465	537	681	0.6	0.9	5.798	
	2 - Chalcraft Ln	624	156	345	1235	0.505	622	391	0.7	1.0	5.864	
	3 - B2259 Chichester Rd W	540	135	341	1109	0.487	539	627	0.7	0.9	6.301	
2 - North Bersted St / B2259	1 - North Bersted St	241	60	370	661	0.364	240	341	0.4	0.6	8.537	
	2 - B2259 Chichester Rd E	342	86	230	670	0.511	341	381	0.7	1.0	10.917	
	3 - B2259 W Link	680	170	33	1235	0.550	678	538	0.8	1.2	6.445	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	657	164	244	1130	0.581	655	832	0.9	1.4	7.545	
	2 - Chalcraft Ln	764	191	421	1185	0.644	761	477	1.0	1.8	8.420	
	3 - B2259 Chichester Rd W	661	165	417	1066	0.621	659	765	0.9	1.6	8.788	
2 - North Bersted St / B2259	1 - North Bersted St	295	74	452	609	0.485	294	416	0.6	0.9	11.373	
	2 - B2259 Chichester Rd E	419	105	281	645	0.651	416	465	1.0	1.8	15.571	
	3 - B2259 W Link	831	208	41	1231	0.675	828	657	1.2	2.0	8.856	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	661	165	245	1129	0.585	660	835	1.4	1.4	7.672	
	2 - Chalcraft Ln	764	191	425	1183	0.646	764	480	1.8	1.8	8.583	
	3 - B2259 Chichester Rd W	661	165	419	1065	0.621	661	770	1.6	1.6	8.916	
2 - North Bersted St / B2259	1 - North Bersted St	295	74	455	606	0.486	295	419	0.9	0.9	11.551	
	2 - B2259 Chichester Rd E	419	105	282	644	0.651	419	468	1.8	1.8	15.995	
	3 - B2259 W Link	834	209	41	1231	0.678	834	661	2.0	2.1	9.063	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	544	136	201	1156	0.470	545	685	1.4	0.9	5.918	
	2 - Chalcraft Ln	624	156	351	1231	0.506	627	395	1.8	1.0	5.982	
	3 - B2259 Chichester Rd W	540	135	344	1108	0.488	543	634	1.6	1.0	6.402	
2 - North Bersted St / B2259	1 - North Bersted St	241	60	375	658	0.366	242	346	0.9	0.6	8.689	
	2 - B2259 Chichester Rd E	342	86	232	669	0.512	345	386	1.8	1.1	11.241	
	3 - B2259 W Link	684	171	34	1235	0.554	688	544	2.1	1.3	6.613	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	454	113	168	1176	0.386	455	573	0.9	0.6	5.001	
	2 - Chalcraft Ln	522	131	293	1270	0.411	524	330	1.0	0.7	4.835	
	3 - B2259 Chichester Rd W	452	113	287	1140	0.397	453	529	1.0	0.7	5.252	
2 - North Bersted St / B2259	1 - North Bersted St	202	50	313	698	0.289	202	288	0.6	0.4	7.272	
	2 - B2259 Chichester Rd E	287	72	194	687	0.417	288	322	1.1	0.7	9.051	
	3 - B2259 W Link	572	143	28	1239	0.462	574	454	1.3	0.9	5.425	

2031 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	13.23	S
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	21.81	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	507	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	739	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	444	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	431	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	386	426
	2 - Chalcraft Ln	313	0	194
	3 - B2259 Chichester Rd W	391	348	0

Demand (Veh/hr)

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	33	411
	2 - B2259 Chichester Rd E	31	0	400
	3 - B2259 W Link	263	441	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	4
	2 - Chalcraft Ln	0	0	1
	3 - B2259 Chichester Rd W	2	1	0

Heavy Vehicle Percentages

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	1
	2 - B2259 Chichester Rd E	0	0	5
	3 - B2259 W Link	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.83	19.40	4.6	C	745	1118
	2 - Chalcraft Ln	0.48	5.93	0.9	A	465	698
	3 - B2259 Chichester Rd W	0.72	11.34	2.5	B	678	1018
2 - North Bersted St / B2259	1 - North Bersted St	0.82	31.55	4.1	C	407	611
	2 - B2259 Chichester Rd E	0.83	34.68	4.3	C	395	593
	3 - B2259 W Link	0.62	7.54	1.6	A	645	967

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	606	151	260	1148	0.528	601	527	0.0	1.1	6.535
	2 - Chalcraft Ln	382	95	315	1263	0.302	380	546	0.0	0.4	4.073
	3 - B2259 Chichester Rd W	557	139	235	1194	0.466	553	461	0.0	0.9	5.587
2 - North Bersted St / B2259	1 - North Bersted St	334	84	328	699	0.478	330	219	0.0	0.9	9.686
	2 - B2259 Chichester Rd E	324	81	306	646	0.503	321	352	0.0	1.0	10.955
	3 - B2259 W Link	527	132	23	1258	0.419	524	603	0.0	0.7	4.886

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	727	182	312	1116	0.651	724	632	1.1	1.8	9.106
	2 - Chalcraft Ln	456	114	380	1221	0.373	455	656	0.4	0.6	4.695
	3 - B2259 Chichester Rd W	665	166	281	1167	0.569	663	554	0.9	1.3	7.113
2 - North Bersted St / B2259	1 - North Bersted St	399	100	395	656	0.608	396	263	0.9	1.5	13.727
	2 - B2259 Chichester Rd E	387	97	367	615	0.630	385	424	1.0	1.6	15.449
	3 - B2259 W Link	631	158	28	1255	0.503	630	724	0.7	1.0	5.748

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	879	220	381	1075	0.818	870	772	1.8	4.1	16.871
	2 - Chalcraft Ln	559	140	456	1172	0.476	557	795	0.6	0.9	5.840
	3 - B2259 Chichester Rd W	814	204	344	1131	0.720	809	670	1.3	2.5	11.030
2 - North Bersted St / B2259	1 - North Bersted St	489	122	482	601	0.813	479	321	1.5	3.7	27.822
	2 - B2259 Chichester Rd E	475	119	444	577	0.822	465	517	1.6	3.9	30.004
	3 - B2259 W Link	771	193	34	1251	0.616	769	876	1.0	1.6	7.425

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	893	223	383	1073	0.832	891	775	4.1	4.6	19.398
	2 - Chalcraft Ln	559	140	468	1165	0.479	558	807	0.9	0.9	5.932
	3 - B2259 Chichester Rd W	814	204	345	1131	0.720	814	681	2.5	2.5	11.342
2 - North Bersted St / B2259	1 - North Bersted St	489	122	485	599	0.816	487	324	3.7	4.1	31.553
	2 - B2259 Chichester Rd E	475	119	452	573	0.827	473	521	3.9	4.3	34.676
	3 - B2259 W Link	774	194	35	1251	0.619	774	890	1.6	1.6	7.543

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	750	187	315	1115	0.673	760	636	4.6	2.1	10.409
	2 - Chalcraft Ln	456	114	398	1209	0.377	457	676	0.9	0.6	4.793
	3 - B2259 Chichester Rd W	665	166	282	1167	0.570	669	574	2.5	1.3	7.306
2 - North Bersted St / B2259	1 - North Bersted St	399	100	400	653	0.611	409	267	4.1	1.6	15.255
	2 - B2259 Chichester Rd E	387	97	379	610	0.635	397	429	4.3	1.8	17.668
	3 - B2259 W Link	635	159	29	1254	0.507	638	747	1.6	1.0	5.861

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	618	155	263	1146	0.539	622	532	2.1	1.2	6.912
	2 - Chalcraft Ln	382	95	326	1256	0.304	383	559	0.6	0.4	4.126
	3 - B2259 Chichester Rd W	557	139	236	1193	0.466	558	473	1.3	0.9	5.687
2 - North Bersted St / B2259	1 - North Bersted St	334	84	333	695	0.480	337	223	1.6	0.9	10.116
	2 - B2259 Chichester Rd E	324	81	312	643	0.505	328	358	1.8	1.0	11.533
	3 - B2259 W Link	531	133	24	1257	0.422	532	616	1.0	0.7	4.971

2023 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	8.30	A
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	11.04	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	707	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	589	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	264	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	371	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	214	374
	2 - Chalcraft Ln	385	0	322
	3 - B2259 Chichester Rd W	367	222	0

Demand (Veh/hr)

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	11	253
	2 - B2259 Chichester Rd E	36	0	335
	3 - B2259 W Link	345	408	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	7
	2 - Chalcraft Ln	1	0	0
	3 - B2259 Chichester Rd W	4	3	0

Heavy Vehicle Percentages

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	2
	2 - B2259 Chichester Rd E	3	0	7
	3 - B2259 W Link	1	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.57	7.45	1.3	A	539	808
	2 - Chalcraft Ln	0.65	8.70	1.9	A	649	973
	3 - B2259 Chichester Rd W	0.61	8.69	1.5	A	540	810
2 - North Bersted St / B2259	1 - North Bersted St	0.48	11.22	0.9	B	242	363
	2 - B2259 Chichester Rd E	0.63	15.13	1.7	C	341	511
	3 - B2259 W Link	0.67	8.87	2.0	A	689	1033

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	439	110	166	1177	0.373	436	563	0.0	0.6	4.842	
	2 - Chalcraft Ln	532	133	278	1280	0.416	530	325	0.0	0.7	4.779	
	3 - B2259 Chichester Rd W	443	111	289	1140	0.389	441	519	0.0	0.6	5.133	
2 - North Bersted St / B2259	1 - North Bersted St	199	50	303	705	0.282	197	283	0.0	0.4	7.070	
	2 - B2259 Chichester Rd E	279	70	189	690	0.405	277	311	0.0	0.7	8.656	
	3 - B2259 W Link	563	141	27	1240	0.454	559	439	0.0	0.8	5.262	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	527	132	199	1157	0.455	526	675	0.6	0.8	5.692	
	2 - Chalcraft Ln	636	159	335	1242	0.512	634	390	0.7	1.0	5.907	
	3 - B2259 Chichester Rd W	529	132	346	1107	0.478	528	623	0.6	0.9	6.209	
2 - North Bersted St / B2259	1 - North Bersted St	237	59	364	665	0.357	237	340	0.4	0.5	8.387	
	2 - B2259 Chichester Rd E	334	83	227	671	0.497	332	375	0.7	1.0	10.581	
	3 - B2259 W Link	674	169	32	1237	0.545	673	527	0.8	1.2	6.364	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	644	161	243	1131	0.569	642	825	0.8	1.3	7.333	
	2 - Chalcraft Ln	779	195	408	1194	0.652	775	477	1.0	1.8	8.533	
	3 - B2259 Chichester Rd W	648	162	423	1063	0.610	646	761	0.9	1.5	8.574	
2 - North Bersted St / B2259	1 - North Bersted St	291	73	445	614	0.474	289	415	0.5	0.9	11.057	
	2 - B2259 Chichester Rd E	409	102	277	647	0.632	406	457	1.0	1.6	14.781	
	3 - B2259 W Link	824	206	39	1232	0.669	821	644	1.2	2.0	8.679	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	647	162	244	1130	0.573	647	828	1.3	1.3	7.448	
	2 - Chalcraft Ln	779	195	412	1192	0.653	778	480	1.8	1.9	8.702	
	3 - B2259 Chichester Rd W	648	162	424	1062	0.610	648	766	1.5	1.5	8.692	
2 - North Bersted St / B2259	1 - North Bersted St	291	73	448	612	0.475	291	418	0.9	0.9	11.216	
	2 - B2259 Chichester Rd E	409	102	278	646	0.632	408	461	1.6	1.7	15.127	
	3 - B2259 W Link	827	207	40	1232	0.671	827	647	2.0	2.0	8.873	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	532	133	200	1157	0.460	534	679	1.3	0.9	5.800	
	2 - Chalcraft Ln	636	159	340	1239	0.513	639	395	1.9	1.1	6.030	
	3 - B2259 Chichester Rd W	529	132	348	1106	0.479	532	631	1.5	0.9	6.299	
2 - North Bersted St / B2259	1 - North Bersted St	237	59	369	662	0.359	239	345	0.9	0.6	8.527	
	2 - B2259 Chichester Rd E	334	83	229	671	0.498	336	380	1.7	1.0	10.855	
	3 - B2259 W Link	679	170	33	1237	0.549	682	532	2.0	1.2	6.526	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	444	111	168	1176	0.378	445	568	0.9	0.6	4.932	
	2 - Chalcraft Ln	532	133	283	1276	0.417	534	329	1.1	0.7	4.858	
	3 - B2259 Chichester Rd W	443	111	291	1138	0.389	444	526	0.9	0.6	5.198	
2 - North Bersted St / B2259	1 - North Bersted St	199	50	308	702	0.283	199	288	0.6	0.4	7.177	
	2 - B2259 Chichester Rd E	279	70	191	689	0.406	281	317	1.0	0.7	8.844	
	3 - B2259 W Link	567	142	27	1240	0.457	569	444	1.2	0.9	5.377	

2023 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	13.06	S
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	20.59	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	506	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	736	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	442	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	425	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	391	414
	2 - Chalcraft Ln	311	0	195
	3 - B2259 Chichester Rd W	380	355	0

Demand (Veh/hr)

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	32	410
	2 - B2259 Chichester Rd E	31	0	395
	3 - B2259 W Link	260	430	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	4
	2 - Chalcraft Ln	0	0	1
	3 - B2259 Chichester Rd W	2	1	0

Heavy Vehicle Percentages

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	1
	2 - B2259 Chichester Rd E	0	0	5
	3 - B2259 W Link	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.83	19.23	4.5	C	740	1110
	2 - Chalcraft Ln	0.48	5.84	0.9	A	464	697
	3 - B2259 Chichester Rd W	0.72	11.14	2.5	B	675	1013
2 - North Bersted St / B2259	1 - North Bersted St	0.80	29.37	3.8	C	406	608
	2 - B2259 Chichester Rd E	0.82	32.64	4.0	C	390	585
	3 - B2259 W Link	0.61	7.32	1.5	A	633	949

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	601	150	266	1145	0.525	597	518	0.0	1.1	6.519
	2 - Chalcraft Ln	381	95	307	1268	0.301	379	556	0.0	0.4	4.044
	3 - B2259 Chichester Rd W	554	138	233	1195	0.463	550	454	0.0	0.9	5.553
2 - North Bersted St / B2259	1 - North Bersted St	333	83	321	704	0.473	329	216	0.0	0.9	9.530
	2 - B2259 Chichester Rd E	320	80	306	646	0.495	316	344	0.0	1.0	10.788
	3 - B2259 W Link	517	129	23	1258	0.411	514	599	0.0	0.7	4.821

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	722	180	318	1113	0.649	719	620	1.1	1.8	9.069
	2 - Chalcraft Ln	455	114	370	1228	0.371	454	668	0.4	0.6	4.650
	3 - B2259 Chichester Rd W	661	165	279	1169	0.566	660	545	0.9	1.3	7.044
2 - North Bersted St / B2259	1 - North Bersted St	397	99	386	662	0.600	395	260	0.9	1.4	13.362
	2 - B2259 Chichester Rd E	382	96	367	616	0.621	380	414	1.0	1.6	15.081
	3 - B2259 W Link	619	155	27	1255	0.493	618	719	0.7	1.0	5.640

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	574	219	385	1071	0.516	585	730	1.0	4.0	10.071
	2 - Chalcraft Ln	557	139	445	1180	0.472	556	809	0.6	0.9	5.761
	3 - B2259 Chichester Rd W	810	202	341	1133	0.715	805	660	1.3	2.4	10.844
2 - North Bersted St / B2259	1 - North Bersted St	487	122	471	608	0.801	478	317	1.4	3.5	26.269
	2 - B2259 Chichester Rd E	468	117	444	578	0.811	460	505	1.6	3.7	28.654
	3 - B2259 W Link	757	189	33	1252	0.605	755	871	1.0	1.5	7.208

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	887	222	391	1069	0.830	885	761	4.0	4.5	19.231
	2 - Chalcraft Ln	557	139	455	1173	0.475	557	821	0.9	0.9	5.844
	3 - B2259 Chichester Rd W	810	202	342	1133	0.715	810	671	2.4	2.5	11.137
2 - North Bersted St / B2259	1 - North Bersted St	487	122	474	606	0.803	486	320	3.5	3.8	29.368
	2 - B2259 Chichester Rd E	468	117	451	574	0.815	467	509	3.7	4.0	32.643
	3 - B2259 W Link	760	190	34	1252	0.607	760	884	1.5	1.5	7.315

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	743	186	321	1111	0.669	753	624	4.5	2.1	10.296
	2 - Chalcraft Ln	455	114	387	1217	0.374	456	687	0.9	0.6	4.740
	3 - B2259 Chichester Rd W	661	165	280	1168	0.566	666	563	2.5	1.3	7.227
2 - North Bersted St / B2259	1 - North Bersted St	397	99	390	659	0.603	406	264	3.8	1.6	14.683
	2 - B2259 Chichester Rd E	382	96	377	611	0.626	391	419	4.0	1.7	17.011
	3 - B2259 W Link	624	156	28	1255	0.497	626	740	1.5	1.0	5.741

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	613	153	268	1144	0.536	617	522	2.1	1.2	6.885
	2 - Chalcraft Ln	381	95	317	1261	0.302	382	568	0.6	0.4	4.096
	3 - B2259 Chichester Rd W	554	138	234	1195	0.464	556	465	1.3	0.9	5.651
2 - North Bersted St / B2259	1 - North Bersted St	333	83	326	700	0.475	335	220	1.6	0.9	9.930
	2 - B2259 Chichester Rd E	320	80	311	644	0.497	323	350	1.7	1.0	11.335
	3 - B2259 W Link	521	130	23	1258	0.414	522	611	1.0	0.7	4.901

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	8.45	A
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	11.23	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	712	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	594	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	266	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	374	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	215	377
	2 - Chalcraft Ln	388	0	324
	3 - B2259 Chichester Rd W	370	224	0

Demand (Veh/hr)

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	11	255
	2 - B2259 Chichester Rd E	36	0	338
	3 - B2259 W Link	347	411	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	7
	2 - Chalcraft Ln	1	0	0
	3 - B2259 Chichester Rd W	4	3	0

Heavy Vehicle Percentages

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	2
	2 - B2259 Chichester Rd E	3	0	7
	3 - B2259 W Link	1	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.58	7.55	1.4	A	543	815
	2 - Chalcraft Ln	0.66	8.88	1.9	A	654	981
	3 - B2259 Chichester Rd W	0.62	8.84	1.6	A	545	817
2 - North Bersted St / B2259	1 - North Bersted St	0.48	11.39	0.9	B	244	366
	2 - B2259 Chichester Rd E	0.64	15.42	1.7	C	343	515
	3 - B2259 W Link	0.68	9.03	2.1	A	694	1042

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	442	111	167	1177	0.376	440	568	0.0	0.6	4.872	
	2 - Chalcraft Ln	536	134	280	1278	0.420	533	327	0.0	0.7	4.815	
	3 - B2259 Chichester Rd W	447	112	291	1138	0.393	444	523	0.0	0.6	5.170	
2 - North Bersted St / B2259	1 - North Bersted St	200	50	306	703	0.285	199	285	0.0	0.4	7.116	
	2 - B2259 Chichester Rd E	282	70	190	689	0.409	279	314	0.0	0.7	8.720	
	3 - B2259 W Link	567	142	27	1240	0.457	564	442	0.0	0.8	5.299	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	531	133	201	1156	0.459	530	680	0.6	0.8	5.738	
	2 - Chalcraft Ln	640	160	338	1241	0.516	639	393	0.7	1.1	5.972	
	3 - B2259 Chichester Rd W	534	133	348	1105	0.483	533	628	0.6	0.9	6.271	
2 - North Bersted St / B2259	1 - North Bersted St	239	60	368	663	0.361	239	343	0.4	0.6	8.463	
	2 - B2259 Chichester Rd E	337	84	228	671	0.502	335	378	0.7	1.0	10.700	
	3 - B2259 W Link	679	170	32	1237	0.549	678	531	0.8	1.2	6.428	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	649	162	245	1130	0.574	647	832	0.8	1.3	7.429	
	2 - Chalcraft Ln	784	196	412	1192	0.658	781	480	1.1	1.9	8.697	
	3 - B2259 Chichester Rd W	654	163	426	1061	0.616	651	767	0.9	1.6	8.720	
2 - North Bersted St / B2259	1 - North Bersted St	293	73	448	611	0.479	292	418	0.6	0.9	11.216	
	2 - B2259 Chichester Rd E	412	103	279	646	0.638	409	461	1.0	1.7	15.054	
	3 - B2259 W Link	831	208	40	1232	0.674	827	649	1.2	2.0	8.819	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	653	163	246	1129	0.578	652	835	1.3	1.4	7.551	
	2 - Chalcraft Ln	784	196	415	1189	0.659	784	483	1.9	1.9	8.880	
	3 - B2259 Chichester Rd W	654	163	427	1060	0.616	654	772	1.6	1.6	8.845	
2 - North Bersted St / B2259	1 - North Bersted St	293	73	452	609	0.481	293	422	0.9	0.9	11.385	
	2 - B2259 Chichester Rd E	412	103	281	645	0.639	412	464	1.7	1.7	15.425	
	3 - B2259 W Link	834	208	40	1232	0.677	834	653	2.0	2.1	9.025	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	537	134	202	1156	0.464	539	685	1.4	0.9	5.852	
	2 - Chalcraft Ln	640	160	343	1237	0.518	644	398	1.9	1.1	6.102	
	3 - B2259 Chichester Rd W	534	133	351	1104	0.483	536	636	1.6	0.9	6.370	
2 - North Bersted St / B2259	1 - North Bersted St	239	60	373	660	0.363	241	348	0.9	0.6	8.612	
	2 - B2259 Chichester Rd E	337	84	230	670	0.503	339	383	1.7	1.0	10.988	
	3 - B2259 W Link	684	171	33	1236	0.553	687	537	2.1	1.3	6.595	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	448	112	169	1176	0.381	449	572	0.9	0.6	4.961	
	2 - Chalcraft Ln	536	134	286	1274	0.421	538	332	1.1	0.7	4.897	
	3 - B2259 Chichester Rd W	447	112	293	1137	0.393	448	531	0.9	0.7	5.234	
2 - North Bersted St / B2259	1 - North Bersted St	200	50	311	700	0.286	201	290	0.6	0.4	7.228	
	2 - B2259 Chichester Rd E	282	70	193	688	0.409	283	319	1.0	0.7	8.917	
	3 - B2259 W Link	572	143	27	1240	0.461	573	448	1.3	0.9	5.416	

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	13.46	S
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	21.38	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	510	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	741	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	445	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	428	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	394	417
	2 - Chalcraft Ln	313	0	197
	3 - B2259 Chichester Rd W	383	358	0

Demand (Veh/hr)

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	32	413
	2 - B2259 Chichester Rd E	31	0	397
	3 - B2259 W Link	262	434	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	4
	2 - Chalcraft Ln	0	0	1
	3 - B2259 Chichester Rd W	2	1	0

Heavy Vehicle Percentages

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	1
	2 - B2259 Chichester Rd E	0	0	5
	3 - B2259 W Link	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.84	19.99	4.7	C	745	1118
	2 - Chalcraft Ln	0.48	5.90	0.9	A	468	701
	3 - B2259 Chichester Rd W	0.72	11.38	2.5	B	680	1020
2 - North Bersted St / B2259	1 - North Bersted St	0.81	30.68	4.0	C	408	613
	2 - B2259 Chichester Rd E	0.82	34.03	4.2	C	393	589
	3 - B2259 W Link	0.61	7.40	1.6	A	638	956

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	606	151	267	1144	0.529	601	521	0.0	1.1	6.580
	2 - Chalcraft Ln	384	96	309	1267	0.303	382	559	0.0	0.4	4.062
	3 - B2259 Chichester Rd W	558	139	234	1195	0.467	554	457	0.0	0.9	5.593
2 - North Bersted St / B2259	1 - North Bersted St	335	84	323	702	0.477	332	218	0.0	0.9	9.594
	2 - B2259 Chichester Rd E	322	81	308	645	0.500	319	347	0.0	1.0	10.892
	3 - B2259 W Link	521	130	23	1258	0.414	518	603	0.0	0.7	4.844

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	727	182	321	1112	0.654	724	625	1.1	1.8	9.210
	2 - Chalcraft Ln	458	115	373	1226	0.374	457	672	0.4	0.6	4.679
	3 - B2259 Chichester Rd W	666	167	281	1168	0.570	664	549	0.9	1.3	7.123
2 - North Bersted St / B2259	1 - North Bersted St	400	100	388	660	0.606	398	262	0.9	1.5	13.583
	2 - B2259 Chichester Rd E	385	96	369	615	0.626	382	417	1.0	1.6	15.328
	3 - B2259 W Link	624	156	28	1255	0.497	623	724	0.7	1.0	5.678

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	879	220	391	1069	0.823	870	763	1.8	4.2	17.305
	2 - Chalcraft Ln	561	140	448	1178	0.476	560	814	0.6	0.9	5.810
	3 - B2259 Chichester Rd W	816	204	344	1132	0.721	811	664	1.3	2.5	11.069
2 - North Bersted St / B2259	1 - North Bersted St	490	123	474	606	0.809	481	319	1.5	3.7	27.200
	2 - B2259 Chichester Rd E	472	118	447	576	0.818	463	509	1.6	3.8	29.581
	3 - B2259 W Link	762	191	33	1252	0.609	760	876	1.0	1.5	7.286

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	893	223	394	1068	0.837	891	766	4.2	4.7	19.987
	2 - Chalcraft Ln	561	140	459	1171	0.479	561	826	0.9	0.9	5.900
	3 - B2259 Chichester Rd W	816	204	344	1131	0.721	815	675	2.5	2.5	11.385
2 - North Bersted St / B2259	1 - North Bersted St	490	123	477	604	0.812	489	322	3.7	4.0	30.681
	2 - B2259 Chichester Rd E	472	118	454	573	0.823	470	512	3.8	4.2	34.026
	3 - B2259 W Link	765	191	34	1252	0.612	765	890	1.5	1.6	7.400

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	749	187	324	1110	0.675	760	629	4.7	2.1	10.556
	2 - Chalcraft Ln	458	115	391	1214	0.377	459	692	0.9	0.6	4.774
	3 - B2259 Chichester Rd W	666	167	282	1167	0.571	671	568	2.5	1.4	7.320
2 - North Bersted St / B2259	1 - North Bersted St	400	100	393	657	0.609	410	266	4.0	1.6	15.035
	2 - B2259 Chichester Rd E	385	96	380	609	0.632	395	422	4.2	1.8	17.450
	3 - B2259 W Link	628	157	28	1255	0.501	630	746	1.6	1.0	5.786

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	618	154	270	1143	0.541	622	526	2.1	1.2	6.964
	2 - Chalcraft Ln	384	96	320	1260	0.305	384	572	0.6	0.4	4.116
	3 - B2259 Chichester Rd W	558	139	236	1194	0.467	560	468	1.4	0.9	5.695
2 - North Bersted St / B2259	1 - North Bersted St	335	84	328	699	0.480	338	221	1.6	0.9	10.045
	2 - B2259 Chichester Rd E	322	81	314	642	0.502	325	352	1.8	1.0	11.465
	3 - B2259 W Link	525	131	23	1258	0.417	526	616	1.0	0.7	4.926

2031 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	8.86	A
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	11.80	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	727	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	607	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	272	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	383	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	220	386
	2 - Chalcraft Ln	396	0	330
	3 - B2259 Chichester Rd W	378	228	0

Demand (Veh/hr)

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	12	260
	2 - B2259 Chichester Rd E	37	0	346
	3 - B2259 W Link	354	420	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	7
	2 - Chalcraft Ln	1	0	0
	3 - B2259 Chichester Rd W	4	3	0

Heavy Vehicle Percentages

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	2
	2 - B2259 Chichester Rd E	3	0	7
	3 - B2259 W Link	1	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.59	7.84	1.4	A	555	833
	2 - Chalcraft Ln	0.68	9.39	2.1	A	667	1000
	3 - B2259 Chichester Rd W	0.63	9.29	1.7	A	557	835
2 - North Bersted St / B2259	1 - North Bersted St	0.50	11.86	1.0	B	250	374
	2 - B2259 Chichester Rd E	0.66	16.29	1.9	C	351	527
	3 - B2259 W Link	0.69	9.46	2.2	A	709	1064

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	452	113	171	1174	0.385	450	580	0.0	0.6	4.951	
	2 - Chalcraft Ln	547	137	287	1274	0.429	544	334	0.0	0.7	4.913	
	3 - B2259 Chichester Rd W	457	114	297	1135	0.403	454	534	0.0	0.7	5.269	
2 - North Bersted St / B2259	1 - North Bersted St	205	51	312	699	0.293	203	291	0.0	0.4	7.238	
	2 - B2259 Chichester Rd E	288	72	194	687	0.420	285	321	0.0	0.7	8.900	
	3 - B2259 W Link	579	145	28	1239	0.467	576	452	0.0	0.9	5.396	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	543	136	205	1154	0.471	542	695	0.6	0.9	5.874	
	2 - Chalcraft Ln	653	163	345	1235	0.529	652	401	0.7	1.1	6.155	
	3 - B2259 Chichester Rd W	545	136	355	1101	0.495	544	642	0.7	1.0	6.447	
2 - North Bersted St / B2259	1 - North Bersted St	244	61	376	658	0.372	244	350	0.4	0.6	8.673	
	2 - B2259 Chichester Rd E	344	86	233	668	0.515	343	386	0.7	1.0	11.025	
	3 - B2259 W Link	694	174	33	1236	0.561	692	543	0.9	1.3	6.602	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	663	166	250	1126	0.589	661	849	0.9	1.4	7.698	
	2 - Chalcraft Ln	800	200	421	1186	0.675	797	490	1.1	2.0	9.166	
	3 - B2259 Chichester Rd W	668	167	434	1056	0.632	665	783	1.0	1.7	9.136	
2 - North Bersted St / B2259	1 - North Bersted St	299	75	458	605	0.495	298	427	0.6	1.0	11.666	
	2 - B2259 Chichester Rd E	422	105	285	643	0.656	419	471	1.0	1.8	15.838	
	3 - B2259 W Link	848	212	40	1232	0.689	845	663	1.3	2.1	9.219	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	667	167	251	1126	0.593	667	853	1.4	1.4	7.841	
	2 - Chalcraft Ln	800	200	425	1183	0.676	800	493	2.0	2.1	9.388	
	3 - B2259 Chichester Rd W	668	167	436	1055	0.633	668	789	1.7	1.7	9.289	
2 - North Bersted St / B2259	1 - North Bersted St	299	75	462	603	0.497	299	430	1.0	1.0	11.862	
	2 - B2259 Chichester Rd E	422	105	287	642	0.657	421	475	1.8	1.9	16.290	
	3 - B2259 W Link	852	213	41	1231	0.692	852	667	2.1	2.2	9.464	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	549	137	206	1153	0.476	551	700	1.4	0.9	6.001	
	2 - Chalcraft Ln	653	163	351	1232	0.530	657	406	2.1	1.1	6.303	
	3 - B2259 Chichester Rd W	545	136	358	1100	0.496	548	650	1.7	1.0	6.562	
2 - North Bersted St / B2259	1 - North Bersted St	244	61	381	655	0.374	246	355	1.0	0.6	8.842	
	2 - B2259 Chichester Rd E	344	86	235	667	0.516	347	392	1.9	1.1	11.365	
	3 - B2259 W Link	699	175	34	1236	0.566	703	549	2.2	1.3	6.799	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	458	115	172	1173	0.391	459	585	0.9	0.6	5.050	
	2 - Chalcraft Ln	547	137	293	1270	0.431	549	339	1.1	0.8	5.002	
	3 - B2259 Chichester Rd W	457	114	299	1133	0.403	458	542	1.0	0.7	5.339	
2 - North Bersted St / B2259	1 - North Bersted St	205	51	318	695	0.294	205	296	0.6	0.4	7.361	
	2 - B2259 Chichester Rd E	288	72	197	686	0.420	290	327	1.1	0.7	9.113	
	3 - B2259 W Link	584	146	28	1239	0.471	586	458	1.3	0.9	5.525	

2031 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	14.73	S
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	23.94	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically	Relationship type	Relationship
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	519	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	755	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	454	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	437	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	401	426
	2 - Chalcraft Ln	319	0	200
	3 - B2259 Chichester Rd W	391	364	0

Demand (Veh/hr)

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	33	421
	2 - B2259 Chichester Rd E	31	0	406
	3 - B2259 W Link	267	443	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	1	4
	2 - Chalcraft Ln	0	0	1
	3 - B2259 Chichester Rd W	2	1	0

Heavy Vehicle Percentages

2 - North Bersted St / B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	1
	2 - B2259 Chichester Rd E	0	0	5
	3 - B2259 W Link	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.88	22.38	5.4	C	760	1140
	2 - Chalcraft Ln	0.49	6.06	1.0	A	476	715
	3 - B2259 Chichester Rd W	0.74	12.14	2.7	B	693	1040
2 - North Bersted St / B2259	1 - North Bersted St	0.84	34.98	4.6	C	416	624
	2 - B2259 Chichester Rd E	0.85	38.48	4.8	E	401	601
	3 - B2259 W Link	0.62	7.65	1.6	A	650	976

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	617	154	272	1141	0.541	613	532	0.0	1.2	6.757
	2 - Chalcraft Ln	391	98	316	1263	0.310	389	570	0.0	0.4	4.113
	3 - B2259 Chichester Rd W	569	142	239	1192	0.477	565	466	0.0	0.9	5.712
2 - North Bersted St / B2259	1 - North Bersted St	342	85	330	698	0.489	338	222	0.0	0.9	9.898
	2 - B2259 Chichester Rd E	329	82	314	642	0.512	325	354	0.0	1.0	11.201
	3 - B2259 W Link	531	133	23	1258	0.422	528	615	0.0	0.7	4.913

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	741	185	326	1108	0.668	738	637	1.2	2.0	9.628
	2 - Chalcraft Ln	467	117	380	1221	0.382	466	684	0.4	0.6	4.762
	3 - B2259 Chichester Rd W	679	170	286	1165	0.583	677	560	0.9	1.4	7.351
2 - North Bersted St / B2259	1 - North Bersted St	408	102	396	655	0.622	405	267	0.9	1.6	14.245
	2 - B2259 Chichester Rd E	393	98	376	611	0.643	390	425	1.0	1.7	16.065
	3 - B2259 W Link	636	159	28	1255	0.507	635	738	0.7	1.0	5.797

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	894	224	398	1065	0.840	883	778	2.0	4.7	18.809
	2 - Chalcraft Ln	572	143	455	1173	0.487	570	827	0.6	0.9	5.956
	3 - B2259 Chichester Rd W	832	208	350	1128	0.738	826	675	1.4	2.7	11.748
2 - North Bersted St / B2259	1 - North Bersted St	500	125	484	600	0.833	489	325	1.6	4.2	30.122
	2 - B2259 Chichester Rd E	481	120	454	573	0.840	471	519	1.7	4.3	32.430
	3 - B2259 W Link	777	194	34	1251	0.621	775	891	1.0	1.6	7.518

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	910	228	401	1063	0.856	907	782	4.7	5.4	22.384
	2 - Chalcraft Ln	572	143	467	1166	0.491	572	841	0.9	1.0	6.061
	3 - B2259 Chichester Rd W	832	208	351	1127	0.738	831	688	2.7	2.7	12.141
2 - North Bersted St / B2259	1 - North Bersted St	500	125	487	597	0.836	498	328	4.2	4.6	34.979
	2 - B2259 Chichester Rd E	481	120	462	569	0.846	479	523	4.3	4.8	38.477
	3 - B2259 W Link	781	195	35	1251	0.624	781	907	1.6	1.6	7.646

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	767	192	330	1106	0.693	779	642	5.4	2.3	11.384
	2 - Chalcraft Ln	467	117	401	1208	0.387	468	708	1.0	0.6	4.875
	3 - B2259 Chichester Rd W	679	170	288	1164	0.583	684	582	2.7	1.4	7.588
2 - North Bersted St / B2259	1 - North Bersted St	408	102	402	652	0.626	419	271	4.6	1.7	16.147
	2 - B2259 Chichester Rd E	393	98	389	605	0.649	404	432	4.8	1.9	18.863
	3 - B2259 W Link	641	160	29	1254	0.511	643	764	1.6	1.1	5.916

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	631	158	275	1139	0.554	635	536	2.3	1.3	7.198
	2 - Chalcraft Ln	391	98	327	1255	0.311	392	583	0.6	0.5	4.172
	3 - B2259 Chichester Rd W	569	142	241	1191	0.477	571	478	1.4	0.9	5.821
2 - North Bersted St / B2259	1 - North Bersted St	342	85	335	694	0.492	345	226	1.7	1.0	10.375
	2 - B2259 Chichester Rd E	329	82	320	639	0.515	332	360	1.9	1.1	11.861
	3 - B2259 W Link	535	134	24	1258	0.426	537	628	1.1	0.7	5.004

2031 + CD + D ST, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - North Bersted St / B2259	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 81% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2031 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	10.86	B
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	13.96	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically
D25	2031 + CD + D ST	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	759	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	640	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	286	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	405	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	231	409
	2 - Chalcraft Ln	414	0	345
	3 - B2259 Chichester Rd W	400	240	0

Demand (Veh/hr)

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	12	274
	2 - B2259 Chichester Rd E	39	0	366
	3 - B2259 W Link	372	442	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	3	7
	2 - Chalcraft Ln	4	0	4
	3 - B2259 Chichester Rd W	4	5	0

Heavy Vehicle Percentages

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	3
	2 - B2259 Chichester Rd E	3	0	7
	3 - B2259 W Link	4	5	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.64	8.91	1.7	A	585	877
	2 - Chalcraft Ln	0.74	12.28	2.8	B	696	1045
	3 - B2259 Chichester Rd W	0.69	11.15	2.1	B	587	881
2 - North Bersted St / B2259	1 - North Bersted St	0.54	13.63	1.2	B	262	394
	2 - B2259 Chichester Rd E	0.71	19.20	2.3	C	372	557
	3 - B2259 W Link	0.74	11.40	2.8	B	742	1114

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	476	119	180	1158	0.411	473	609	0.0	0.7	5.238	
	2 - Chalcraft Ln	571	143	302	1221	0.468	568	350	0.0	0.9	5.487	
	3 - B2259 Chichester Rd W	482	120	310	1112	0.433	479	561	0.0	0.8	5.659	
2 - North Bersted St / B2259	1 - North Bersted St	215	54	327	680	0.317	213	304	0.0	0.5	7.691	
	2 - B2259 Chichester Rd E	305	76	205	681	0.448	302	336	0.0	0.8	9.427	
	3 - B2259 W Link	606	151	29	1214	0.499	602	477	0.0	1.0	5.844	

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	572	143	215	1136	0.503	570	730	0.7	1.0	6.350	
	2 - Chalcraft Ln	682	171	365	1181	0.578	680	421	0.9	1.3	7.161	
	3 - B2259 Chichester Rd W	575	144	371	1076	0.535	574	674	0.8	1.1	7.146	
2 - North Bersted St / B2259	1 - North Bersted St	257	64	393	637	0.404	256	366	0.5	0.7	9.434	
	2 - B2259 Chichester Rd E	364	91	246	660	0.552	362	404	0.8	1.2	12.027	
	3 - B2259 W Link	726	182	35	1211	0.600	724	573	1.0	1.5	7.370	

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	697	174	263	1107	0.630	695	891	1.0	1.7	8.678	
	2 - Chalcraft Ln	836	209	444	1131	0.739	830	514	1.3	2.7	11.764	
	3 - B2259 Chichester Rd W	705	176	453	1028	0.685	701	821	1.1	2.1	10.866	
2 - North Bersted St / B2259	1 - North Bersted St	315	79	479	582	0.541	313	445	0.7	1.1	13.288	
	2 - B2259 Chichester Rd E	446	111	300	633	0.704	442	492	1.2	2.2	18.403	
	3 - B2259 W Link	886	222	43	1206	0.735	881	699	1.5	2.7	10.933	

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	702	176	264	1106	0.635	702	896	1.7	1.7	8.908	
	2 - Chalcraft Ln	836	209	449	1128	0.741	835	518	2.7	2.8	12.277	
	3 - B2259 Chichester Rd W	705	176	456	1027	0.686	704	828	2.1	2.1	11.150	
2 - North Bersted St / B2259	1 - North Bersted St	315	79	484	579	0.544	315	450	1.1	1.2	13.627	
	2 - B2259 Chichester Rd E	446	111	302	632	0.705	446	497	2.2	2.3	19.197	
	3 - B2259 W Link	891	223	43	1206	0.739	891	704	2.7	2.8	11.400	

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	579	145	217	1135	0.511	582	737	1.7	1.1	6.543	
	2 - Chalcraft Ln	682	171	372	1177	0.580	688	427	2.8	1.4	7.446	
	3 - B2259 Chichester Rd W	575	144	375	1074	0.536	579	685	2.1	1.2	7.334	
2 - North Bersted St / B2259	1 - North Bersted St	257	64	401	632	0.407	259	373	1.2	0.7	9.697	
	2 - B2259 Chichester Rd E	364	91	248	659	0.553	368	412	2.3	1.3	12.555	
	3 - B2259 W Link	733	183	35	1210	0.606	738	581	2.8	1.6	7.699	

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	U
1 - Chalcraft Ln / B2259	1 - B2259 E Link	483	121	181	1157	0.418	484	615	1.1	0.7	5.364	
	2 - Chalcraft Ln	571	143	310	1216	0.470	573	356	1.4	0.9	5.618	
	3 - B2259 Chichester Rd W	482	120	313	1110	0.434	483	570	1.2	0.8	5.758	
2 - North Bersted St / B2259	1 - North Bersted St	215	54	333	676	0.319	216	310	0.7	0.5	7.853	
	2 - B2259 Chichester Rd E	305	76	207	679	0.449	307	342	1.3	0.8	9.707	
	3 - B2259 W Link	612	153	30	1214	0.504	614	484	1.6	1.0	6.021	

2031 + CD + D ST, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Chalcraft Ln / B2259 - 1 - B2259 E Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - North Bersted St / B2259 - 3 - B2259 W Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Chalcraft Ln / B2259	Mini-roundabout		1, 2, 3	22.38	C
2	North Bersted St / B2259	Mini-roundabout		1, 2, 3	20.31	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)	Run automatically
D26	2031 + CD + D ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - North Bersted St / B2259	3 - B2259 W Link	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	✓				
	2 - Chalcraft Ln		ONE HOUR	✓	547	100.000
	3 - B2259 Chichester Rd W		ONE HOUR	✓	800	100.000
2 - North Bersted St / B2259	1 - North Bersted St		ONE HOUR	✓	481	100.000
	2 - B2259 Chichester Rd E		ONE HOUR	✓	464	100.000
	3 - B2259 W Link	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	423	453
	2 - Chalcraft Ln	336	0	211
	3 - B2259 Chichester Rd W	417	383	0

Demand (Veh/hr)

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	35	446
	2 - B2259 Chichester Rd E	34	0	430
	3 - B2259 W Link	282	471	0

Vehicle Mix

Heavy Vehicle Percentages

1 - Chalcraft Ln / B2259

	To			
		1 - B2259 E Link	2 - Chalcraft Ln	3 - B2259 Chichester Rd W
From	1 - B2259 E Link	0	4	4
	2 - Chalcraft Ln	2	0	3
	3 - B2259 Chichester Rd W	2	4	0

Heavy Vehicle Percentages

2 - North Bersted St /
B2259

	To			
		1 - North Bersted St	2 - B2259 Chichester Rd E	3 - B2259 W Link
From	1 - North Bersted St	0	0	3
	2 - B2259 Chichester Rd E	0	0	5
	3 - B2259 W Link	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	0.93	37.22	9.3	E	802	1203
	2 - Chalcraft Ln	0.53	6.82	1.1	A	502	753
	3 - B2259 Chichester Rd W	0.80	16.57	3.9	C	734	1101
2 - North Bersted St / B2259	1 - North Bersted St	0.33	66.77	9.2	F	441	662
	2 - B2259 Chichester Rd E	0.93	63.27	8.4	F	426	639
	3 - B2259 W Link	0.67	8.73	2.0	A	690	1036

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	651	163	286	1110	0.586	645	563	0.0	1.4	7.648
	2 - Chalcraft Ln	412	103	334	1226	0.336	410	598	0.0	0.5	4.401
	3 - B2259 Chichester Rd W	602	151	252	1164	0.517	598	492	0.0	1.1	6.311
2 - North Bersted St / B2259	1 - North Bersted St	362	91	350	672	0.539	358	235	0.0	1.1	11.307
	2 - B2259 Chichester Rd E	349	87	332	629	0.555	344	376	0.0	1.2	12.447
	3 - B2259 W Link	563	141	25	1247	0.452	560	651	0.0	0.8	5.217

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	780	195	343	1076	0.725	776	675	1.4	2.5	11.822
	2 - Chalcraft Ln	492	123	401	1184	0.415	491	718	0.5	0.7	5.191
	3 - B2259 Chichester Rd W	719	180	302	1135	0.633	717	590	1.1	1.7	8.543
2 - North Bersted St / B2259	1 - North Bersted St	432	108	421	627	0.689	429	283	1.1	2.1	17.783
	2 - B2259 Chichester Rd E	417	104	397	596	0.700	413	453	1.2	2.2	19.314
	3 - B2259 W Link	675	169	30	1244	0.543	674	780	0.8	1.2	6.295

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	928	232	418	1030	0.801	910	824	2.5	7.0	26.742
	2 - Chalcraft Ln	602	151	471	1140	0.528	601	857	0.7	1.1	6.654
	3 - B2259 Chichester Rd W	881	220	369	1096	0.803	873	702	1.7	3.8	15.523
2 - North Bersted St / B2259	1 - North Bersted St	530	132	513	570	0.899	508	343	2.1	7.4	47.662
	2 - B2259 Chichester Rd E	511	128	471	558	0.815	493	550	2.2	6.7	46.733
	3 - B2259 W Link	824	206	36	1241	0.664	821	928	1.2	1.9	8.511

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	951	238	421	1027	0.826	942	829	7.0	9.3	37.229
	2 - Chalcraft Ln	602	151	487	1129	0.533	602	876	1.1	1.1	6.825
	3 - B2259 Chichester Rd W	881	220	370	1096	0.804	880	720	3.8	3.9	16.568
2 - North Bersted St / B2259	1 - North Bersted St	530	132	518	567	0.895	522	347	7.4	9.2	68.771
	2 - B2259 Chichester Rd E	511	128	484	552	0.826	504	556	6.7	8.4	63.668
	3 - B2259 W Link	829	207	37	1240	0.668	828	952	1.9	2.0	8.734

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	833	208	348	1072	0.777	855	682	9.3	3.7	18.014
	2 - Chalcraft Ln	492	123	442	1158	0.425	493	761	1.1	0.7	5.432
	3 - B2259 Chichester Rd W	719	180	303	1135	0.634	728	633	3.9	1.8	9.025
2 - North Bersted St / B2259	1 - North Bersted St	432	108	429	623	0.694	459	289	9.2	2.4	25.091
	2 - B2259 Chichester Rd E	417	104	426	581	0.718	440	462	8.4	2.8	28.555
	3 - B2259 W Link	682	171	32	1243	0.549	685	833	2.0	1.2	6.490

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Chalcraft Ln / B2259	1 - B2259 E Link	669	167	290	1108	0.604	678	569	3.7	1.6	8.524
	2 - Chalcraft Ln	412	103	351	1215	0.339	413	617	0.7	0.5	4.492
	3 - B2259 Chichester Rd W	602	151	254	1163	0.518	605	510	1.8	1.1	6.479
2 - North Bersted St / B2259	1 - North Bersted St	362	91	357	668	0.542	367	240	2.4	1.2	12.158
	2 - B2259 Chichester Rd E	349	87	340	625	0.559	355	384	2.8	1.3	13.624
	3 - B2259 W Link	569	142	26	1247	0.456	570	669	1.2	0.8	5.334

