Junctions 9

ARCADY 9 - Roundabout Module

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Filename: Junction 10 - Fontwell Ave - A29 Realignment RevA.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 10 - Fontwell Avenue - A29 Realignment
Report generation date: 07/04/2021 11:49:27

»2031 DM No Cala, AM
»2031 DM No Cala, PM
»2031 DM, AM
»2031 DM, PM
»2031 DS No Cala, AM
»2031 DS No Cala, PM
»2031 DS, AM
»2031 DS, PM
»2038 DM, AM
»2038 DM, PM
»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2031 DM No Cala														
1 - A29 Fontwell Ave (N)	D1	0.5	2.76	0.31	A	3.83	73 % [3 - Fontwell Ave (S)]	D2	1.0	3.85	0.50	A	3.67	85 % [1 - A29 Fontwell Ave (N)]
2 - A29 Realignment		0.3	3.47	0.23	A				0.2	3.61	0.16	A		
3 - Fontwell Ave (S)		1.0	4.83	0.50	A				0.4	3.32	0.30	A		
2031 DM														
1 - A29 Fontwell Ave (N)	D3	0.5	2.77	0.31	A	3.93	68 % [3 - Fontwell Ave (S)]	D4	1.1	3.91	0.51	A	3.72	83 % [1 - A29 Fontwell Ave (N)]
2 - A29 Realignment		0.3	3.50	0.23	A				0.2	3.67	0.17	A		
3 - Fontwell Ave (S)		1.1	5.00	0.52	A				0.4	3.33	0.30	A		
2031 DS No Cala														
1 - A29 Fontwell Ave (N)	D5	0.5	2.92	0.35	A	4.34	55 % [3 - Fontwell Ave (S)]	D6	1.3	4.45	0.57	A	4.10	64 % [1 - A29 Fontwell Ave (N)]
2 - A29 Realignment		0.7	4.43	0.39	A				0.3	3.81	0.21	A		
3 - Fontwell Ave (S)		1.1	5.59	0.52	A				0.4	3.41	0.30	A		
2031 DS														
1 - A29 Fontwell Ave (N)	D7	0.5	2.89	0.34	A	4.25	56 % [3 - Fontwell Ave (S)]	D8	1.3	4.37	0.56	A	4.01	66 % [1 - A29 Fontwell Ave (N)]
2 - A29 Realignment		0.6	4.18	0.36	A				0.2	3.65	0.18	A		
3 - Fontwell Ave (S)		1.1	5.50	0.53	A				0.4	3.34	0.29	A		
2038 DM														
1 - A29 Fontwell Ave (N)	D9	0.6	3.04	0.37	A	4.15	61 % [3 - Fontwell Ave (S)]	D10	1.2	4.09	0.53	A	3.93	76 % [1 - A29 Fontwell Ave (N)]
2 - A29 Realignment		0.3	3.78	0.26	A				0.2	3.84	0.19	A		
3 - Fontwell Ave (S)		1.2	5.29	0.54	A				0.6	3.68	0.36	A		
2038 DS														
1 - A29 Fontwell Ave (N)	D11	0.7	3.19	0.41	A	4.49	57 % [3 - Fontwell Ave (S)]	D12	1.5	4.73	0.60	A	4.28	57 % [1 - A29 Fontwell Ave (N)]
2 - A29 Realignment		1.1	5.10	0.53	A				0.4	3.76	0.30	A		
3 - Fontwell Ave (S)		0.8	5.52	0.44	A				0.3	3.24	0.21	A		

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

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

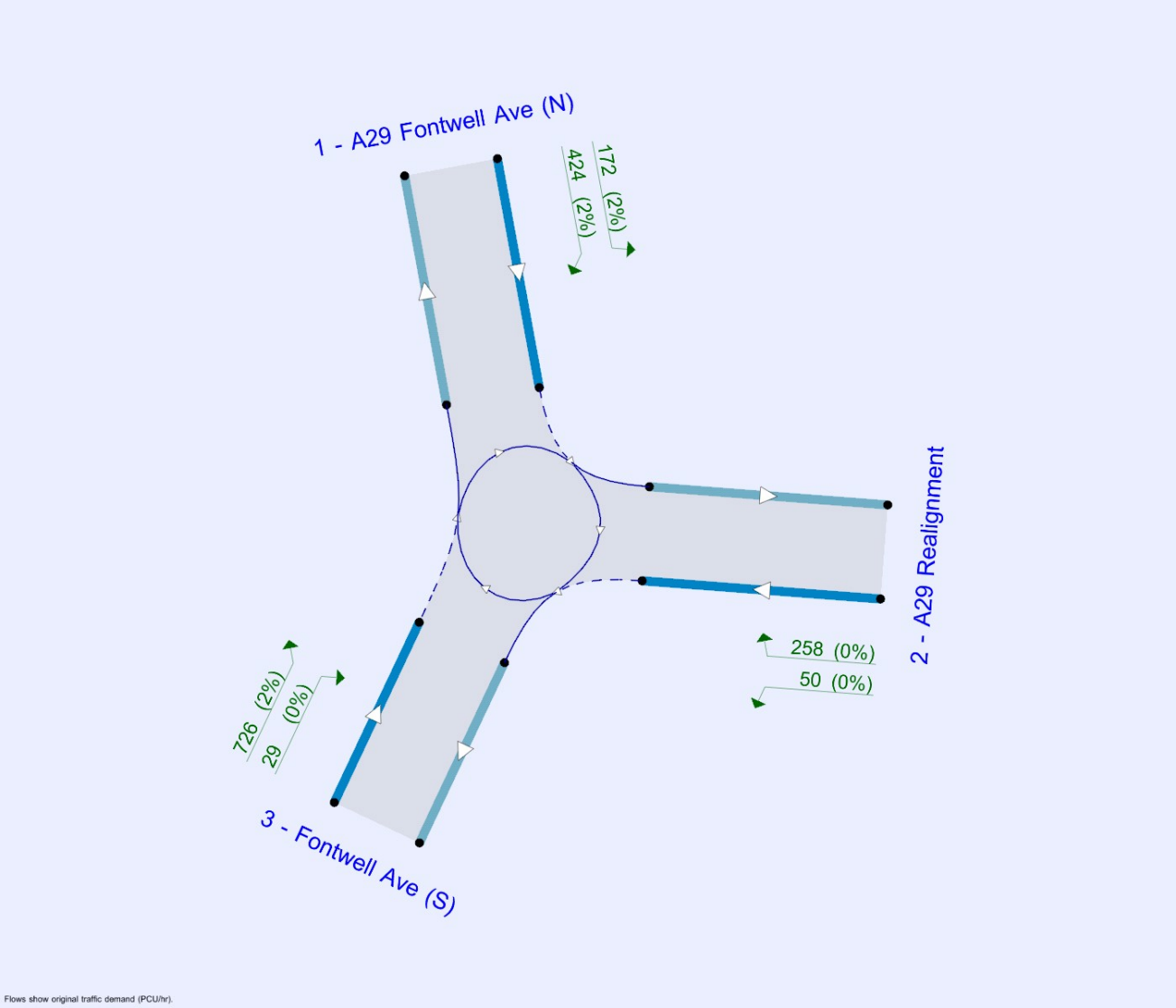
File summary

File Description

Title	
Location	
Site number	
Date	20/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\PAhrens
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 DM No Cala	AM	FLAT	08:00	09:00	60	15	✓
D2	2031 DM No Cala	PM	FLAT	17:00	18:00	60	15	✓
D3	2031 DM	AM	FLAT	08:00	09:00	60	15	✓
D4	2031 DM	PM	FLAT	17:00	18:00	60	15	✓
D5	2031 DS No Cala	AM	FLAT	08:00	09:00	60	15	✓
D6	2031 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓
D7	2031 DS	AM	FLAT	08:00	09:00	60	15	✓
D8	2031 DS	PM	FLAT	17:00	18:00	60	15	✓
D9	2038 DM	AM	FLAT	08:00	09:00	60	15	✓
D10	2038 DM	PM	FLAT	17:00	18:00	60	15	✓
D11	2038 DS	AM	FLAT	08:00	09:00	60	15	✓
D12	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2031 DM No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	3.83	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	73	3 - Fontwell Ave (S)

Arms

Arms

Arm	Name	Description
1	A29 Fontwell Ave (N)	
2	A29 Realignment	
3	Fontwell Ave (S)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A29 Fontwell Ave (N)	3.20	8.21	52.9	20.6	40.0	56.0	
2 - A29 Realignment	3.65	6.60	7.9	27.9	40.0	14.0	
3 - Fontwell Ave (S)	3.31	6.68	51.6	16.1	40.0	54.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A29 Fontwell Ave (N)	0.664	1945
2 - A29 Realignment	0.647	1619
3 - Fontwell Ave (S)	0.608	1672

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 DM No Cala	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	596	100.000
2 - A29 Realignment		FLAT	✓	308	100.000
3 - Fontwell Ave (S)		FLAT	✓	755	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	172	424
	2 - A29 Realignment	258	0	50
	3 - Fontwell Ave (S)	726	29	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.29	0.71
	2 - A29 Realignment	0.84	0.00	0.16
	3 - Fontwell Ave (S)	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	2	2
	2 - A29 Realignment	0	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	1.000	1.020	1.020
	2 - A29 Realignment	1.000	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Fontwell Ave (N)	596	596
	2 - A29 Realignment	308	308
	3 - Fontwell Ave (S)	755	755
08:15-08:30	1 - A29 Fontwell Ave (N)	596	596
	2 - A29 Realignment	308	308
	3 - Fontwell Ave (S)	755	755
08:30-08:45	1 - A29 Fontwell Ave (N)	596	596
	2 - A29 Realignment	308	308
	3 - Fontwell Ave (S)	755	755
08:45-09:00	1 - A29 Fontwell Ave (N)	596	596
	2 - A29 Realignment	308	308
	3 - Fontwell Ave (S)	755	755

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.31	2.76	0.5	A	596	596
2 - A29 Realignment	0.23	3.47	0.3	A	308	308
3 - Fontwell Ave (S)	0.50	4.83	1.0	A	755	755

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	596	149	29	1926	0.309	594	979	0.0	0.5	2.754	A
2 - A29 Realignment	308	77	423	1346	0.229	307	200	0.0	0.3	3.463	A
3 - Fontwell Ave (S)	755	189	257	1516	0.498	751	473	0.0	1.0	4.773	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	596	149	29	1926	0.309	596	984	0.5	0.5	2.760	A
2 - A29 Realignment	308	77	424	1345	0.229	308	201	0.3	0.3	3.471	A
3 - Fontwell Ave (S)	755	189	258	1515	0.498	755	474	1.0	1.0	4.826	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	596	149	29	1926	0.309	596	984	0.5	0.5	2.760	A
2 - A29 Realignment	308	77	424	1345	0.229	308	201	0.3	0.3	3.471	A
3 - Fontwell Ave (S)	755	189	258	1515	0.498	755	474	1.0	1.0	4.826	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	596	149	29	1926	0.309	596	984	0.5	0.5	2.760	A
2 - A29 Realignment	308	77	424	1345	0.229	308	201	0.3	0.3	3.471	A
3 - Fontwell Ave (S)	755	189	258	1515	0.498	755	474	1.0	1.0	4.826	A

2031 DM No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	3.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	85	1 - A29 Fontwell Ave (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 DM No Cala	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	963	100.000
2 - A29 Realignment		FLAT	✓	190	100.000
3 - Fontwell Ave (S)		FLAT	✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	307	656
	2 - A29 Realignment	165	0	25
	3 - Fontwell Ave (S)	415	53	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.32	0.68
	2 - A29 Realignment	0.87	0.00	0.13
	3 - Fontwell Ave (S)	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	0	0	2
	2 - A29 Realignment	1	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	1.000	1.000	1.020
	2 - A29 Realignment	1.010	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Fontwell Ave (N)	963	963
	2 - A29 Realignment	190	190
	3 - Fontwell Ave (S)	468	468
17:15-17:30	1 - A29 Fontwell Ave (N)	963	963
	2 - A29 Realignment	190	190
	3 - Fontwell Ave (S)	468	468
17:30-17:45	1 - A29 Fontwell Ave (N)	963	963
	2 - A29 Realignment	190	190
	3 - Fontwell Ave (S)	468	468
17:45-18:00	1 - A29 Fontwell Ave (N)	963	963
	2 - A29 Realignment	190	190
	3 - Fontwell Ave (S)	468	468

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.50	3.85	1.0	A	963	963
2 - A29 Realignment	0.16	3.61	0.2	A	190	190
3 - Fontwell Ave (S)	0.30	3.32	0.4	A	468	468

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	963	241	53	1910	0.504	959	578	0.0	1.0	3.821	A
2 - A29 Realignment	190	48	653	1197	0.159	189	359	0.0	0.2	3.604	A
3 - Fontwell Ave (S)	468	117	164	1572	0.298	466	678	0.0	0.4	3.309	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	963	241	53	1910	0.504	963	580	1.0	1.0	3.853	A
2 - A29 Realignment	190	48	656	1195	0.159	190	360	0.2	0.2	3.613	A
3 - Fontwell Ave (S)	468	117	165	1572	0.298	468	681	0.4	0.4	3.318	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	963	241	53	1910	0.504	963	580	1.0	1.0	3.853	A
2 - A29 Realignment	190	48	656	1195	0.159	190	360	0.2	0.2	3.613	A
3 - Fontwell Ave (S)	468	117	165	1572	0.298	468	681	0.4	0.4	3.318	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	963	241	53	1910	0.504	963	580	1.0	1.0	3.853	A
2 - A29 Realignment	190	48	656	1195	0.159	190	360	0.2	0.2	3.613	A
3 - Fontwell Ave (S)	468	117	165	1572	0.298	468	681	0.4	0.4	3.318	A

2031 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	3.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	68	3 - Fontwell Ave (S)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DM	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	599	100.000
2 - A29 Realignment		FLAT	✓	313	100.000
3 - Fontwell Ave (S)		FLAT	✓	779	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	170	429
	2 - A29 Realignment	263	0	50
	3 - Fontwell Ave (S)	750	29	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.28	0.72
	2 - A29 Realignment	0.84	0.00	0.16
	3 - Fontwell Ave (S)	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	0	2	2
	2 - A29 Realignment	0	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

From	To	1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	1.000	1.020	1.020
	2 - A29 Realignment	1.000	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Fontwell Ave (N)	599	599
	2 - A29 Realignment	313	313
	3 - Fontwell Ave (S)	779	779
08:15-08:30	1 - A29 Fontwell Ave (N)	599	599
	2 - A29 Realignment	313	313
	3 - Fontwell Ave (S)	779	779
08:30-08:45	1 - A29 Fontwell Ave (N)	599	599
	2 - A29 Realignment	313	313
	3 - Fontwell Ave (S)	779	779
08:45-09:00	1 - A29 Fontwell Ave (N)	599	599
	2 - A29 Realignment	313	313
	3 - Fontwell Ave (S)	779	779

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.31	2.77	0.5	A	599	599
2 - A29 Realignment	0.23	3.50	0.3	A	313	313
3 - Fontwell Ave (S)	0.52	5.00	1.1	A	779	779

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	599	150	29	1926	0.311	597	1008	0.0	0.5	2.760	A
2 - A29 Realignment	313	78	428	1342	0.233	312	198	0.0	0.3	3.490	A
3 - Fontwell Ave (S)	779	195	262	1513	0.515	775	477	0.0	1.1	4.944	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	599	150	29	1926	0.311	599	1013	0.5	0.5	2.767	A
2 - A29 Realignment	313	78	429	1342	0.233	313	199	0.3	0.3	3.499	A
3 - Fontwell Ave (S)	779	195	263	1512	0.515	779	479	1.1	1.1	5.004	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	599	150	29	1926	0.311	599	1013	0.5	0.5	2.767	A
2 - A29 Realignment	313	78	429	1342	0.233	313	199	0.3	0.3	3.499	A
3 - Fontwell Ave (S)	779	195	263	1512	0.515	779	479	1.1	1.1	5.004	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	599	150	29	1926	0.311	599	1013	0.5	0.5	2.767	A
2 - A29 Realignment	313	78	429	1342	0.233	313	199	0.3	0.3	3.499	A
3 - Fontwell Ave (S)	779	195	263	1512	0.515	779	479	1.1	1.1	5.004	A

2031 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	3.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	83	1 - A29 Fontwell Ave (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DM	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	977	100.000
2 - A29 Realignment		FLAT	✓	197	100.000
3 - Fontwell Ave (S)		FLAT	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	309	668
	2 - A29 Realignment	172	0	25
	3 - Fontwell Ave (S)	414	53	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.32	0.68
	2 - A29 Realignment	0.87	0.00	0.13
	3 - Fontwell Ave (S)	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	0	2
	2 - A29 Realignment	1	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	1.000	1.000	1.020
	2 - A29 Realignment	1.010	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Fontwell Ave (N)	977	977
	2 - A29 Realignment	197	197
	3 - Fontwell Ave (S)	467	467
17:15-17:30	1 - A29 Fontwell Ave (N)	977	977
	2 - A29 Realignment	197	197
	3 - Fontwell Ave (S)	467	467
17:30-17:45	1 - A29 Fontwell Ave (N)	977	977
	2 - A29 Realignment	197	197
	3 - Fontwell Ave (S)	467	467
17:45-18:00	1 - A29 Fontwell Ave (N)	977	977
	2 - A29 Realignment	197	197
	3 - Fontwell Ave (S)	467	467

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.51	3.91	1.1	A	977	977
2 - A29 Realignment	0.17	3.67	0.2	A	197	197
3 - Fontwell Ave (S)	0.30	3.33	0.4	A	467	467

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	977	244	53	1910	0.512	973	584	0.0	1.1	3.877	A
2 - A29 Realignment	197	49	665	1189	0.166	196	360	0.0	0.2	3.654	A
3 - Fontwell Ave (S)	467	117	171	1568	0.298	465	690	0.0	0.4	3.319	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	977	244	53	1910	0.512	977	586	1.1	1.1	3.911	A
2 - A29 Realignment	197	49	668	1187	0.166	197	362	0.2	0.2	3.667	A
3 - Fontwell Ave (S)	467	117	172	1567	0.298	467	693	0.4	0.4	3.328	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	977	244	53	1910	0.512	977	586	1.1	1.1	3.911	A
2 - A29 Realignment	197	49	668	1187	0.166	197	362	0.2	0.2	3.667	A
3 - Fontwell Ave (S)	467	117	172	1567	0.298	467	693	0.4	0.4	3.328	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	977	244	53	1910	0.512	977	586	1.1	1.1	3.911	A
2 - A29 Realignment	197	49	668	1187	0.166	197	362	0.2	0.2	3.667	A
3 - Fontwell Ave (S)	467	117	172	1567	0.298	467	693	0.4	0.4	3.328	A

2031 DS No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	4.34	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	55	3 - Fontwell Ave (S)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 DS No Cala	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	669	100.000
2 - A29 Realignment		FLAT	✓	530	100.000
3 - Fontwell Ave (S)		FLAT	✓	724	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	241	428
	2 - A29 Realignment	480	0	50
	3 - Fontwell Ave (S)	695	29	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.36	0.64
	2 - A29 Realignment	0.91	0.00	0.09
	3 - Fontwell Ave (S)	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	0	2	2
	2 - A29 Realignment	0	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

From	To	1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	1.000	1.020	1.020
	2 - A29 Realignment	1.000	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Fontwell Ave (N)	669	669
	2 - A29 Realignment	530	530
	3 - Fontwell Ave (S)	724	724
08:15-08:30	1 - A29 Fontwell Ave (N)	669	669
	2 - A29 Realignment	530	530
	3 - Fontwell Ave (S)	724	724
08:30-08:45	1 - A29 Fontwell Ave (N)	669	669
	2 - A29 Realignment	530	530
	3 - Fontwell Ave (S)	724	724
08:45-09:00	1 - A29 Fontwell Ave (N)	669	669
	2 - A29 Realignment	530	530
	3 - Fontwell Ave (S)	724	724

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.35	2.92	0.5	A	669	669
2 - A29 Realignment	0.39	4.43	0.7	A	530	530
3 - Fontwell Ave (S)	0.52	5.59	1.1	A	724	724

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	669	167	29	1926	0.347	667	1168	0.0	0.5	2.911	A
2 - A29 Realignment	530	133	427	1343	0.395	527	269	0.0	0.6	4.399	A
3 - Fontwell Ave (S)	724	181	478	1382	0.524	720	476	0.0	1.1	5.506	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	669	167	29	1926	0.347	669	1175	0.5	0.5	2.921	A
2 - A29 Realignment	530	133	428	1342	0.395	530	270	0.6	0.6	4.432	A
3 - Fontwell Ave (S)	724	181	480	1380	0.525	724	478	1.1	1.1	5.590	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	669	167	29	1926	0.347	669	1175	0.5	0.5	2.921	A
2 - A29 Realignment	530	133	428	1342	0.395	530	270	0.6	0.7	4.432	A
3 - Fontwell Ave (S)	724	181	480	1380	0.525	724	478	1.1	1.1	5.590	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	669	167	29	1926	0.347	669	1175	0.5	0.5	2.921	A
2 - A29 Realignment	530	133	428	1342	0.395	530	270	0.7	0.7	4.432	A
3 - Fontwell Ave (S)	724	181	480	1380	0.525	724	478	1.1	1.1	5.590	A

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	4.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	64	1 - A29 Fontwell Ave (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	1093	100.000
2 - A29 Realignment		FLAT	✓	254	100.000
3 - Fontwell Ave (S)		FLAT	✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	444	649
	2 - A29 Realignment	229	0	25
	3 - Fontwell Ave (S)	409	51	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.41	0.59
	2 - A29 Realignment	0.90	0.00	0.10
	3 - Fontwell Ave (S)	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	0	0	2
	2 - A29 Realignment	0	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	1.000	1.000	1.020
	2 - A29 Realignment	1.000	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Fontwell Ave (N)	1093	1093
	2 - A29 Realignment	254	254
	3 - Fontwell Ave (S)	460	460
17:15-17:30	1 - A29 Fontwell Ave (N)	1093	1093
	2 - A29 Realignment	254	254
	3 - Fontwell Ave (S)	460	460
17:30-17:45	1 - A29 Fontwell Ave (N)	1093	1093
	2 - A29 Realignment	254	254
	3 - Fontwell Ave (S)	460	460
17:45-18:00	1 - A29 Fontwell Ave (N)	1093	1093
	2 - A29 Realignment	254	254
	3 - Fontwell Ave (S)	460	460

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.57	4.45	1.3	A	1093	1093
2 - A29 Realignment	0.21	3.81	0.3	A	254	254
3 - Fontwell Ave (S)	0.30	3.41	0.4	A	460	460

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1093	273	51	1911	0.572	1088	635	0.0	1.3	4.395	A
2 - A29 Realignment	254	64	646	1201	0.211	253	493	0.0	0.3	3.793	A
3 - Fontwell Ave (S)	460	115	228	1533	0.300	458	671	0.0	0.4	3.402	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1093	273	51	1911	0.572	1093	638	1.3	1.3	4.451	A
2 - A29 Realignment	254	64	649	1199	0.212	254	495	0.3	0.3	3.807	A
3 - Fontwell Ave (S)	460	115	229	1533	0.300	460	674	0.4	0.4	3.414	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1093	273	51	1911	0.572	1093	638	1.3	1.3	4.451	A
2 - A29 Realignment	254	64	649	1199	0.212	254	495	0.3	0.3	3.807	A
3 - Fontwell Ave (S)	460	115	229	1533	0.300	460	674	0.4	0.4	3.414	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1093	273	51	1911	0.572	1093	638	1.3	1.3	4.451	A
2 - A29 Realignment	254	64	649	1199	0.212	254	495	0.3	0.3	3.807	A
3 - Fontwell Ave (S)	460	115	229	1533	0.300	460	674	0.4	0.4	3.414	A

2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	4.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	56	3 - Fontwell Ave (S)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 DS	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	662	100.000
2 - A29 Realignment		FLAT	✓	482	100.000
3 - Fontwell Ave (S)		FLAT	✓	743	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	237	425
	2 - A29 Realignment	432	0	50
	3 - Fontwell Ave (S)	714	29	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.36	0.64
	2 - A29 Realignment	0.90	0.00	0.10
	3 - Fontwell Ave (S)	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	0	1	2
	2 - A29 Realignment	0	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	1.000	1.010	1.020
	2 - A29 Realignment	1.000	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Fontwell Ave (N)	662	662
	2 - A29 Realignment	482	482
	3 - Fontwell Ave (S)	743	743
08:15-08:30	1 - A29 Fontwell Ave (N)	662	662
	2 - A29 Realignment	482	482
	3 - Fontwell Ave (S)	743	743
08:30-08:45	1 - A29 Fontwell Ave (N)	662	662
	2 - A29 Realignment	482	482
	3 - Fontwell Ave (S)	743	743
08:45-09:00	1 - A29 Fontwell Ave (N)	662	662
	2 - A29 Realignment	482	482
	3 - Fontwell Ave (S)	743	743

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.34	2.89	0.5	A	662	662
2 - A29 Realignment	0.36	4.18	0.6	A	482	482
3 - Fontwell Ave (S)	0.53	5.50	1.1	A	743	743

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	662	166	29	1926	0.344	660	1140	0.0	0.5	2.885	A
2 - A29 Realignment	482	121	424	1345	0.358	480	265	0.0	0.6	4.150	A
3 - Fontwell Ave (S)	743	186	430	1411	0.527	739	473	0.0	1.1	5.424	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	662	166	29	1926	0.344	662	1146	0.5	0.5	2.894	A
2 - A29 Realignment	482	121	425	1344	0.359	482	266	0.6	0.6	4.175	A
3 - Fontwell Ave (S)	743	186	432	1409	0.527	743	475	1.1	1.1	5.505	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	662	166	29	1926	0.344	662	1146	0.5	0.5	2.894	A
2 - A29 Realignment	482	121	425	1344	0.359	482	266	0.6	0.6	4.175	A
3 - Fontwell Ave (S)	743	186	432	1409	0.527	743	475	1.1	1.1	5.505	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	662	166	29	1926	0.344	662	1146	0.5	0.5	2.894	A
2 - A29 Realignment	482	121	425	1344	0.359	482	266	0.6	0.6	4.175	A
3 - Fontwell Ave (S)	743	186	432	1409	0.527	743	475	1.1	1.1	5.505	A

2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	4.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	66	1 - A29 Fontwell Ave (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	1077	100.000
2 - A29 Realignment		FLAT	✓	218	100.000
3 - Fontwell Ave (S)		FLAT	✓	457	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	437	640
	2 - A29 Realignment	193	0	25
	3 - Fontwell Ave (S)	404	53	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.41	0.59
	2 - A29 Realignment	0.89	0.00	0.11
	3 - Fontwell Ave (S)	0.88	0.12	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	0	0	2
	2 - A29 Realignment	0	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	1.000	1.000	1.020
	2 - A29 Realignment	1.000	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Fontwell Ave (N)	1077	1077
	2 - A29 Realignment	218	218
	3 - Fontwell Ave (S)	457	457
17:15-17:30	1 - A29 Fontwell Ave (N)	1077	1077
	2 - A29 Realignment	218	218
	3 - Fontwell Ave (S)	457	457
17:30-17:45	1 - A29 Fontwell Ave (N)	1077	1077
	2 - A29 Realignment	218	218
	3 - Fontwell Ave (S)	457	457
17:45-18:00	1 - A29 Fontwell Ave (N)	1077	1077
	2 - A29 Realignment	218	218
	3 - Fontwell Ave (S)	457	457

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.56	4.37	1.3	A	1077	1077
2 - A29 Realignment	0.18	3.65	0.2	A	218	218
3 - Fontwell Ave (S)	0.29	3.34	0.4	A	457	457

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1077	269	53	1910	0.564	1072	595	0.0	1.3	4.319	A
2 - A29 Realignment	218	55	637	1207	0.181	217	488	0.0	0.2	3.633	A
3 - Fontwell Ave (S)	457	114	192	1555	0.294	455	662	0.0	0.4	3.327	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1077	269	53	1910	0.564	1077	597	1.3	1.3	4.373	A
2 - A29 Realignment	218	55	640	1205	0.181	218	490	0.2	0.2	3.646	A
3 - Fontwell Ave (S)	457	114	193	1555	0.294	457	665	0.4	0.4	3.336	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1077	269	53	1910	0.564	1077	597	1.3	1.3	4.373	A
2 - A29 Realignment	218	55	640	1205	0.181	218	490	0.2	0.2	3.646	A
3 - Fontwell Ave (S)	457	114	193	1555	0.294	457	665	0.4	0.4	3.336	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1077	269	53	1910	0.564	1077	597	1.3	1.3	4.373	A
2 - A29 Realignment	218	55	640	1205	0.181	218	490	0.2	0.2	3.646	A
3 - Fontwell Ave (S)	457	114	193	1555	0.294	457	665	0.4	0.4	3.336	A

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	4.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	3 - Fontwell Ave (S)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2038 DM	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	715	100.000
2 - A29 Realignment		FLAT	✓	332	100.000
3 - Fontwell Ave (S)		FLAT	✓	807	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	197	518
	2 - A29 Realignment	282	0	50
	3 - Fontwell Ave (S)	778	29	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.28	0.72
	2 - A29 Realignment	0.85	0.00	0.15
	3 - Fontwell Ave (S)	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To	1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	0	3	2
	2 - A29 Realignment	0	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

From	To	1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	1.000	1.030	1.020
	2 - A29 Realignment	1.000	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Fontwell Ave (N)	715	715
	2 - A29 Realignment	332	332
	3 - Fontwell Ave (S)	807	807
08:15-08:30	1 - A29 Fontwell Ave (N)	715	715
	2 - A29 Realignment	332	332
	3 - Fontwell Ave (S)	807	807
08:30-08:45	1 - A29 Fontwell Ave (N)	715	715
	2 - A29 Realignment	332	332
	3 - Fontwell Ave (S)	807	807
08:45-09:00	1 - A29 Fontwell Ave (N)	715	715
	2 - A29 Realignment	332	332
	3 - Fontwell Ave (S)	807	807

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.37	3.04	0.6	A	715	715
2 - A29 Realignment	0.26	3.78	0.3	A	332	332
3 - Fontwell Ave (S)	0.54	5.29	1.2	A	807	807

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	715	179	29	1926	0.371	713	1054	0.0	0.6	3.028	A
2 - A29 Realignment	332	83	516	1285	0.258	331	225	0.0	0.3	3.767	A
3 - Fontwell Ave (S)	807	202	281	1501	0.538	802	566	0.0	1.2	5.216	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	715	179	29	1926	0.371	715	1060	0.6	0.6	3.040	A
2 - A29 Realignment	332	83	518	1284	0.259	332	226	0.3	0.3	3.780	A
3 - Fontwell Ave (S)	807	202	282	1501	0.538	807	568	1.2	1.2	5.290	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	715	179	29	1926	0.371	715	1060	0.6	0.6	3.040	A
2 - A29 Realignment	332	83	518	1284	0.259	332	226	0.3	0.3	3.780	A
3 - Fontwell Ave (S)	807	202	282	1501	0.538	807	568	1.2	1.2	5.290	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	715	179	29	1926	0.371	715	1060	0.6	0.6	3.040	A
2 - A29 Realignment	332	83	518	1284	0.259	332	226	0.3	0.3	3.780	A
3 - Fontwell Ave (S)	807	202	282	1501	0.538	807	568	1.2	1.2	5.290	A

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	3.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	76	1 - A29 Fontwell Ave (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2038 DM	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	1017	100.000
2 - A29 Realignment		FLAT	✓	222	100.000
3 - Fontwell Ave (S)		FLAT	✓	556	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	319	698
	2 - A29 Realignment	197	0	25
	3 - Fontwell Ave (S)	503	53	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.31	0.69
	2 - A29 Realignment	0.89	0.00	0.11
	3 - Fontwell Ave (S)	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	0	0	2
	2 - A29 Realignment	1	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	1.000	1.000	1.020
	2 - A29 Realignment	1.010	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Fontwell Ave (N)	1017	1017
	2 - A29 Realignment	222	222
	3 - Fontwell Ave (S)	556	556
17:15-17:30	1 - A29 Fontwell Ave (N)	1017	1017
	2 - A29 Realignment	222	222
	3 - Fontwell Ave (S)	556	556
17:30-17:45	1 - A29 Fontwell Ave (N)	1017	1017
	2 - A29 Realignment	222	222
	3 - Fontwell Ave (S)	556	556
17:45-18:00	1 - A29 Fontwell Ave (N)	1017	1017
	2 - A29 Realignment	222	222
	3 - Fontwell Ave (S)	556	556

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.53	4.09	1.2	A	1017	1017
2 - A29 Realignment	0.19	3.84	0.2	A	222	222
3 - Fontwell Ave (S)	0.36	3.68	0.6	A	556	556

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1017	254	53	1910	0.532	1012	697	0.0	1.1	4.046	A
2 - A29 Realignment	222	56	695	1170	0.190	221	370	0.0	0.2	3.825	A
3 - Fontwell Ave (S)	556	139	196	1553	0.358	554	720	0.0	0.6	3.661	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1017	254	53	1910	0.533	1017	700	1.1	1.1	4.086	A
2 - A29 Realignment	222	56	698	1168	0.190	222	372	0.2	0.2	3.840	A
3 - Fontwell Ave (S)	556	139	197	1552	0.358	556	723	0.6	0.6	3.678	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1017	254	53	1910	0.533	1017	700	1.1	1.2	4.086	A
2 - A29 Realignment	222	56	698	1168	0.190	222	372	0.2	0.2	3.840	A
3 - Fontwell Ave (S)	556	139	197	1552	0.358	556	723	0.6	0.6	3.678	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1017	254	53	1910	0.533	1017	700	1.2	1.2	4.086	A
2 - A29 Realignment	222	56	698	1168	0.190	222	372	0.2	0.2	3.840	A
3 - Fontwell Ave (S)	556	139	197	1552	0.358	556	723	0.6	0.6	3.678	A

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	4.49	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	57	3 - Fontwell Ave (S)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2038 DS	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	790	100.000
2 - A29 Realignment		FLAT	✓	780	100.000
3 - Fontwell Ave (S)		FLAT	✓	534	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	583	207
	2 - A29 Realignment	769	0	11
	3 - Fontwell Ave (S)	523	11	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.74	0.26
	2 - A29 Realignment	0.99	0.00	0.01
	3 - Fontwell Ave (S)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	0	1	4
	2 - A29 Realignment	0	0	0
	3 - Fontwell Ave (S)	3	0	0

Average PCU Per Veh

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	1.000	1.010	1.040
	2 - A29 Realignment	1.000	1.000	1.000
	3 - Fontwell Ave (S)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Fontwell Ave (N)	790	790
	2 - A29 Realignment	780	780
	3 - Fontwell Ave (S)	534	534
08:15-08:30	1 - A29 Fontwell Ave (N)	790	790
	2 - A29 Realignment	780	780
	3 - Fontwell Ave (S)	534	534
08:30-08:45	1 - A29 Fontwell Ave (N)	790	790
	2 - A29 Realignment	780	780
	3 - Fontwell Ave (S)	534	534
08:45-09:00	1 - A29 Fontwell Ave (N)	790	790
	2 - A29 Realignment	780	780
	3 - Fontwell Ave (S)	534	534

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.41	3.19	0.7	A	790	790
2 - A29 Realignment	0.53	5.10	1.1	A	780	780
3 - Fontwell Ave (S)	0.44	5.52	0.8	A	534	534

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	790	198	11	1938	0.408	787	1285	0.0	0.7	3.176	A
2 - A29 Realignment	780	195	206	1486	0.525	776	592	0.0	1.1	5.042	A
3 - Fontwell Ave (S)	534	134	765	1207	0.442	531	217	0.0	0.8	5.451	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	790	198	11	1938	0.408	790	1292	0.7	0.7	3.191	A
2 - A29 Realignment	780	195	207	1485	0.525	780	594	1.1	1.1	5.105	A
3 - Fontwell Ave (S)	534	134	769	1205	0.443	534	218	0.8	0.8	5.524	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	790	198	11	1938	0.408	790	1292	0.7	0.7	3.191	A
2 - A29 Realignment	780	195	207	1485	0.525	780	594	1.1	1.1	5.105	A
3 - Fontwell Ave (S)	534	134	769	1205	0.443	534	218	0.8	0.8	5.524	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	790	198	11	1938	0.408	790	1292	0.7	0.7	3.191	A
2 - A29 Realignment	780	195	207	1485	0.525	780	594	1.1	1.1	5.105	A
3 - Fontwell Ave (S)	534	134	769	1205	0.443	534	218	0.8	0.8	5.524	A

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A29 Fontwell Ave (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Fontwell Ave (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	Fontwell Ave / A29	Standard Roundabout		1, 2, 3	4.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	57	1 - A29 Fontwell Ave (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Fontwell Ave (N)		FLAT	✓	1163	100.000
2 - A29 Realignment		FLAT	✓	406	100.000
3 - Fontwell Ave (S)		FLAT	✓	296	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0	768	395
	2 - A29 Realignment	402	0	4
	3 - Fontwell Ave (S)	276	20	0

Proportions

		To		
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
From	1 - A29 Fontwell Ave (N)	0.00	0.66	0.34
	2 - A29 Realignment	0.99	0.00	0.01
	3 - Fontwell Ave (S)	0.93	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	0	0	3
	2 - A29 Realignment	0	0	0
	3 - Fontwell Ave (S)	2	0	0

Average PCU Per Veh

From	To			
		1 - A29 Fontwell Ave (N)	2 - A29 Realignment	3 - Fontwell Ave (S)
	1 - A29 Fontwell Ave (N)	1.000	1.000	1.030
	2 - A29 Realignment	1.000	1.000	1.000
	3 - Fontwell Ave (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Fontwell Ave (N)	1163	1163
	2 - A29 Realignment	406	406
	3 - Fontwell Ave (S)	296	296
17:15-17:30	1 - A29 Fontwell Ave (N)	1163	1163
	2 - A29 Realignment	406	406
	3 - Fontwell Ave (S)	296	296
17:30-17:45	1 - A29 Fontwell Ave (N)	1163	1163
	2 - A29 Realignment	406	406
	3 - Fontwell Ave (S)	296	296
17:45-18:00	1 - A29 Fontwell Ave (N)	1163	1163
	2 - A29 Realignment	406	406
	3 - Fontwell Ave (S)	296	296

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Ave (N)	0.60	4.73	1.5	A	1163	1163
2 - A29 Realignment	0.30	3.76	0.4	A	406	406
3 - Fontwell Ave (S)	0.21	3.24	0.3	A	296	296

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1163	291	20	1932	0.602	1157	675	0.0	1.5	4.657	A
2 - A29 Realignment	406	102	393	1365	0.297	404	784	0.0	0.4	3.741	A
3 - Fontwell Ave (S)	296	74	400	1429	0.207	295	397	0.0	0.3	3.231	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1163	291	20	1932	0.602	1163	678	1.5	1.5	4.729	A
2 - A29 Realignment	406	102	395	1364	0.298	406	788	0.4	0.4	3.758	A
3 - Fontwell Ave (S)	296	74	402	1428	0.207	296	399	0.3	0.3	3.239	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1163	291	20	1932	0.602	1163	678	1.5	1.5	4.729	A
2 - A29 Realignment	406	102	395	1364	0.298	406	788	0.4	0.4	3.758	A
3 - Fontwell Ave (S)	296	74	402	1428	0.207	296	399	0.3	0.3	3.239	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Ave (N)	1163	291	20	1932	0.602	1163	678	1.5	1.5	4.729	A
2 - A29 Realignment	406	102	395	1363	0.298	406	788	0.4	0.4	3.758	A
3 - Fontwell Ave (S)	296	74	402	1428	0.207	296	399	0.3	0.3	3.239	A

Appendix G Barnham Road / A29 Realignment

ARUN DISTRICT COUNCIL BN/11/22/OUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 11 - Barnham Road x A29 realignment.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 11 - Barnham Road x A29 realignment
Report generation date: 11/04/2021 10:01:28

»2031 DM No Cala, AM
»2031 DM No Cala, PM
»2031 DM, AM
»2031 DM, PM
»2038 DM, AM
»2038 DM, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2031 DM No Cala							
1 - A29 Realignment	0.1	2.86	0.11	A	0.2	3.14	0.18	A
2 - Barnham Road (E)	0.8	4.66	0.45	A	0.6	4.09	0.38	A
3 - Barnham Road (W)	0.3	3.15	0.21	A	0.4	3.26	0.28	A
	2031 DM							
1 - A29 Realignment	0.1	2.86	0.11	A	0.2	3.13	0.18	A
2 - Barnham Road (E)	0.8	4.60	0.44	A	0.6	4.09	0.38	A
3 - Barnham Road (W)	0.3	3.17	0.22	A	0.4	3.26	0.27	A
	2038 DM							
1 - A29 Realignment	0.2	2.92	0.13	A	0.2	3.15	0.19	A
2 - Barnham Road (E)	0.8	4.70	0.45	A	0.6	4.16	0.38	A
3 - Barnham Road (W)	0.3	3.18	0.22	A	0.4	3.28	0.27	A

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

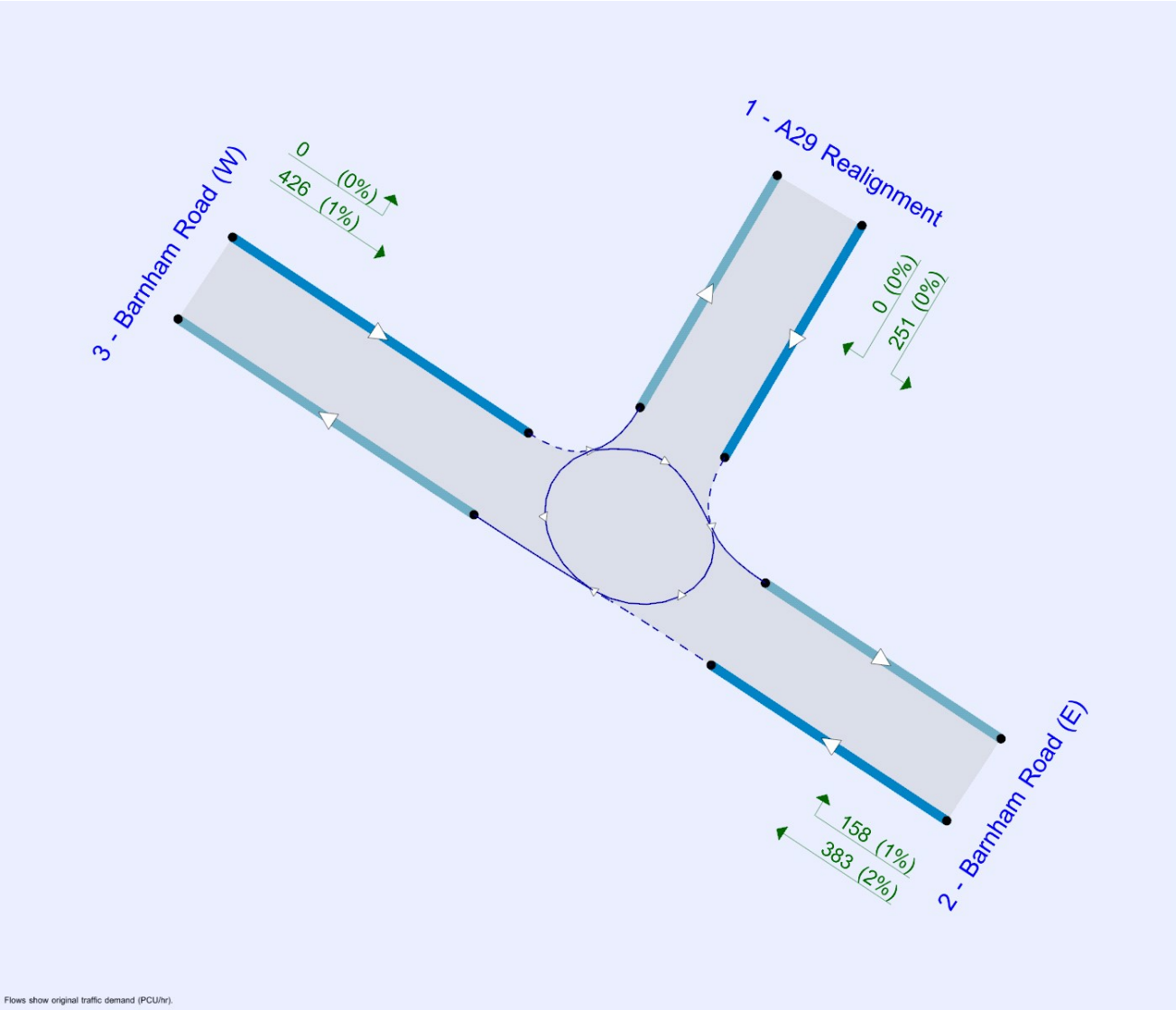
File summary

File Description

Title	
Location	
Site number	
Date	20/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\PAhrens
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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 period length (min)	Time segment length (min)	Run automatically
D1	2031 DM No Cala	AM	FLAT	08:00	09:00	60	15	✓
D2	2031 DM No Cala	PM	FLAT	17:00	18:00	60	15	✓
D3	2031 DM	AM	FLAT	08:00	09:00	60	15	✓
D4	2031 DM	PM	FLAT	17:00	18:00	60	15	✓
D5	2038 DM	AM	FLAT	08:00	09:00	60	15	✓
D6	2038 DM	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2031 DM No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
11	Barnham Road / A29	Standard Roundabout		1, 2, 3	3.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A29 Realignment	
2	Barnham Road (E)	
3	Barnham Road (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A29 Realignment	3.65	6.00	15.0	21.2	50.0	16.0	
2 - Barnham Road (E)	3.66	6.28	6.4	29.9	50.0	38.0	
3 - Barnham Road (W)	3.58	6.25	12.7	26.1	50.0	20.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A29 Realignment	0.616	1661
2 - Barnham Road (E)	0.555	1436
3 - Barnham Road (W)	0.610	1638

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 DM No Cala	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Realignment		FLAT	✓	163	100.000
2 - Barnham Road (E)		FLAT	✓	639	100.000
3 - Barnham Road (W)		FLAT	✓	326	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	163	0
	2 - Barnham Road (E)	168	0	471
	3 - Barnham Road (W)	0	326	0

Proportions

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0.00	1.00	0.00
	2 - Barnham Road (E)	0.26	0.00	0.74
	3 - Barnham Road (W)	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	3	0
	2 - Barnham Road (E)	1	0	4
	3 - Barnham Road (W)	0	6	0

Average PCU Per Veh

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	1.000	1.030	1.000
	2 - Barnham Road (E)	1.010	1.000	1.040
	3 - Barnham Road (W)	1.000	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Realignment	163	163
	2 - Barnham Road (E)	639	639
	3 - Barnham Road (W)	326	326
08:15-08:30	1 - A29 Realignment	163	163
	2 - Barnham Road (E)	639	639
	3 - Barnham Road (W)	326	326
08:30-08:45	1 - A29 Realignment	163	163
	2 - Barnham Road (E)	639	639
	3 - Barnham Road (W)	326	326
08:45-09:00	1 - A29 Realignment	163	163
	2 - Barnham Road (E)	639	639
	3 - Barnham Road (W)	326	326

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Realignment	0.11	2.86	0.1	A	163	163
2 - Barnham Road (E)	0.45	4.66	0.8	A	639	639
3 - Barnham Road (W)	0.21	3.15	0.3	A	326	326

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	163	41	325	1461	0.112	162	167	0.0	0.1	2.854	A
2 - Barnham Road (E)	639	160	0	1436	0.445	636	487	0.0	0.8	4.624	A
3 - Barnham Road (W)	326	82	167	1536	0.212	325	469	0.0	0.3	3.146	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	163	41	326	1460	0.112	163	168	0.1	0.1	2.857	A
2 - Barnham Road (E)	639	160	0	1436	0.445	639	489	0.8	0.8	4.661	A
3 - Barnham Road (W)	326	82	168	1536	0.212	326	471	0.3	0.3	3.153	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	163	41	326	1460	0.112	163	168	0.1	0.1	2.857	A
2 - Barnham Road (E)	639	160	0	1436	0.445	639	489	0.8	0.8	4.661	A
3 - Barnham Road (W)	326	82	168	1536	0.212	326	471	0.3	0.3	3.153	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	163	41	326	1460	0.112	163	168	0.1	0.1	2.857	A
2 - Barnham Road (E)	639	160	0	1436	0.445	639	489	0.8	0.8	4.661	A
3 - Barnham Road (W)	326	82	168	1536	0.212	326	471	0.3	0.3	3.153	A

2031 DM No Cala, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
11	Barnham Road / A29	Standard Roundabout		1, 2, 3	3.60	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 period length (min)	Time segment length (min)	Run automatically
D2	2031 DM No Cala	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Realignment		FLAT	✓	251	100.000
2 - Barnham Road (E)		FLAT	✓	541	100.000
3 - Barnham Road (W)		FLAT	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	251	0
	2 - Barnham Road (E)	158	0	383
	3 - Barnham Road (W)	0	426	0

Proportions

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0.00	1.00	0.00
	2 - Barnham Road (E)	0.29	0.00	0.71
	3 - Barnham Road (W)	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	0	0
	2 - Barnham Road (E)	1	0	2
	3 - Barnham Road (W)	0	1	0

Average PCU Per Veh

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	1.000	1.000	1.000
	2 - Barnham Road (E)	1.010	1.000	1.020
	3 - Barnham Road (W)	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Realignment	251	251
	2 - Barnham Road (E)	541	541
	3 - Barnham Road (W)	426	426
17:15-17:30	1 - A29 Realignment	251	251
	2 - Barnham Road (E)	541	541
	3 - Barnham Road (W)	426	426
17:30-17:45	1 - A29 Realignment	251	251
	2 - Barnham Road (E)	541	541
	3 - Barnham Road (W)	426	426
17:45-18:00	1 - A29 Realignment	251	251
	2 - Barnham Road (E)	541	541
	3 - Barnham Road (W)	426	426

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Realignment	0.18	3.14	0.2	A	251	251
2 - Barnham Road (E)	0.38	4.09	0.6	A	541	541
3 - Barnham Road (W)	0.28	3.26	0.4	A	426	426

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	251	63	424	1399	0.179	250	157	0.0	0.2	3.131	A
2 - Barnham Road (E)	541	135	0	1436	0.377	539	675	0.0	0.6	4.070	A
3 - Barnham Road (W)	426	107	157	1542	0.276	424	381	0.0	0.4	3.248	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	251	63	426	1399	0.179	251	158	0.2	0.2	3.136	A
2 - Barnham Road (E)	541	135	0	1436	0.377	541	677	0.6	0.6	4.091	A
3 - Barnham Road (W)	426	107	158	1542	0.276	426	383	0.4	0.4	3.257	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	251	63	426	1399	0.179	251	158	0.2	0.2	3.136	A
2 - Barnham Road (E)	541	135	0	1436	0.377	541	677	0.6	0.6	4.091	A
3 - Barnham Road (W)	426	107	158	1542	0.276	426	383	0.4	0.4	3.257	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	251	63	426	1399	0.179	251	158	0.2	0.2	3.136	A
2 - Barnham Road (E)	541	135	0	1436	0.377	541	677	0.6	0.6	4.091	A
3 - Barnham Road (W)	426	107	158	1542	0.276	426	383	0.4	0.4	3.257	A

2031 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
11	Barnham Road / A29	Standard Roundabout		1, 2, 3	3.93	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 period length (min)	Time segment length (min)	Run automatically
D3	2031 DM	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Realignment		FLAT	✓	161	100.000
2 - Barnham Road (E)		FLAT	✓	628	100.000
3 - Barnham Road (W)		FLAT	✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	161	0
	2 - Barnham Road (E)	173	0	455
	3 - Barnham Road (W)	0	331	0

Proportions

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0.00	1.00	0.00
	2 - Barnham Road (E)	0.28	0.00	0.72
	3 - Barnham Road (W)	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	3	0
	2 - Barnham Road (E)	1	0	4
	3 - Barnham Road (W)	0	6	0

Average PCU Per Veh

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	1.000	1.030	1.000
	2 - Barnham Road (E)	1.010	1.000	1.040
	3 - Barnham Road (W)	1.000	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Realignment	161	161
	2 - Barnham Road (E)	628	628
	3 - Barnham Road (W)	331	331
08:15-08:30	1 - A29 Realignment	161	161
	2 - Barnham Road (E)	628	628
	3 - Barnham Road (W)	331	331
08:30-08:45	1 - A29 Realignment	161	161
	2 - Barnham Road (E)	628	628
	3 - Barnham Road (W)	331	331
08:45-09:00	1 - A29 Realignment	161	161
	2 - Barnham Road (E)	628	628
	3 - Barnham Road (W)	331	331

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Realignment	0.11	2.86	0.1	A	161	161
2 - Barnham Road (E)	0.44	4.60	0.8	A	628	628
3 - Barnham Road (W)	0.22	3.17	0.3	A	331	331

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	161	40	330	1458	0.110	160	172	0.0	0.1	2.856	A
2 - Barnham Road (E)	628	157	0	1436	0.437	625	490	0.0	0.8	4.561	A
3 - Barnham Road (W)	331	83	172	1533	0.216	330	453	0.0	0.3	3.167	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	161	40	331	1457	0.111	161	173	0.1	0.1	2.860	A
2 - Barnham Road (E)	628	157	0	1436	0.437	628	492	0.8	0.8	4.596	A
3 - Barnham Road (W)	331	83	173	1533	0.216	331	455	0.3	0.3	3.174	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	161	40	331	1457	0.111	161	173	0.1	0.1	2.860	A
2 - Barnham Road (E)	628	157	0	1436	0.437	628	492	0.8	0.8	4.596	A
3 - Barnham Road (W)	331	83	173	1533	0.216	331	455	0.3	0.3	3.174	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	161	40	331	1457	0.111	161	173	0.1	0.1	2.860	A
2 - Barnham Road (E)	628	157	0	1436	0.437	628	492	0.8	0.8	4.596	A
3 - Barnham Road (W)	331	83	173	1533	0.216	331	455	0.3	0.3	3.174	A

2031 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
11	Barnham Road / A29	Standard Roundabout		1, 2, 3	3.60	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 period length (min)	Time segment length (min)	Run automatically
D4	2031 DM	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Realignment		FLAT	✓	253	100.000
2 - Barnham Road (E)		FLAT	✓	542	100.000
3 - Barnham Road (W)		FLAT	✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	253	0
	2 - Barnham Road (E)	165	0	377
	3 - Barnham Road (W)	0	422	0

Proportions

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0.00	1.00	0.00
	2 - Barnham Road (E)	0.30	0.00	0.70
	3 - Barnham Road (W)	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	0	0
	2 - Barnham Road (E)	1	0	2
	3 - Barnham Road (W)	0	1	0

Average PCU Per Veh

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	1.000	1.000	1.000
	2 - Barnham Road (E)	1.010	1.000	1.020
	3 - Barnham Road (W)	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Realignment	253	253
	2 - Barnham Road (E)	542	542
	3 - Barnham Road (W)	422	422
17:15-17:30	1 - A29 Realignment	253	253
	2 - Barnham Road (E)	542	542
	3 - Barnham Road (W)	422	422
17:30-17:45	1 - A29 Realignment	253	253
	2 - Barnham Road (E)	542	542
	3 - Barnham Road (W)	422	422
17:45-18:00	1 - A29 Realignment	253	253
	2 - Barnham Road (E)	542	542
	3 - Barnham Road (W)	422	422

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Realignment	0.18	3.13	0.2	A	253	253
2 - Barnham Road (E)	0.38	4.09	0.6	A	542	542
3 - Barnham Road (W)	0.27	3.26	0.4	A	422	422

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	253	63	420	1402	0.180	252	164	0.0	0.2	3.130	A
2 - Barnham Road (E)	542	136	0	1436	0.377	540	673	0.0	0.6	4.074	A
3 - Barnham Road (W)	422	106	164	1538	0.274	420	375	0.0	0.4	3.249	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	253	63	422	1401	0.181	253	165	0.2	0.2	3.135	A
2 - Barnham Road (E)	542	136	0	1436	0.377	542	675	0.6	0.6	4.095	A
3 - Barnham Road (W)	422	106	165	1538	0.274	422	377	0.4	0.4	3.257	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	253	63	422	1401	0.181	253	165	0.2	0.2	3.135	A
2 - Barnham Road (E)	542	136	0	1436	0.377	542	675	0.6	0.6	4.095	A
3 - Barnham Road (W)	422	106	165	1538	0.274	422	377	0.4	0.4	3.257	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	253	63	422	1401	0.181	253	165	0.2	0.2	3.135	A
2 - Barnham Road (E)	542	136	0	1436	0.377	542	675	0.6	0.6	4.095	A
3 - Barnham Road (W)	422	106	165	1538	0.274	422	377	0.4	0.4	3.258	A

2038 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
11	Barnham Road / A29	Standard Roundabout		1, 2, 3	3.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2038 DM	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Realignment		FLAT	✓	188	100.000
2 - Barnham Road (E)		FLAT	✓	647	100.000
3 - Barnham Road (W)		FLAT	✓	333	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	188	0
	2 - Barnham Road (E)	192	0	455
	3 - Barnham Road (W)	0	333	0

Proportions

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0.00	1.00	0.00
	2 - Barnham Road (E)	0.30	0.00	0.70
	3 - Barnham Road (W)	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	3	0
	2 - Barnham Road (E)	1	0	4
	3 - Barnham Road (W)	0	5	0

Average PCU Per Veh

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	1.000	1.030	1.000
	2 - Barnham Road (E)	1.010	1.000	1.040
	3 - Barnham Road (W)	1.000	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Realignment	188	188
	2 - Barnham Road (E)	647	647
	3 - Barnham Road (W)	333	333
08:15-08:30	1 - A29 Realignment	188	188
	2 - Barnham Road (E)	647	647
	3 - Barnham Road (W)	333	333
08:30-08:45	1 - A29 Realignment	188	188
	2 - Barnham Road (E)	647	647
	3 - Barnham Road (W)	333	333
08:45-09:00	1 - A29 Realignment	188	188
	2 - Barnham Road (E)	647	647
	3 - Barnham Road (W)	333	333

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Realignment	0.13	2.92	0.2	A	188	188
2 - Barnham Road (E)	0.45	4.70	0.8	A	647	647
3 - Barnham Road (W)	0.22	3.18	0.3	A	333	333

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	188	47	332	1457	0.129	187	191	0.0	0.2	2.920	A
2 - Barnham Road (E)	647	162	0	1436	0.451	644	519	0.0	0.8	4.665	A
3 - Barnham Road (W)	333	83	191	1522	0.219	332	453	0.0	0.3	3.173	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	188	47	333	1456	0.129	188	192	0.2	0.2	2.924	A
2 - Barnham Road (E)	647	162	0	1436	0.451	647	521	0.8	0.8	4.703	A
3 - Barnham Road (W)	333	83	192	1521	0.219	333	455	0.3	0.3	3.180	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	188	47	333	1456	0.129	188	192	0.2	0.2	2.924	A
2 - Barnham Road (E)	647	162	0	1436	0.451	647	521	0.8	0.8	4.703	A
3 - Barnham Road (W)	333	83	192	1521	0.219	333	455	0.3	0.3	3.180	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	188	47	333	1456	0.129	188	192	0.2	0.2	2.924	A
2 - Barnham Road (E)	647	162	0	1436	0.451	647	521	0.8	0.8	4.703	A
3 - Barnham Road (W)	333	83	192	1521	0.219	333	455	0.3	0.3	3.180	A

2038 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
11	Barnham Road / A29	Standard Roundabout		1, 2, 3	3.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2038 DM	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Realignment		FLAT	✓	263	100.000
2 - Barnham Road (E)		FLAT	✓	550	100.000
3 - Barnham Road (W)		FLAT	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	263	0
	2 - Barnham Road (E)	190	0	360
	3 - Barnham Road (W)	0	415	0

Proportions

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0.00	1.00	0.00
	2 - Barnham Road (E)	0.35	0.00	0.65
	3 - Barnham Road (W)	0.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	0	0	0
	2 - Barnham Road (E)	1	0	3
	3 - Barnham Road (W)	0	1	0

Average PCU Per Veh

		To		
		1 - A29 Realignment	2 - Barnham Road (E)	3 - Barnham Road (W)
From	1 - A29 Realignment	1.000	1.000	1.000
	2 - Barnham Road (E)	1.010	1.000	1.030
	3 - Barnham Road (W)	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Realignment	263	263
	2 - Barnham Road (E)	550	550
	3 - Barnham Road (W)	415	415
17:15-17:30	1 - A29 Realignment	263	263
	2 - Barnham Road (E)	550	550
	3 - Barnham Road (W)	415	415
17:30-17:45	1 - A29 Realignment	263	263
	2 - Barnham Road (E)	550	550
	3 - Barnham Road (W)	415	415
17:45-18:00	1 - A29 Realignment	263	263
	2 - Barnham Road (E)	550	550
	3 - Barnham Road (W)	415	415

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Realignment	0.19	3.15	0.2	A	263	263
2 - Barnham Road (E)	0.38	4.16	0.6	A	550	550
3 - Barnham Road (W)	0.27	3.28	0.4	A	415	415

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	263	66	413	1406	0.187	262	189	0.0	0.2	3.143	A
2 - Barnham Road (E)	550	138	0	1436	0.383	547	676	0.0	0.6	4.133	A
3 - Barnham Road (W)	415	104	189	1523	0.272	413	358	0.0	0.4	3.272	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	263	66	415	1405	0.187	263	190	0.2	0.2	3.150	A
2 - Barnham Road (E)	550	138	0	1436	0.383	550	678	0.6	0.6	4.156	A
3 - Barnham Road (W)	415	104	190	1523	0.273	415	360	0.4	0.4	3.282	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	263	66	415	1405	0.187	263	190	0.2	0.2	3.150	A
2 - Barnham Road (E)	550	138	0	1436	0.383	550	678	0.6	0.6	4.156	A
3 - Barnham Road (W)	415	104	190	1523	0.273	415	360	0.4	0.4	3.282	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Realignment	263	66	415	1405	0.187	263	190	0.2	0.2	3.150	A
2 - Barnham Road (E)	550	138	0	1436	0.383	550	678	0.6	0.6	4.156	A
3 - Barnham Road (W)	415	104	190	1523	0.273	415	360	0.4	0.4	3.282	A

Appendix H Realigned A29 / East-west link road Roundabout

ARUN DISTRICT COUNCIL BN/11/22/OUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 25 - Realigned A29 x E-W Link Rbt 2031 Only.j9
Path: \\Lon-file-01\engineering\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 25 - Realigned A29 x E-W Link Roundabout
Report generation date: 08/03/2021 11:20:12

»2031 DS No Cala, AM
»2031 DS No Cala, PM
»2031 DS, AM
»2031 DS, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2031 DS No Cala														
1 - Realigned A29 (N)	D3	0.1	2.61	0.11	A	2.95	390 % [3 - W Link]	D4	0.3	2.93	0.21	A	2.91	341 % [1 - Realigned A29 (N)]
2 - E Link		0.2	3.30	0.15	A				0.1	3.16	0.07	A		
3 - W Link		0.1	2.89	0.13	A				0.1	2.58	0.06	A		
2031 DS														
1 - Realigned A29 (N)	D5	0.1	2.76	0.09	A	3.27	212 % [3 - W Link]	D6	0.3	3.00	0.21	A	3.01	315 % [1 - Realigned A29 (N)]
2 - E Link		0.2	3.32	0.15	A				0.1	3.22	0.07	A		
3 - W Link		0.4	3.44	0.26	A				0.2	2.96	0.18	A		

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

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

File summary

File Description

Title	
Location	
Site number	
Date	05/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\PAhrens
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DS No Cala	AM	FLAT	08:00	09:00	60	15	✓
D4	2031 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓
D5	2031 DS	AM	FLAT	08:00	09:00	60	15	✓
D6	2031 DS	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2031 DS No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
25	EW Link Rbt	Standard Roundabout		1, 2, 3	2.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	390	3 - W Link

Arms

Arms

Arm	Name	Description
1	Realigned A29 (N)	
2	E Link	
3	W Link	

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 - Realigned A29 (N)	3.65	6.42	7.1	25.0	50.0	17.0	
2 - E Link	3.00	6.48	7.9	25.0	50.0	39.0	
3 - W Link	3.00	6.39	11.4	30.2	50.0	14.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Realigned A29 (N)	0.598	1560
2 - E Link	0.530	1318
3 - W Link	0.599	1539

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DS No Cala	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Realigned A29 (N)		FLAT	✓	166	100.000
2 - E Link		FLAT	✓	191	100.000
3 - W Link		FLAT	✓	180	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Realigned A29 (N)	2 - E Link	3 - W Link
From	1 - Realigned A29 (N)	0	97	69
	2 - E Link	191	0	0
	3 - W Link	180	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Realigned A29 (N)	2 - E Link	3 - W Link
From	1 - Realigned A29 (N)	0	2	0
	2 - E Link	0	0	0
	3 - W Link	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Realigned A29 (N)	0.11	2.61	0.1	A	166	166
2 - E Link	0.15	3.30	0.2	A	191	191
3 - W Link	0.13	2.89	0.1	A	180	180

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	166	42	0	1560	0.106	166	370	0.0	0.1	2.611	A
2 - E Link	191	48	69	1282	0.149	190	97	0.0	0.2	3.296	A
3 - W Link	180	45	190	1425	0.126	179	69	0.0	0.1	2.888	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	166	42	0	1560	0.106	166	371	0.1	0.1	2.611	A
2 - E Link	191	48	69	1282	0.149	191	97	0.2	0.2	3.299	A
3 - W Link	180	45	191	1425	0.126	180	69	0.1	0.1	2.891	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	166	42	0	1560	0.106	166	371	0.1	0.1	2.611	A
2 - E Link	191	48	69	1282	0.149	191	97	0.2	0.2	3.299	A
3 - W Link	180	45	191	1425	0.126	180	69	0.1	0.1	2.891	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	166	42	0	1560	0.106	166	371	0.1	0.1	2.611	A
2 - E Link	191	48	69	1282	0.149	191	97	0.2	0.2	3.299	A
3 - W Link	180	45	191	1425	0.126	180	69	0.1	0.1	2.891	A

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
25	EW Link Rbt	Standard Roundabout		1, 2, 3	2.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	341	1 - Realigned A29 (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Realigned A29 (N)		FLAT	✓	333	100.000
2 - E Link		FLAT	✓	88	100.000
3 - W Link		FLAT	✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Realigned A29 (N)	2 - E Link	3 - W Link
From	1 - Realigned A29 (N)	0	160	173
	2 - E Link	88	0	0
	3 - W Link	90	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Realigned A29 (N)	2 - E Link	3 - W Link
From	1 - Realigned A29 (N)	0	0	0
	2 - E Link	0	0	0
	3 - W Link	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Realigned A29 (N)	0.21	2.93	0.3	A	333	333
2 - E Link	0.07	3.16	0.1	A	88	88
3 - W Link	0.06	2.58	0.1	A	90	90

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	333	83	0	1560	0.213	332	177	0.0	0.3	2.927	A
2 - E Link	88	22	172	1227	0.072	88	159	0.0	0.1	3.160	A
3 - W Link	90	23	88	1487	0.061	90	172	0.0	0.1	2.577	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	333	83	0	1560	0.213	333	178	0.3	0.3	2.932	A
2 - E Link	88	22	173	1227	0.072	88	160	0.1	0.1	3.161	A
3 - W Link	90	23	88	1486	0.061	90	173	0.1	0.1	2.577	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	333	83	0	1560	0.213	333	178	0.3	0.3	2.932	A
2 - E Link	88	22	173	1227	0.072	88	160	0.1	0.1	3.161	A
3 - W Link	90	23	88	1486	0.061	90	173	0.1	0.1	2.577	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	333	83	0	1560	0.213	333	178	0.3	0.3	2.932	A
2 - E Link	88	22	173	1227	0.072	88	160	0.1	0.1	3.161	A
3 - W Link	90	23	88	1486	0.061	90	173	0.1	0.1	2.577	A

2031 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
25	EW Link Rbt	Standard Roundabout		1, 2, 3	3.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	212	3 - W Link

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 DS	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Realigned A29 (N)		FLAT	✓	143	100.000
2 - E Link		FLAT	✓	191	100.000
3 - W Link		FLAT	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Realigned A29 (N)	2 - E Link	3 - W Link
From	1 - Realigned A29 (N)	0	67	76
	2 - E Link	156	0	35
	3 - W Link	339	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Realigned A29 (N)	2 - E Link	3 - W Link
From	1 - Realigned A29 (N)	0	1	14
	2 - E Link	0	0	1
	3 - W Link	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Realigned A29 (N)	0.09	2.76	0.1	A	143	143
2 - E Link	0.15	3.32	0.2	A	191	191
3 - W Link	0.26	3.44	0.4	A	369	369

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	143	36	30	1542	0.093	143	493	0.0	0.1	2.765	A
2 - E Link	191	48	76	1278	0.149	190	97	0.0	0.2	3.314	A
3 - W Link	369	92	155	1446	0.255	368	111	0.0	0.4	3.433	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	143	36	30	1542	0.093	143	495	0.1	0.1	2.765	A
2 - E Link	191	48	76	1278	0.149	191	97	0.2	0.2	3.317	A
3 - W Link	369	92	156	1446	0.255	369	111	0.4	0.4	3.443	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	143	36	30	1542	0.093	143	495	0.1	0.1	2.765	A
2 - E Link	191	48	76	1278	0.149	191	97	0.2	0.2	3.317	A
3 - W Link	369	92	156	1446	0.255	369	111	0.4	0.4	3.443	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	143	36	30	1542	0.093	143	495	0.1	0.1	2.765	A
2 - E Link	191	48	76	1278	0.149	191	97	0.2	0.2	3.317	A
3 - W Link	369	92	156	1446	0.255	369	111	0.4	0.4	3.443	A

2031 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
25	EW Link Rbt	Standard Roundabout		1, 2, 3	3.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	315	1 - Realigned A29 (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031 DS	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Realigned A29 (N)		FLAT	✓	326	100.000
2 - E Link		FLAT	✓	88	100.000
3 - W Link		FLAT	✓	275	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Realigned A29 (N)	2 - E Link	3 - W Link
From	1 - Realigned A29 (N)	0	113	213
	2 - E Link	65	0	23
	3 - W Link	229	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Realigned A29 (N)	2 - E Link	3 - W Link
From	1 - Realigned A29 (N)	0	0	1
	2 - E Link	0	0	0
	3 - W Link	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Realigned A29 (N)	0.21	3.00	0.3	A	326	326
2 - E Link	0.07	3.22	0.1	A	88	88
3 - W Link	0.18	2.96	0.2	A	275	275

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	326	82	46	1533	0.213	325	293	0.0	0.3	2.996	A
2 - E Link	88	22	212	1206	0.073	88	158	0.0	0.1	3.219	A
3 - W Link	275	69	65	1500	0.183	274	235	0.0	0.2	2.959	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	326	82	46	1533	0.213	326	294	0.3	0.3	3.001	A
2 - E Link	88	22	213	1205	0.073	88	159	0.1	0.1	3.221	A
3 - W Link	275	69	65	1500	0.183	275	236	0.2	0.2	2.962	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	326	82	46	1533	0.213	326	294	0.3	0.3	3.001	A
2 - E Link	88	22	213	1205	0.073	88	159	0.1	0.1	3.221	A
3 - W Link	275	69	65	1500	0.183	275	236	0.2	0.2	2.962	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	326	82	46	1533	0.213	326	294	0.3	0.3	3.001	A
2 - E Link	88	22	213	1205	0.073	88	159	0.1	0.1	3.221	A
3 - W Link	275	69	65	1500	0.183	275	236	0.2	0.2	2.962	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 25 - Realigned A29 x E-W Link Rbt 2038 Only.j9
Path: \\Lon-file-01\engineering\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 25 - Realigned A29 x E-W Link Roundabout
Report generation date: 08/03/2021 11:45:44

»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2038 DS													
1 - Realigned A29 (N)	D9	1.0	4.80	0.49	A	6.06	37 % [3 - Realigned A29 (S)]	D10	2.0	7.26	0.67	A	6.21	38 % [1 - Realigned A29 (N)]
2 - E Link		0.2	4.41	0.19	A				0.1	4.53	0.10	A		
3 - Realigned A29 (S)		1.9	7.71	0.65	A				1.1	5.43	0.52	A		
4 - W Link		0.2	4.60	0.16	A				0.1	3.71	0.12	A		

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

File summary

File Description

Title	
Location	
Site number	
Date	05/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\PAhrens
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2038 DS	AM	FLAT	08:00	09:00	60	15	✓
D10	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2038 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
25	EW Link Rbt	Standard Roundabout		1, 2, 3, 4	6.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	37	3 - Realigned A29 (S)

Arms

Arms

Arm	Name	Description
1	Realigned A29 (N)	
2	E Link	
3	Realigned A29 (S)	
4	W Link	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Realigned A29 (N)	3.65	6.42	7.1	25.0	50.0	17.0	
2 - E Link	3.00	6.48	7.9	25.0	50.0	16.0	
3 - Realigned A29 (S)	3.65	6.37	4.5	26.7	50.0	16.5	
4 - W Link	3.00	6.39	11.4	30.2	50.0	14.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Realigned A29 (N)	0.598	1560
2 - E Link	0.573	1426
3 - Realigned A29 (S)	0.581	1468
4 - W Link	0.599	1539

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2038 DS	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Realigned A29 (N)		FLAT	✓	738	100.000
2 - E Link		FLAT	✓	191	100.000
3 - Realigned A29 (S)		FLAT	✓	887	100.000
4 - W Link		FLAT	✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Realigned A29 (N)	2 - E Link	3 - Realigned A29 (S)	4 - W Link
From	1 - Realigned A29 (N)	0	47	655	36
	2 - E Link	146	0	39	6
	3 - Realigned A29 (S)	809	45	0	33
	4 - W Link	105	5	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Realigned A29 (N)	2 - E Link	3 - Realigned A29 (S)	4 - W Link
From	1 - Realigned A29 (N)	0	1	3	1
	2 - E Link	0	0	1	0
	3 - Realigned A29 (S)	1	2	0	0
	4 - W Link	2	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Realigned A29 (N)	0.49	4.80	1.0	A	738	738
2 - E Link	0.19	4.41	0.2	A	191	191
3 - Realigned A29 (S)	0.65	7.71	1.9	A	887	887
4 - W Link	0.16	4.60	0.2	A	146	146

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	738	185	85	1509	0.489	734	1052	0.0	1.0	4.749	A
2 - E Link	191	48	723	1011	0.189	190	96	0.0	0.2	4.389	A
3 - Realigned A29 (S)	887	222	187	1359	0.653	880	726	0.0	1.9	7.474	A
4 - W Link	146	37	992	945	0.154	145	75	0.0	0.2	4.568	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	738	185	86	1509	0.489	738	1060	1.0	1.0	4.798	A
2 - E Link	191	48	727	1009	0.189	191	97	0.2	0.2	4.409	A
3 - Realigned A29 (S)	887	222	188	1358	0.653	887	730	1.9	1.9	7.707	A
4 - W Link	146	37	1000	940	0.155	146	75	0.2	0.2	4.602	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	738	185	86	1509	0.489	738	1060	1.0	1.0	4.798	A
2 - E Link	191	48	727	1009	0.189	191	97	0.2	0.2	4.409	A
3 - Realigned A29 (S)	887	222	188	1358	0.653	887	730	1.9	1.9	7.710	A
4 - W Link	146	37	1000	940	0.155	146	75	0.2	0.2	4.602	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	738	185	86	1509	0.489	738	1060	1.0	1.0	4.798	A
2 - E Link	191	48	727	1009	0.189	191	97	0.2	0.2	4.409	A
3 - Realigned A29 (S)	887	222	188	1358	0.653	887	730	1.9	1.9	7.710	A
4 - W Link	146	37	1000	940	0.155	146	75	0.2	0.2	4.602	A

2038 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
25	EW Link Rbt	Standard Roundabout		1, 2, 3, 4	6.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	38	1 - Realigned A29 (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Realigned A29 (N)		FLAT	✓	1001	100.000
2 - E Link		FLAT	✓	88	100.000
3 - Realigned A29 (S)		FLAT	✓	711	100.000
4 - W Link		FLAT	✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Realigned A29 (N)	2 - E Link	3 - Realigned A29 (S)	4 - W Link
From	1 - Realigned A29 (N)	0	96	806	99
	2 - E Link	52	0	36	0
	3 - Realigned A29 (S)	608	49	0	54
	4 - W Link	81	14	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Realigned A29 (N)	2 - E Link	3 - Realigned A29 (S)	4 - W Link
From	1 - Realigned A29 (N)	0	0	0	1
	2 - E Link	0	0	0	0
	3 - Realigned A29 (S)	1	0	0	0
	4 - W Link	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Realigned A29 (N)	0.67	7.26	2.0	A	1001	1001
2 - E Link	0.10	4.53	0.1	A	88	88
3 - Realigned A29 (S)	0.52	5.43	1.1	A	711	711
4 - W Link	0.12	3.71	0.1	A	138	138

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	1001	250	105	1497	0.669	993	737	0.0	2.0	7.041	A
2 - E Link	88	22	941	886	0.099	88	158	0.0	0.1	4.504	A
3 - Realigned A29 (S)	711	178	150	1381	0.515	707	878	0.0	1.1	5.355	A
4 - W Link	138	35	705	1117	0.124	137	152	0.0	0.1	3.694	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	1001	250	106	1497	0.669	1001	741	2.0	2.0	7.262	A
2 - E Link	88	22	948	882	0.100	88	159	0.1	0.1	4.531	A
3 - Realigned A29 (S)	711	178	151	1380	0.515	711	885	1.1	1.1	5.426	A
4 - W Link	138	35	709	1115	0.124	138	153	0.1	0.1	3.706	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	1001	250	106	1497	0.669	1001	741	2.0	2.0	7.264	A
2 - E Link	88	22	948	882	0.100	88	159	0.1	0.1	4.531	A
3 - Realigned A29 (S)	711	178	151	1380	0.515	711	885	1.1	1.1	5.426	A
4 - W Link	138	35	709	1115	0.124	138	153	0.1	0.1	3.706	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	1001	250	106	1497	0.669	1001	741	2.0	2.0	7.264	A
2 - E Link	88	22	948	882	0.100	88	159	0.1	0.1	4.531	A
3 - Realigned A29 (S)	711	178	151	1380	0.515	711	885	1.1	1.1	5.426	A
4 - W Link	138	35	709	1115	0.124	138	153	0.1	0.1	3.706	A

Appendix I Westergate Street / Northern Access

ARUN DISTRICT COUNCIL BN/11/22/OUT

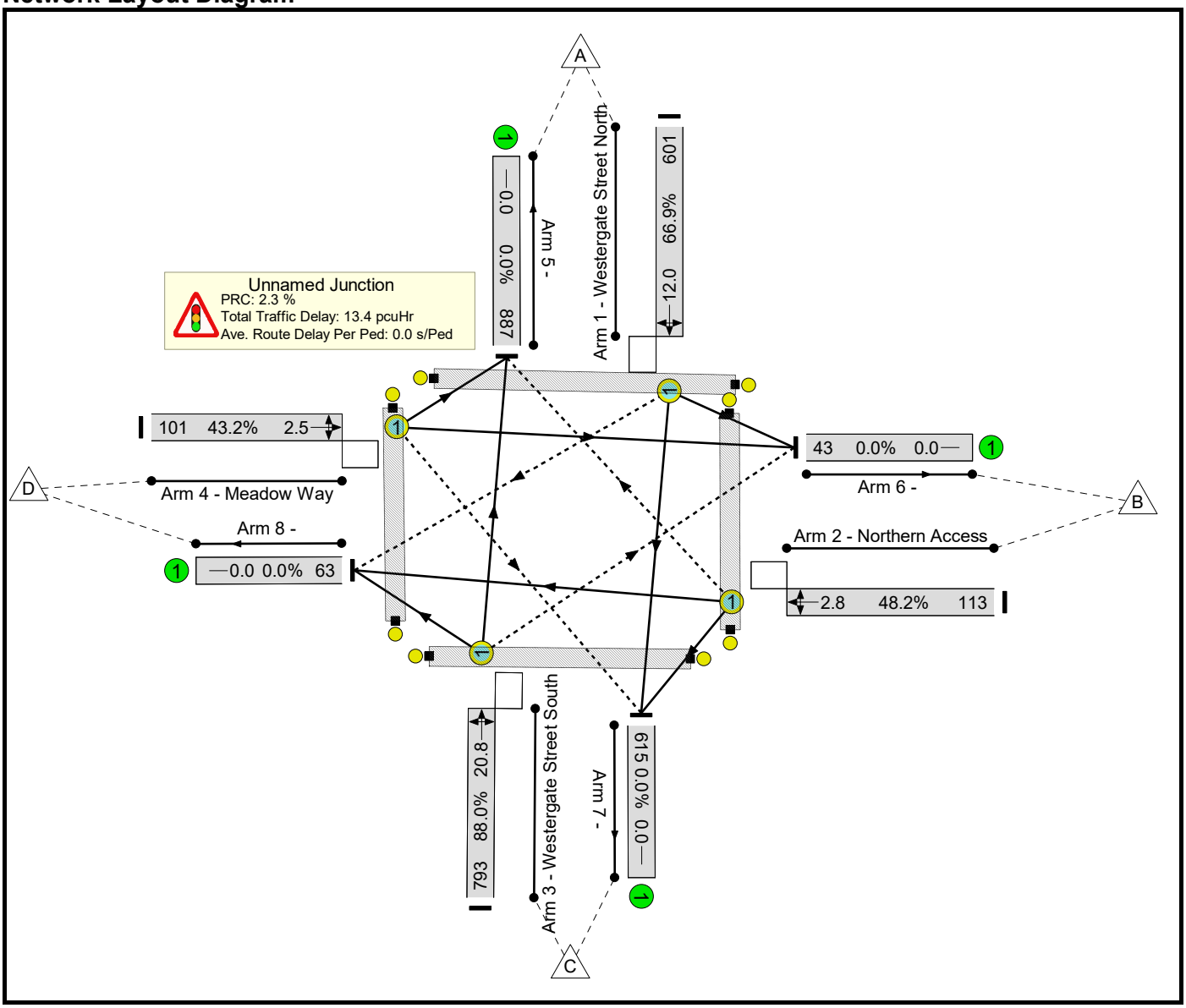
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Westergate Street_Northern Access_RevB_peds every other cycle.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**88.0%**	**146**	**0**	**22**	**13.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**88.0%**	**146**	**0**	**22**	**13.4**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		2	54	-	601	1924	898	66.9%	11	0	22	3.6	21.7	12.0
2/1	Northern Access Right Left Ahead	O	B		2	15	-	113	1655	234	48.2%	78	0	1	1.3	42.8	2.8
3/1	Westergate Street South Ahead Right Left	O	C		2	55	-	793	1898	902	88.0%	28	0	0	7.3	33.0	20.8
4/1	Meadow Way Left Ahead Right	O	D		2	16	-	101	1557	234	43.2%	28	0	0	1.1	40.0	2.5
Ped Link: P1	Unnamed Ped Link	-	H		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	14	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 2.3
PRC Over All Lanes (%): 2.3

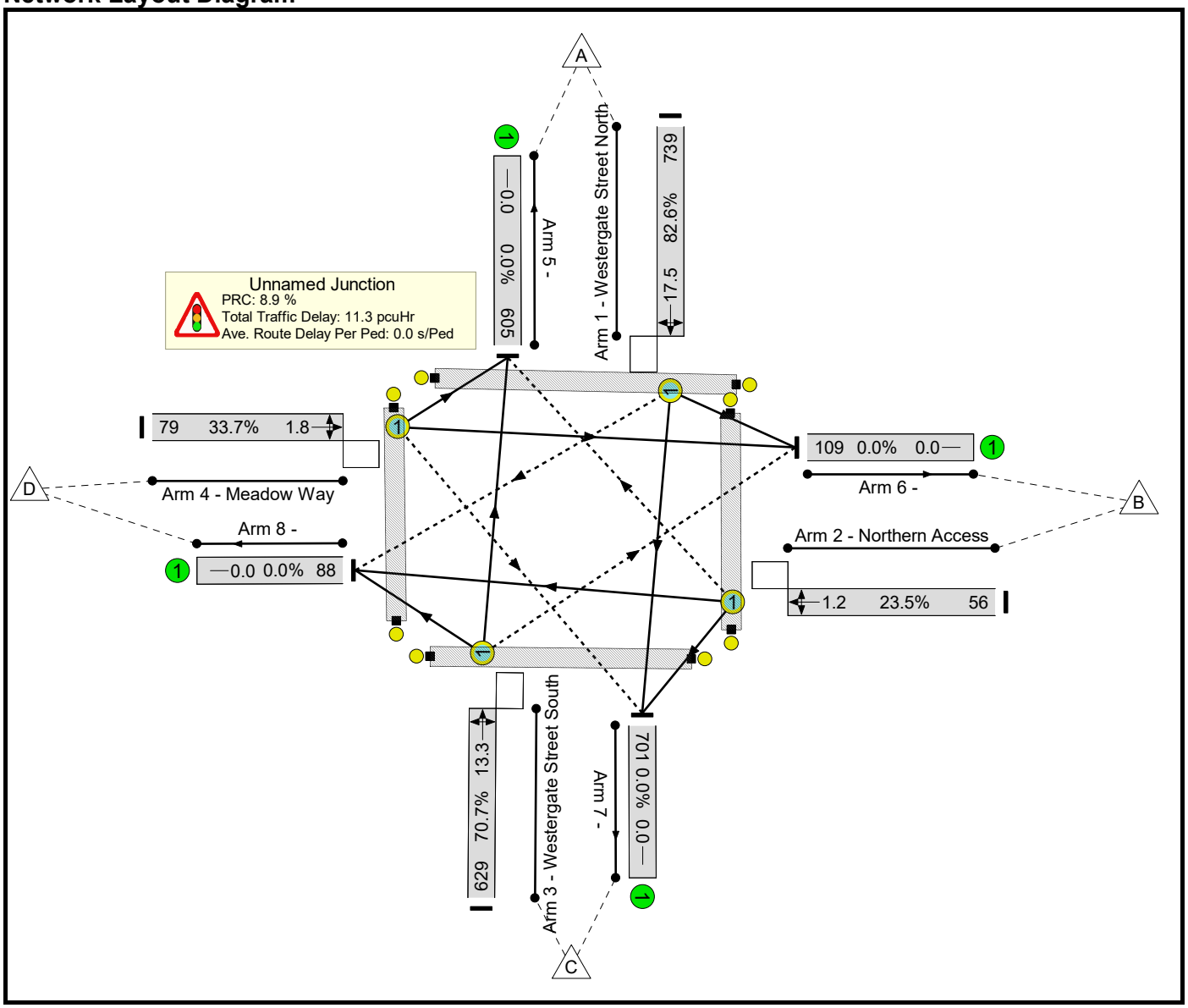
Total Delay for Signalled Lanes (pcuHr): 13.36
Total Delay Over All Lanes(pcuHr): 13.36

Cycle Time (s): 120

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**82.6%**	**122**	**0**	**45**	**11.3**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**82.6%**	**122**	**0**	**45**	**11.3**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		2	54	-	739	1916	894	82.6%	50	0	0	5.8	28.3	17.5
2/1	Northern Access Right Left Ahead	O	B		2	15	-	56	1685	239	23.5%	26	0	0	0.5	35.0	1.2
3/1	Westergate Street South Ahead Right Left	O	C		2	55	-	629	1876	889	70.7%	27	0	45	4.1	23.5	13.3
4/1	Meadow Way Left Ahead Right	O	D		2	16	-	79	1564	235	33.7%	19	0	0	0.8	36.5	1.8
Ped Link: P1	Unnamed Ped Link	-	H		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	14	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 8.9
PRC Over All Lanes (%): 8.9

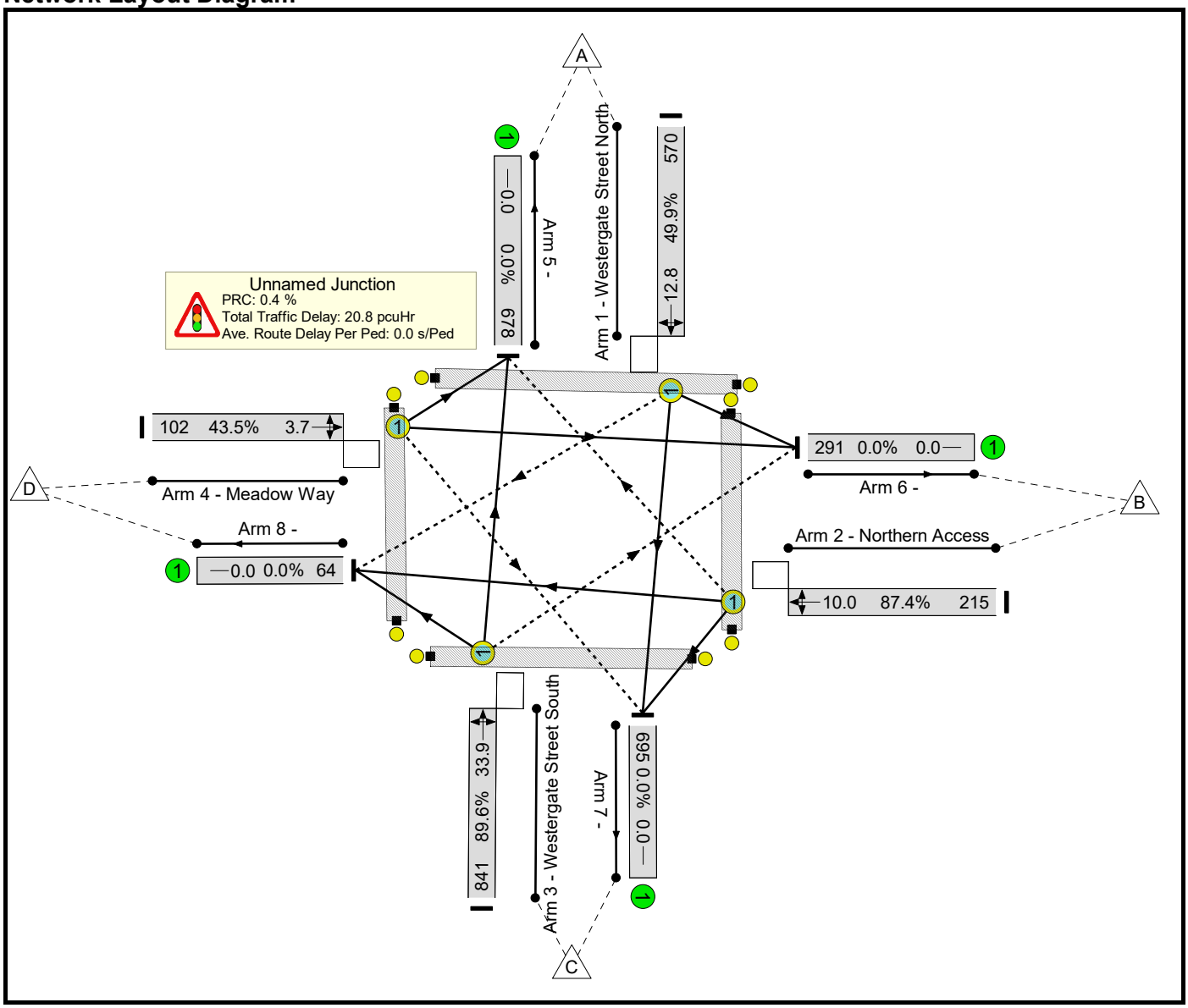
Total Delay for Signalled Lanes (pcuHr): 11.27
Total Delay Over All Lanes(pcuHr): 11.27

Cycle Time (s): 120

Basic Results Summary

Scenario 3: '2031 DS AM' (FG3: '2031 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.6%**	**389**	**0**	**18**	**20.8**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**89.6%**	**389**	**0**	**18**	**20.8**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		2	105	-	570	1923	1143	49.9%	33	0	0	2.6	16.4	12.8
2/1	Northern Access Right Left Ahead	O	B		2	24	-	215	1703	246	87.4%	65	0	7	6.5	109.4	10.0
3/1	Westergate Street South Ahead Right Left	O	C		2	106	-	841	1839	938	89.6%	271	0	0	10.0	43.0	33.9
4/1	Meadow Way Left Ahead Right	O	D		2	25	-	102	1563	234	43.5%	19	0	12	1.6	56.4	3.7
Ped Link: P1	Unnamed Ped Link	-	H		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	14	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 0.4
PRC Over All Lanes (%): 0.4

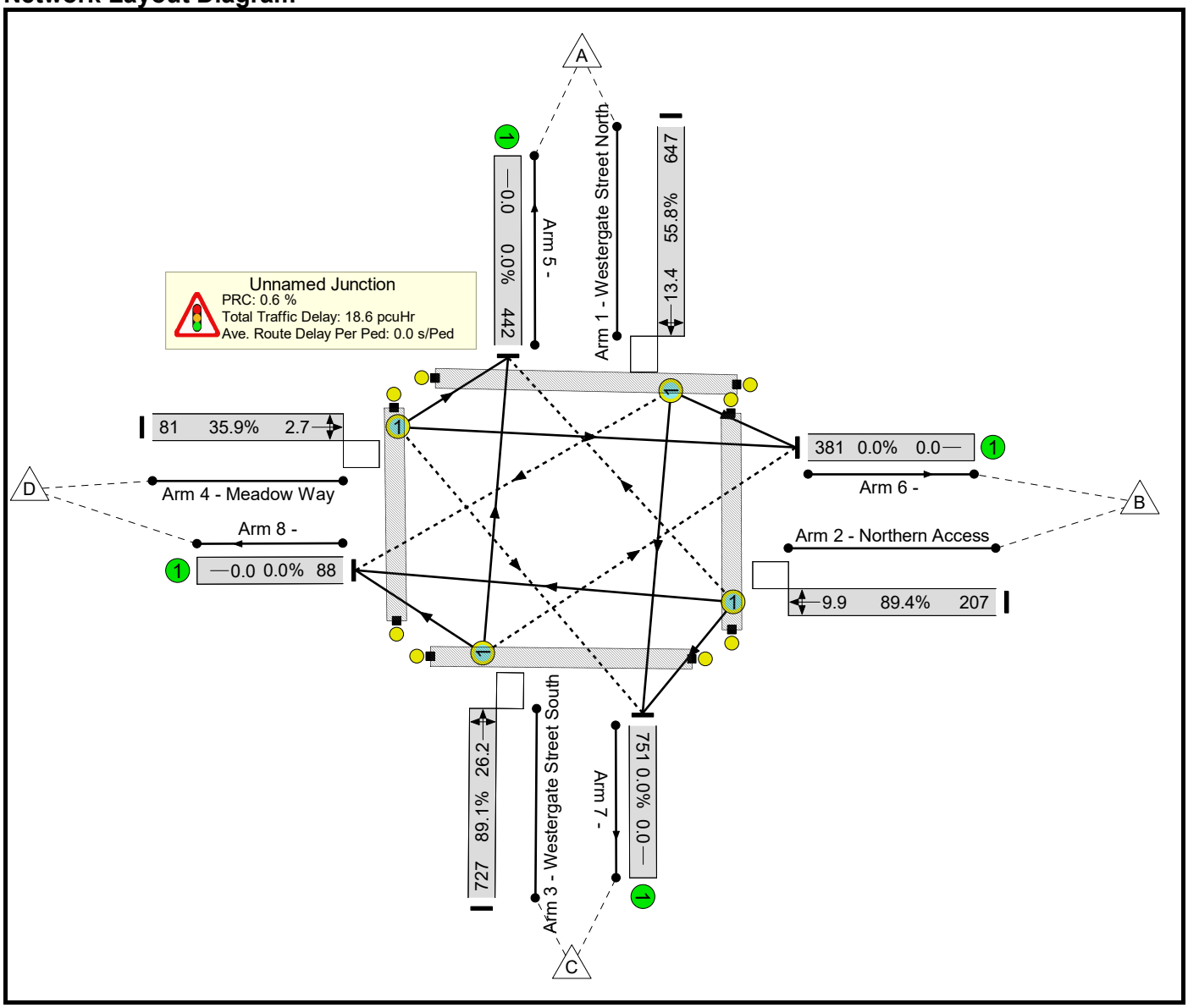
Total Delay for Signalled Lanes (pcuHr): 20.77
Total Delay Over All Lanes(pcuHr): 20.77

Cycle Time (s): 180

Basic Results Summary

Scenario 4: '2031 DS PM' (FG4: '2031 DS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.4%**	**376**	**0**	**33**	**18.6**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**89.4%**	**376**	**0**	**33**	**18.6**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		2	107	-	647	1914	1159	55.8%	44	0	0	2.7	15.2	13.4
2/1	Northern Access Right Left Ahead	O	B		2	22	-	207	1736	231	89.4%	26	0	0	5.7	99.9	9.9
3/1	Westergate Street South Ahead Right Left	O	C		2	108	-	727	1809	816	89.1%	302	0	26	8.9	44.1	26.2
4/1	Meadow Way Left Ahead Right	O	D		2	23	-	81	1626	226	35.9%	4	0	7	1.2	52.4	2.7
Ped Link: P1	Unnamed Ped Link	-	H		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	14	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 0.6
PRC Over All Lanes (%): 0.6

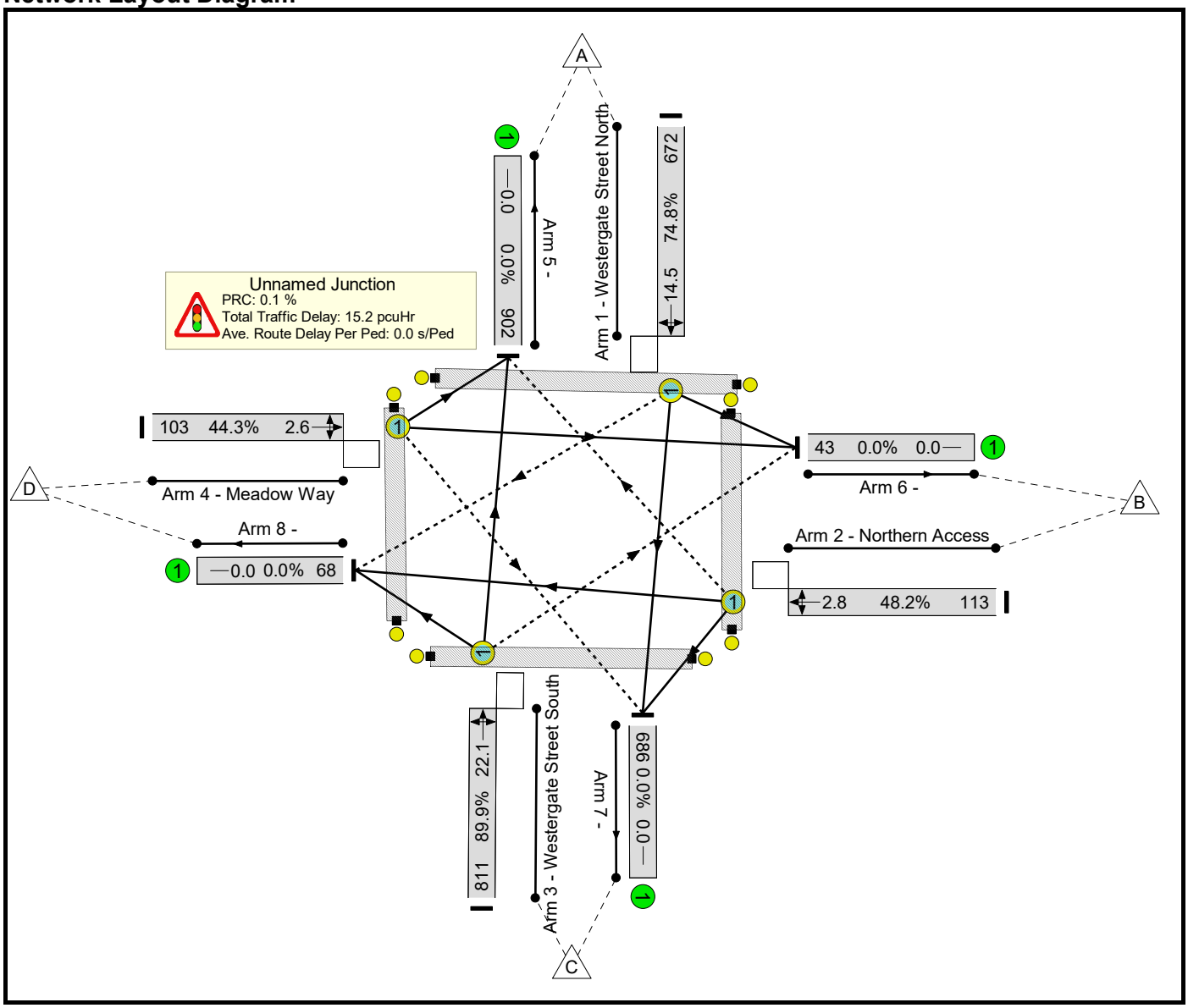
Total Delay for Signalled Lanes (pcuHr): 18.57
Total Delay Over All Lanes(pcuHr): 18.57

Cycle Time (s): 180

Basic Results Summary

Scenario 5: '2038 DM AM' (FG5: '2038 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.9%**	**150**	**0**	**26**	**15.2**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**89.9%**	**150**	**0**	**26**	**15.2**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		2	54	-	672	1924	898	74.8%	13	0	25	4.6	24.4	14.5
2/1	Northern Access Right Left Ahead	O	B		2	15	-	113	1656	235	48.2%	77	0	1	1.4	43.1	2.8
3/1	Westergate Street South Ahead Right Left	O	C		2	55	-	811	1899	902	89.9%	28	0	0	8.1	36.0	22.1
4/1	Meadow Way Left Ahead Right	O	D		2	16	-	103	1550	232	44.3%	32	0	0	1.2	40.7	2.6
Ped Link: P1	Unnamed Ped Link	-	H		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	14	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 0.1
PRC Over All Lanes (%): 0.1

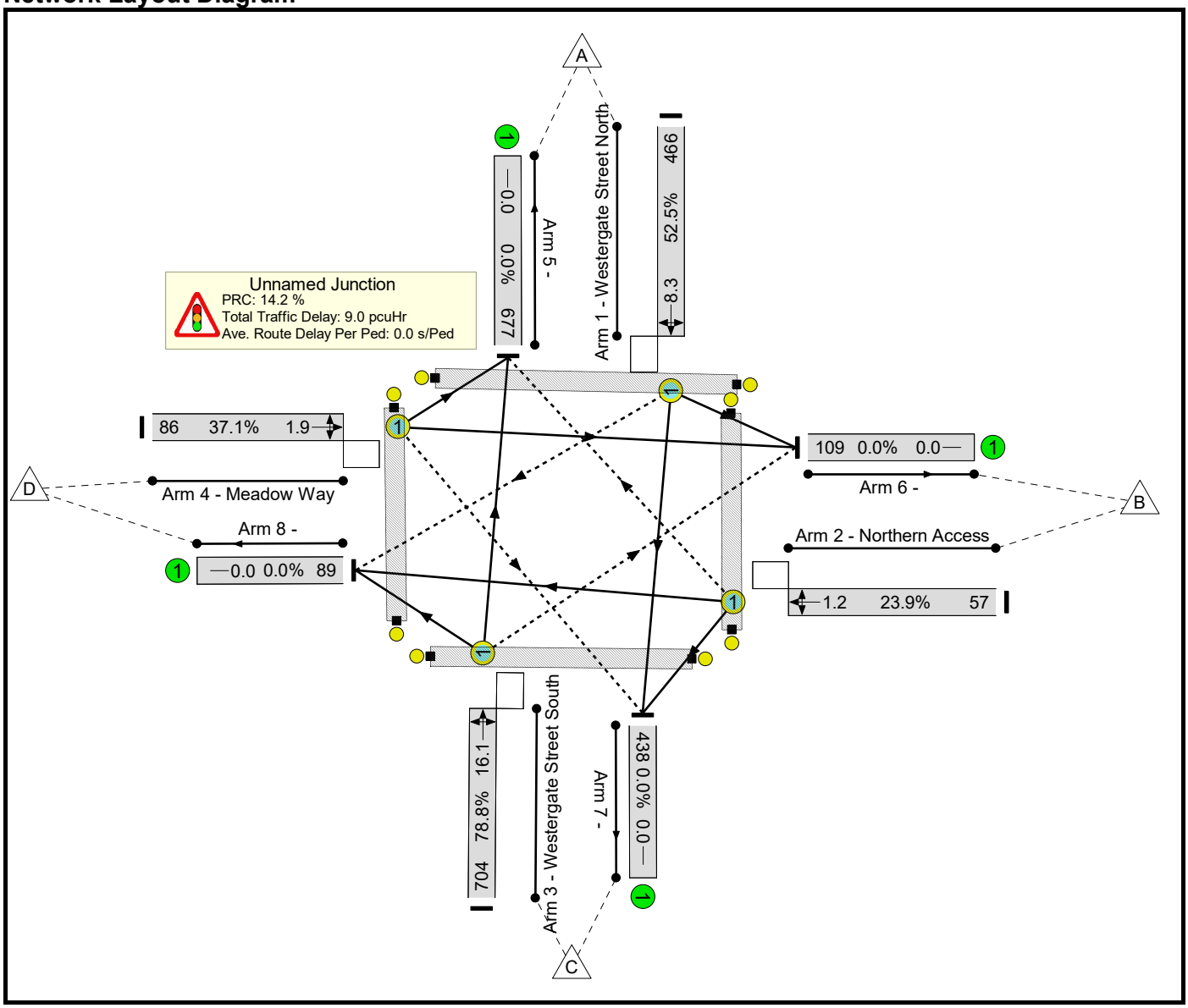
Total Delay for Signalled Lanes (pcuHr): 15.18
Total Delay Over All Lanes(pcuHr): 15.18

Cycle Time (s): 120

Basic Results Summary

Scenario 6: '2038 DM PM' (FG6: '2038 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**78.8%**	**147**	**0**	**31**	**9.0**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**78.8%**	**147**	**0**	**31**	**9.0**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		2	54	-	466	1902	887	52.5%	21	0	30	2.5	19.2	8.3
2/1	Northern Access Right Left Ahead	O	B		2	15	-	57	1686	239	23.9%	26	0	0	0.5	34.7	1.2
3/1	Westergate Street South Ahead Right Left	O	C		2	55	-	704	1880	893	78.8%	72	0	0	5.0	25.8	16.1
4/1	Meadow Way Left Ahead Right	O	D		2	16	-	86	1545	232	37.1%	29	0	0	0.9	37.3	1.9
Ped Link: P1	Unnamed Ped Link	-	H		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	14	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 14.2
PRC Over All Lanes (%): 14.2

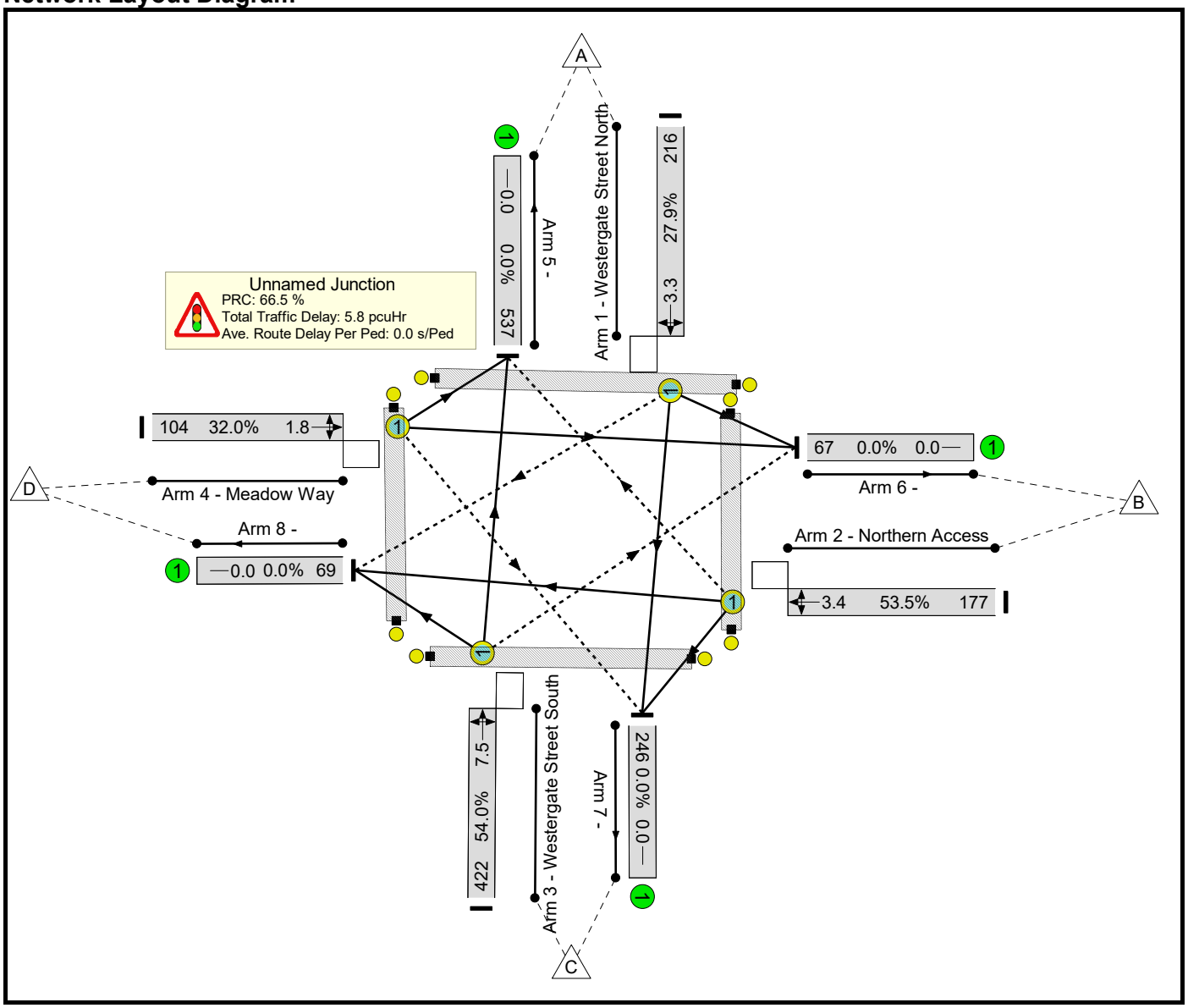
Total Delay for Signalled Lanes (pcuHr): 8.96
Total Delay Over All Lanes(pcuHr): 8.96

Cycle Time (s): 120

Basic Results Summary

Scenario 7: '2038 DS AM' (FG7: '2038 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**54.0%**	**231**	**0**	**15**	**5.8**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**54.0%**	**231**	**0**	**15**	**5.8**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		2	47	-	216	1893	773	27.9%	23	0	14	1.0	17.2	3.3
2/1	Northern Access Right Left Ahead	O	B		2	22	-	177	1654	331	53.5%	127	0	1	1.7	34.2	3.4
3/1	Westergate Street South Ahead Right Left	O	C		2	48	-	422	1874	781	54.0%	47	0	0	2.3	19.6	7.5
4/1	Meadow Way Left Ahead Right	O	D		2	23	-	104	1558	325	32.0%	34	0	0	0.8	28.5	1.8
Ped Link: P1	Unnamed Ped Link	-	H		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	14	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 66.5
PRC Over All Lanes (%): 66.5

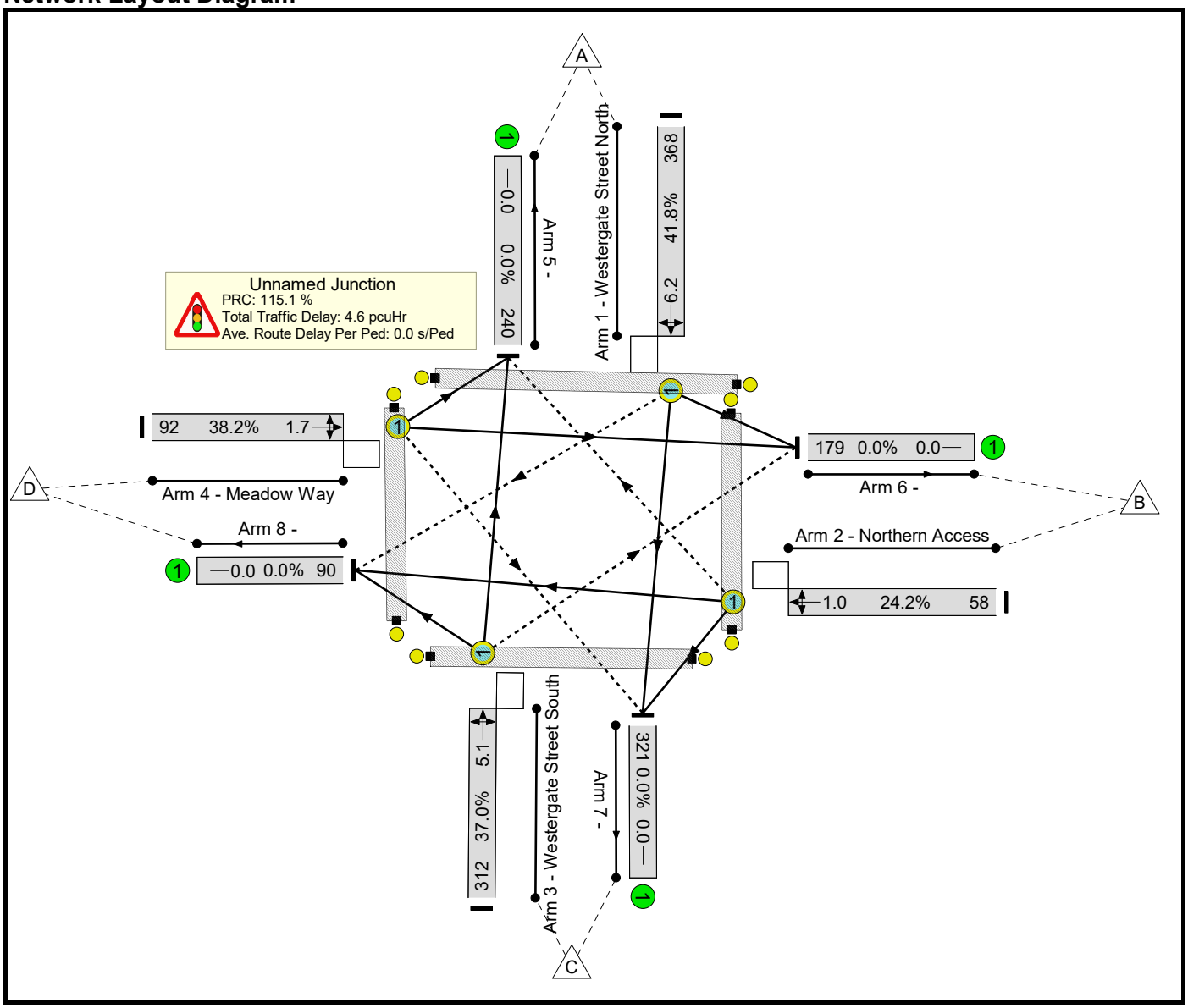
Total Delay for Signalled Lanes (pcuHr): 5.84
Total Delay Over All Lanes(pcuHr): 5.84

Cycle Time (s): 120

Basic Results Summary

Scenario 8: '2038 DS PM' (FG8: '2038 DS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**41.8%**	**161**	**0**	**46**	**4.6**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**41.8%**	**161**	**0**	**46**	**4.6**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		2	54	-	368	1885	880	41.8%	50	0	0	1.7	16.3	6.2
2/1	Northern Access Right Left Ahead	O	B		2	15	-	58	1695	240	24.2%	25	0	0	0.5	33.4	1.0
3/1	Westergate Street South Ahead Right Left	O	C		2	55	-	312	1814	844	37.0%	64	0	46	1.5	17.3	5.1
4/1	Meadow Way Left Ahead Right	O	D		2	16	-	92	1606	241	38.2%	22	0	0	0.9	35.3	1.7
Ped Link: P1	Unnamed Ped Link	-	H		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	14	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 115.1
PRC Over All Lanes (%): 115.1

Total Delay for Signalled Lanes (pcuHr): 4.60
Total Delay Over All Lanes(pcuHr): 4.60

Cycle Time (s): 120

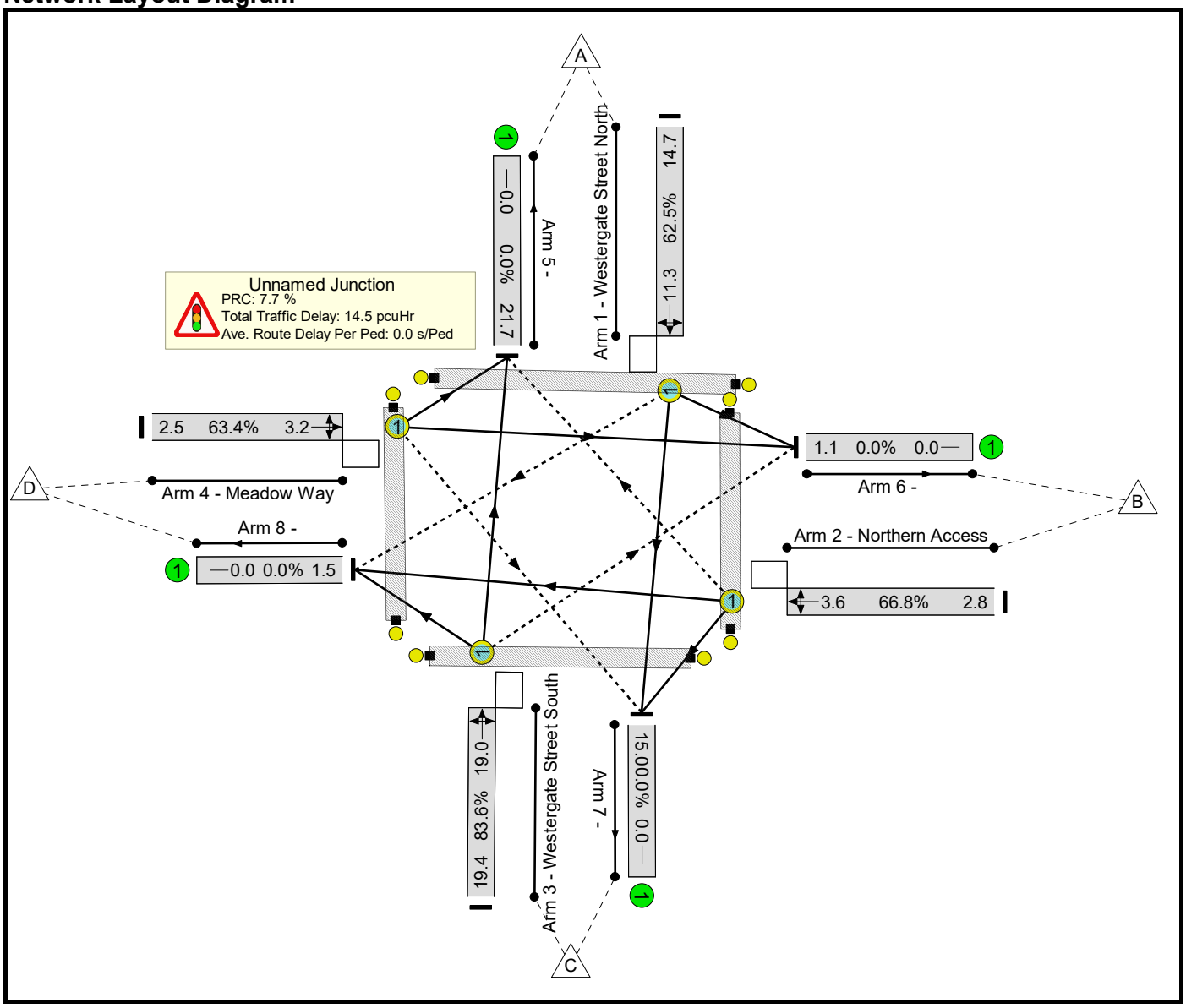
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Westergate Street_Northern Access_RevB.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**83.6%**	**154**	**0**	**14**	**14.5**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**83.6%**	**154**	**0**	**14**	**14.5**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		1	43	-	601	1924	962	62.5%	33	0	0	3.7	22.0	11.3
2/1	Northern Access Right Left Ahead	O	B		1	8	-	113	1655	169	66.8%	65	0	14	2.2	71.1	3.6
3/1	Westergate Street South Ahead Right Left	O	C		1	43	-	793	1898	949	83.6%	28	0	0	6.7	30.3	19.0
4/1	Meadow Way Left Ahead Right	O	D		1	8	-	101	1557	159	63.4%	28	0	0	1.9	68.0	3.2
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	12	-	0	-	0	0.0%	-	-	-	-	-	-

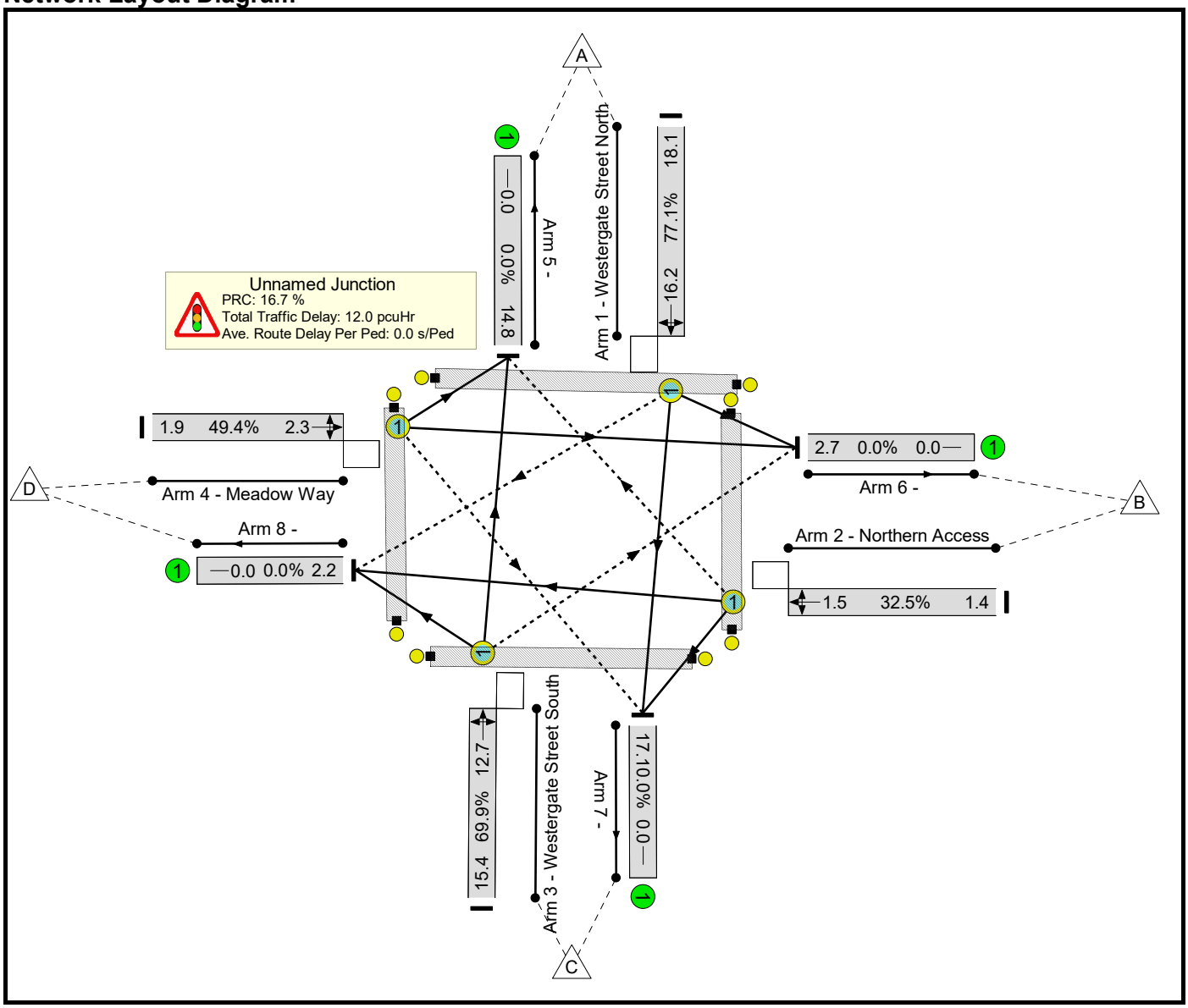
C1 PRC for Signalled Lanes (%): 7.7 Total Delay for Signalled Lanes (pcuHr): 14.48 Cycle Time (s): 88

PRC Over All Lanes (%): 7.7 Total Delay Over All Lanes(pcuHr): 14.48

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**77.1%**	**167**	**0**	**0**	**12.0**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**77.1%**	**167**	**0**	**0**	**12.0**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		1	43	-	739	1916	958	77.1%	50	0	0	5.5	26.6	16.2
2/1	Northern Access Right Left Ahead	O	B		1	8	-	56	1685	172	32.5%	26	0	0	0.8	53.0	1.5
3/1	Westergate Street South Ahead Right Left	O	C		1	43	-	629	1876	900	69.9%	72	0	0	4.4	25.0	12.7
4/1	Meadow Way Left Ahead Right	O	D		1	8	-	79	1564	160	49.4%	19	0	0	1.3	59.5	2.3
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	12	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 16.7
PRC Over All Lanes (%): 16.7

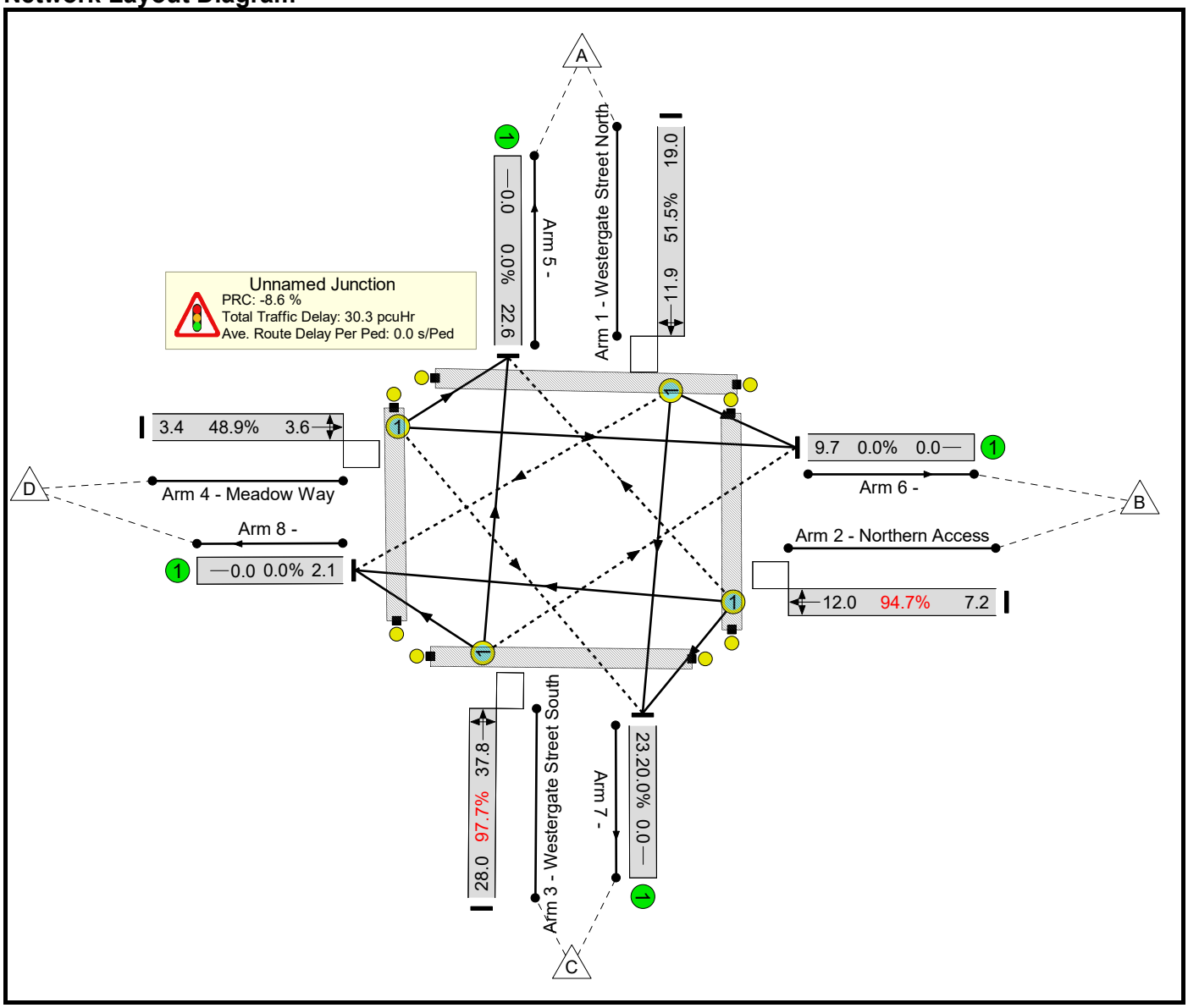
Total Delay for Signalled Lanes (pcuHr): 11.96
Total Delay Over All Lanes(pcuHr): 11.96

Cycle Time (s): 88

Basic Results Summary

Scenario 3: '2031 DS AM' (FG3: '2031 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**97.7%**	**406**	**0**	**1**	**30.3**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**97.7%**	**406**	**0**	**1**	**30.3**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		1	68	-	570	1923	1106	51.5%	33	0	0	3.0	18.8	11.9
2/1	Northern Access Right Left Ahead	O	B		1	15	-	215	1703	227	94.7%	71	0	1	8.0	134.1	12.0
3/1	Westergate Street South Ahead Right Left	O	C		1	68	-	841	1839	860	97.7%	271	0	0	17.5	74.8	37.8
4/1	Meadow Way Left Ahead Right	O	D		1	15	-	102	1563	208	48.9%	31	0	0	1.9	66.7	3.6
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	12	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): -8.6
PRC Over All Lanes (%): -8.6

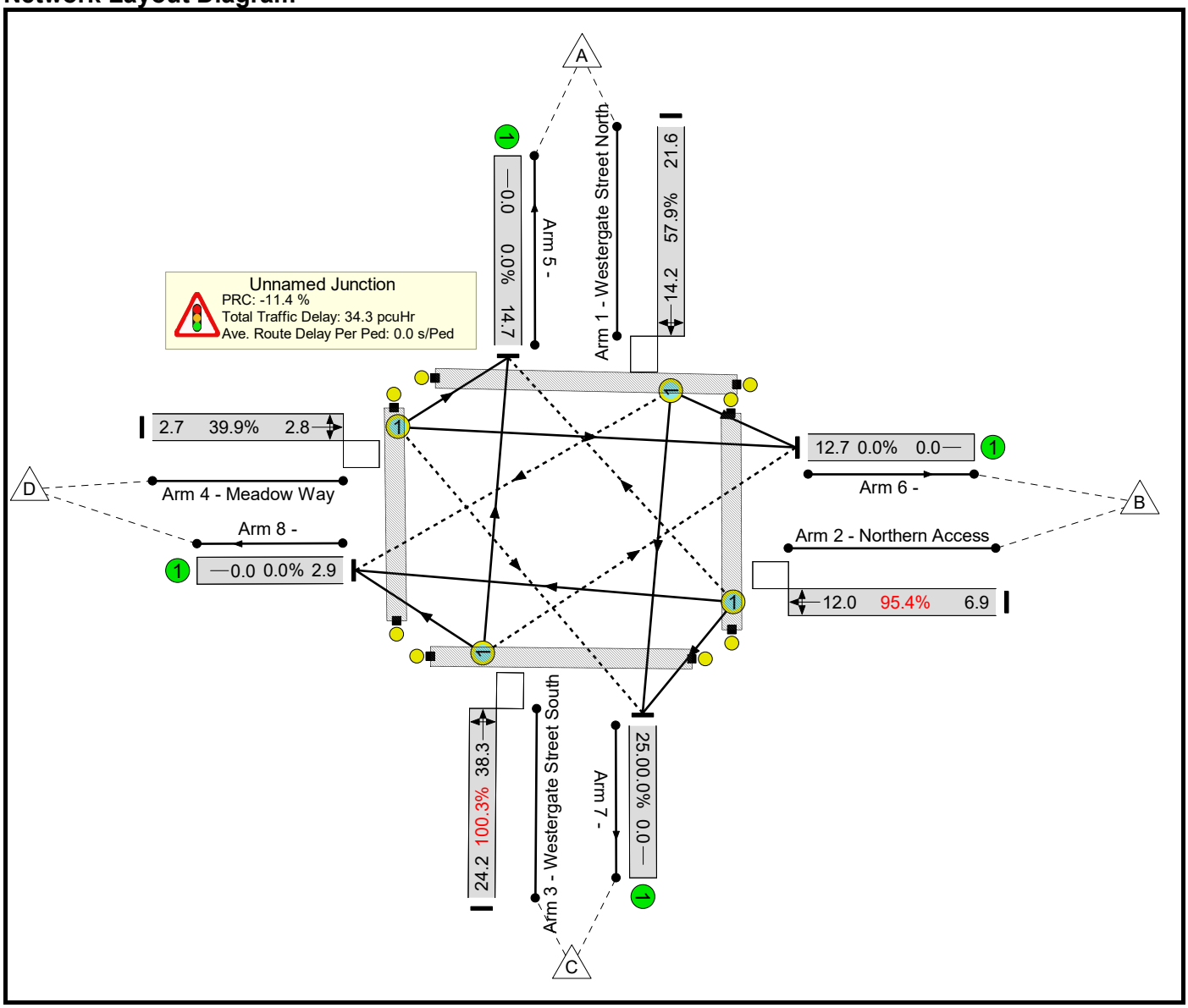
Total Delay for Signalled Lanes (pcuHr): 30.34
Total Delay Over All Lanes(pcuHr): 30.34

Cycle Time (s): 120

Basic Results Summary

Scenario 4: '2031 DS PM' (FG4: '2031 DS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**100.3%**	**365**	**0**	**44**	**34.3**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**100.3%**	**365**	**0**	**44**	**34.3**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		1	69	-	647	1914	1117	57.9%	44	0	0	3.5	19.6	14.2
2/1	Northern Access Right Left Ahead	O	B		1	14	-	207	1736	217	95.4%	25	0	1	8.1	141.2	12.0
3/1	Westergate Street South Ahead Right Left	O	C		1	69	-	727	1809	725	100.3%	287	0	40	21.2	105.1	38.3
4/1	Meadow Way Left Ahead Right	O	D		1	14	-	81	1626	203	39.9%	8	0	3	1.5	64.7	2.8
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	12	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): -11.4
PRC Over All Lanes (%): -11.4

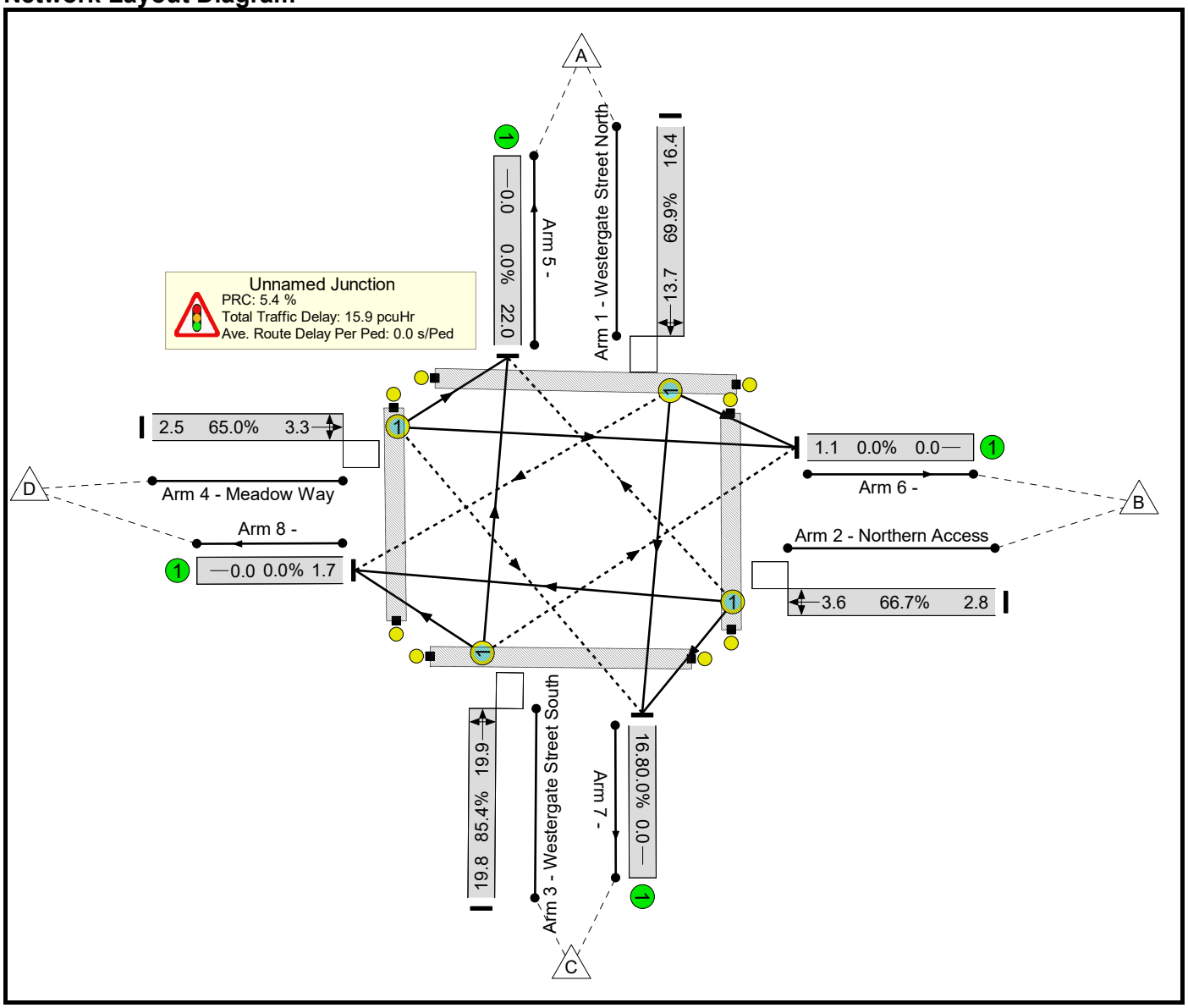
Total Delay for Signalled Lanes (pcuHr): 34.32
Total Delay Over All Lanes(pcuHr): 34.32

Cycle Time (s): 120

Basic Results Summary

Scenario 5: '2038 DM AM' (FG5: '2038 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**85.4%**	**165**	**0**	**11**	**15.9**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**85.4%**	**165**	**0**	**11**	**15.9**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		1	43	-	672	1924	962	69.9%	38	0	0	4.5	24.1	13.7
2/1	Northern Access Right Left Ahead	O	B		1	8	-	113	1656	169	66.7%	67	0	11	2.2	70.9	3.6
3/1	Westergate Street South Ahead Right Left	O	C		1	43	-	811	1899	950	85.4%	28	0	0	7.2	32.0	19.9
4/1	Meadow Way Left Ahead Right	O	D		1	8	-	103	1550	159	65.0%	32	0	0	2.0	69.5	3.3
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	12	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 5.4
PRC Over All Lanes (%): 5.4

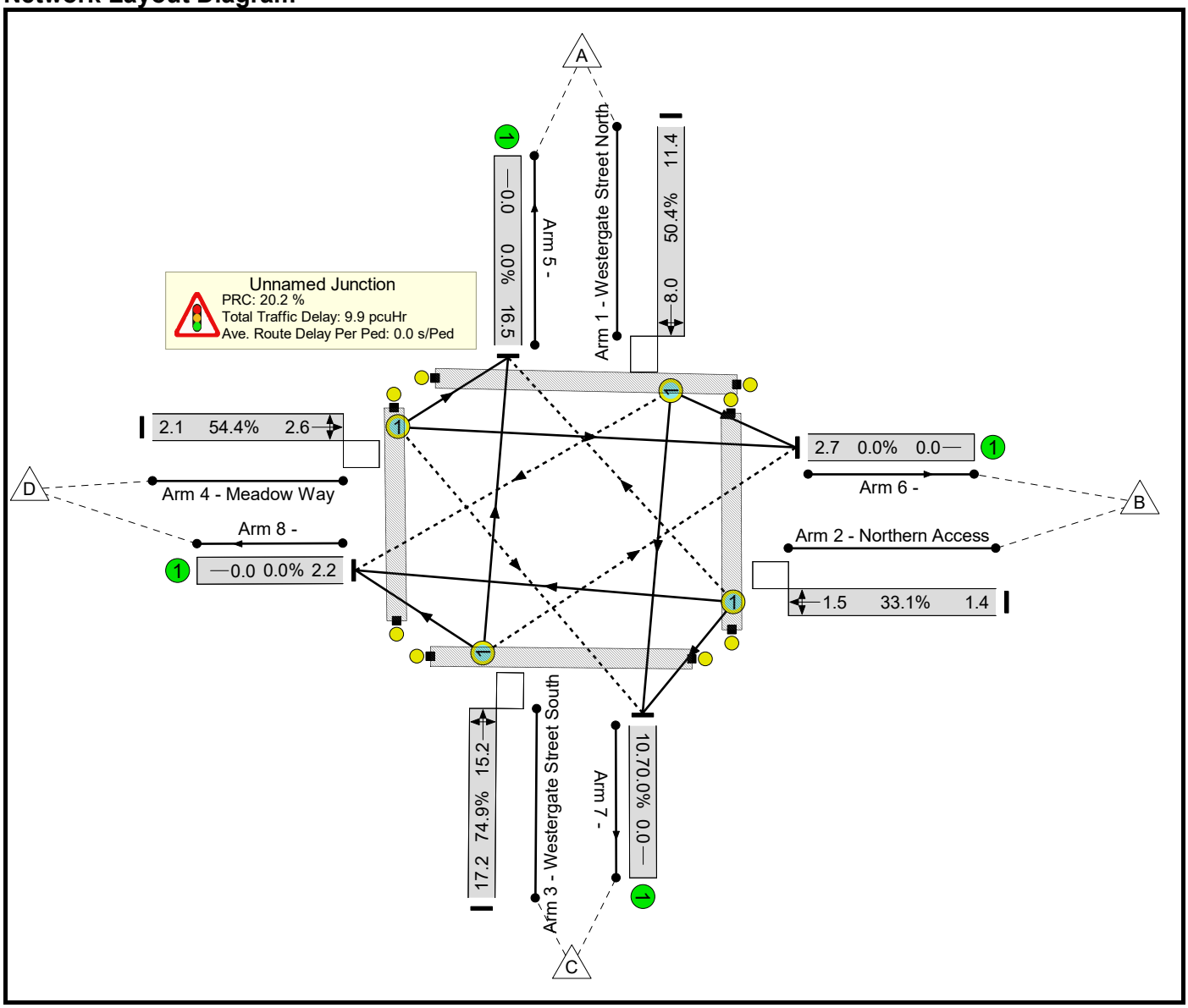
Total Delay for Signalled Lanes (pcuHr): 15.92
Total Delay Over All Lanes(pcuHr): 15.92

Cycle Time (s): 88

Basic Results Summary

Scenario 6: '2038 DM PM' (FG6: '2038 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**74.9%**	**178**	**0**	**0**	**9.9**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**74.9%**	**178**	**0**	**0**	**9.9**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		1	43	-	466	1902	925	50.4%	51	0	0	2.6	20.2	8.0
2/1	Northern Access Right Left Ahead	O	B		1	8	-	57	1686	172	33.1%	26	0	0	0.8	52.9	1.5
3/1	Westergate Street South Ahead Right Left	O	C		1	43	-	704	1880	940	74.9%	72	0	0	5.0	25.5	15.2
4/1	Meadow Way Left Ahead Right	O	D		1	8	-	86	1545	158	54.4%	29	0	0	1.5	62.5	2.6
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	12	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 20.2
PRC Over All Lanes (%): 20.2

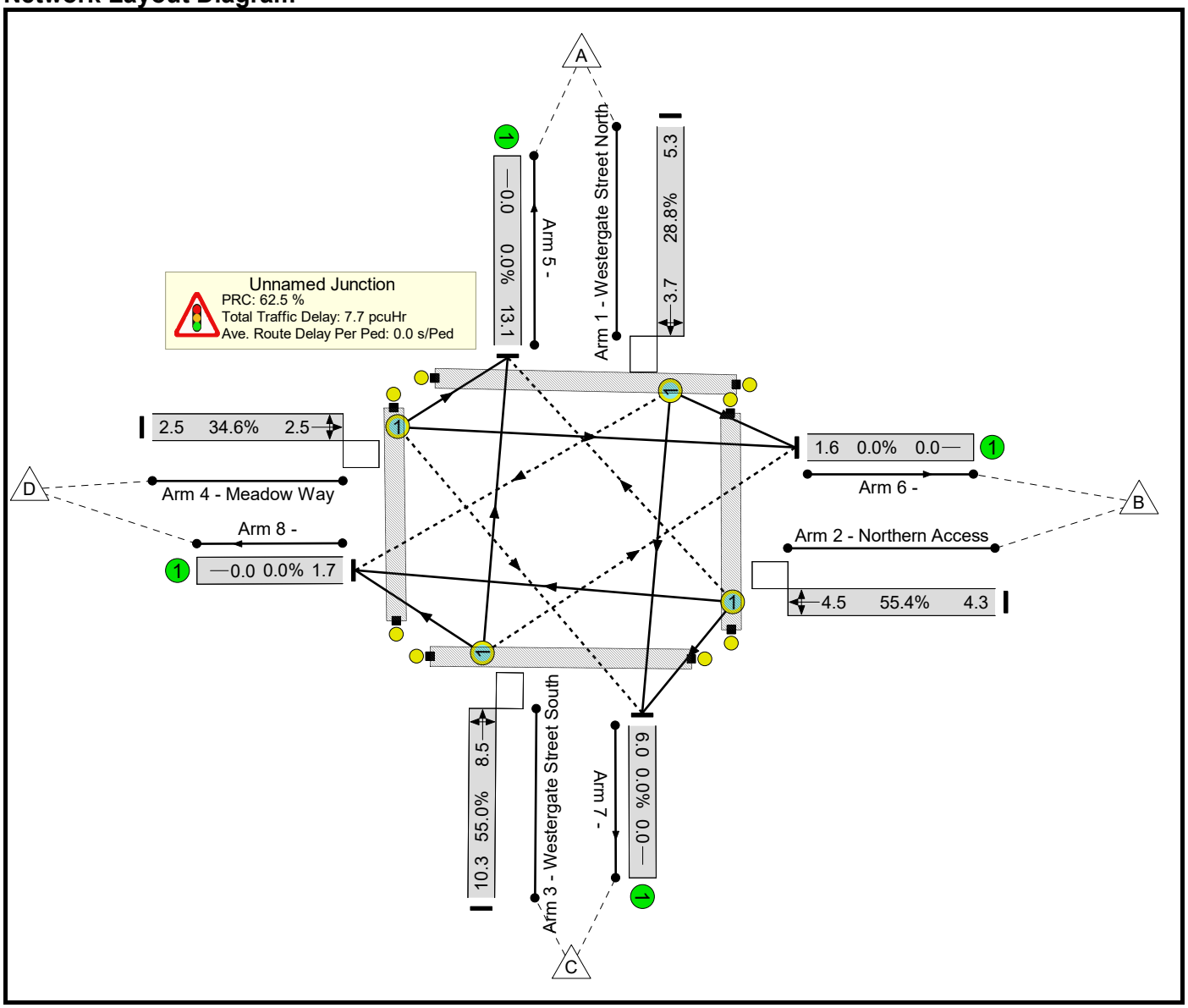
Total Delay for Signalled Lanes (pcuHr): 9.94
Total Delay Over All Lanes(pcuHr): 9.94

Cycle Time (s): 88

Basic Results Summary

Scenario 7: '2038 DS AM' (FG7: '2038 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**55.4%**	**245**	**0**	**1**	**7.7**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**55.4%**	**245**	**0**	**1**	**7.7**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		1	35	-	216	1893	751	28.8%	37	0	0	1.3	22.3	3.7
2/1	Northern Access Right Left Ahead	O	B		1	16	-	177	1654	320	55.4%	127	0	1	2.3	46.2	4.5
3/1	Westergate Street South Ahead Right Left	O	C		1	35	-	422	1874	767	55.0%	47	0	0	3.0	25.2	8.5
4/1	Meadow Way Left Ahead Right	O	D		1	16	-	104	1558	301	34.6%	34	0	0	1.2	39.9	2.5
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	12	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 62.5
PRC Over All Lanes (%): 62.5

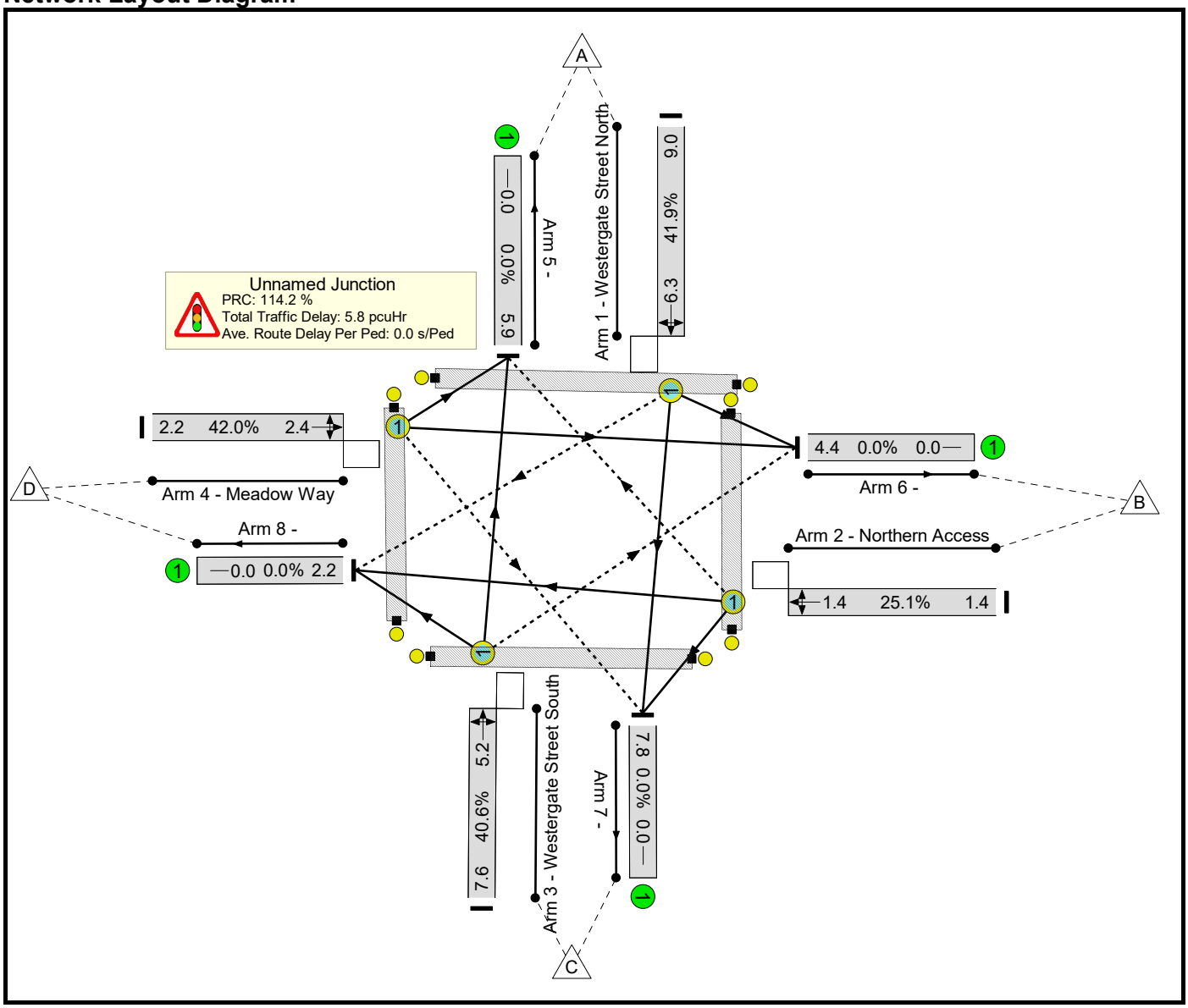
Total Delay for Signalled Lanes (pcuHr): 7.72
Total Delay Over All Lanes(pcuHr): 7.72

Cycle Time (s): 88

Basic Results Summary

Scenario 8: '2038 DS PM' (FG8: '2038 DS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**42.0%**	**207**	**0**	**0**	**5.8**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**42.0%**	**207**	**0**	**0**	**5.8**	-	-
1/1	Westergate Street North Left Ahead Right	O	A		1	40	-	368	1885	878	41.9%	50	0	0	2.0	19.3	6.3
2/1	Northern Access Right Left Ahead	O	B		1	11	-	58	1695	231	25.1%	25	0	0	0.7	45.3	1.4
3/1	Westergate Street South Ahead Right Left	O	C		1	40	-	312	1814	768	40.6%	110	0	0	1.9	21.4	5.2
4/1	Meadow Way Left Ahead Right	O	D		1	11	-	92	1606	219	42.0%	22	0	0	1.3	49.1	2.4
Ped Link: P1	Unnamed Ped Link	-	H		1	12	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	F		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	G		1	12	-	0	-	0	0.0%	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 114.2
PRC Over All Lanes (%): 114.2

Total Delay for Signalled Lanes (pcuHr): 5.81
Total Delay Over All Lanes(pcuHr): 5.81

Cycle Time (s): 88

Appendix J Woodgate Road / Lidsey Road / Southern Access

ARUN DISTRICT COUNCIL BN/11/22/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Jct 15 - Woodgate Road - Lidsey - Southern Site Acces RevB.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 15 - Woodgate Road - Lidsey Road - Southern Site Access
Report generation date: 11/04/2021 10:23:53

»2031 DM No Cala, AM
»2031 DM No Cala, PM
»2031 DM, AM
»2031 DM, PM
»2031 DS No Cala, AM
»2031 DS No Cala, PM
»2031 DS, AM
»2031 DS, PM
»2038 DM, AM
»2038 DM, PM
»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2031 DM No Cala							
Stream B-AC	0.5	17.42	0.33	C	0.2	12.71	0.15	B
Stream C-AB	0.1	4.11	0.06	A	0.3	4.70	0.11	A
	2031 DM							
Stream B-AC	0.5	18.14	0.34	C	0.2	13.29	0.16	B
Stream C-AB	0.1	4.08	0.06	A	0.3	4.62	0.12	A
	2031 DS No Cala							
Stream B-AC	0.8	23.74	0.46	C	0.3	14.74	0.21	B
Stream C-AB	0.2	4.09	0.08	A	0.4	4.73	0.16	A
	2031 DS							
Stream B-AC	0.9	24.59	0.47	C	0.3	15.42	0.21	C
Stream C-AB	0.2	4.08	0.08	A	0.5	4.60	0.16	A
	2038 DM							
Stream B-AC	0.5	19.57	0.36	C	0.2	14.34	0.17	B
Stream C-AB	0.1	4.06	0.06	A	0.3	4.42	0.13	A
	2038 DS							
Stream B-AC	0.6	14.40	0.38	B	0.2	10.72	0.18	B
Stream C-AB	0.1	4.76	0.04	A	0.2	5.66	0.10	A

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

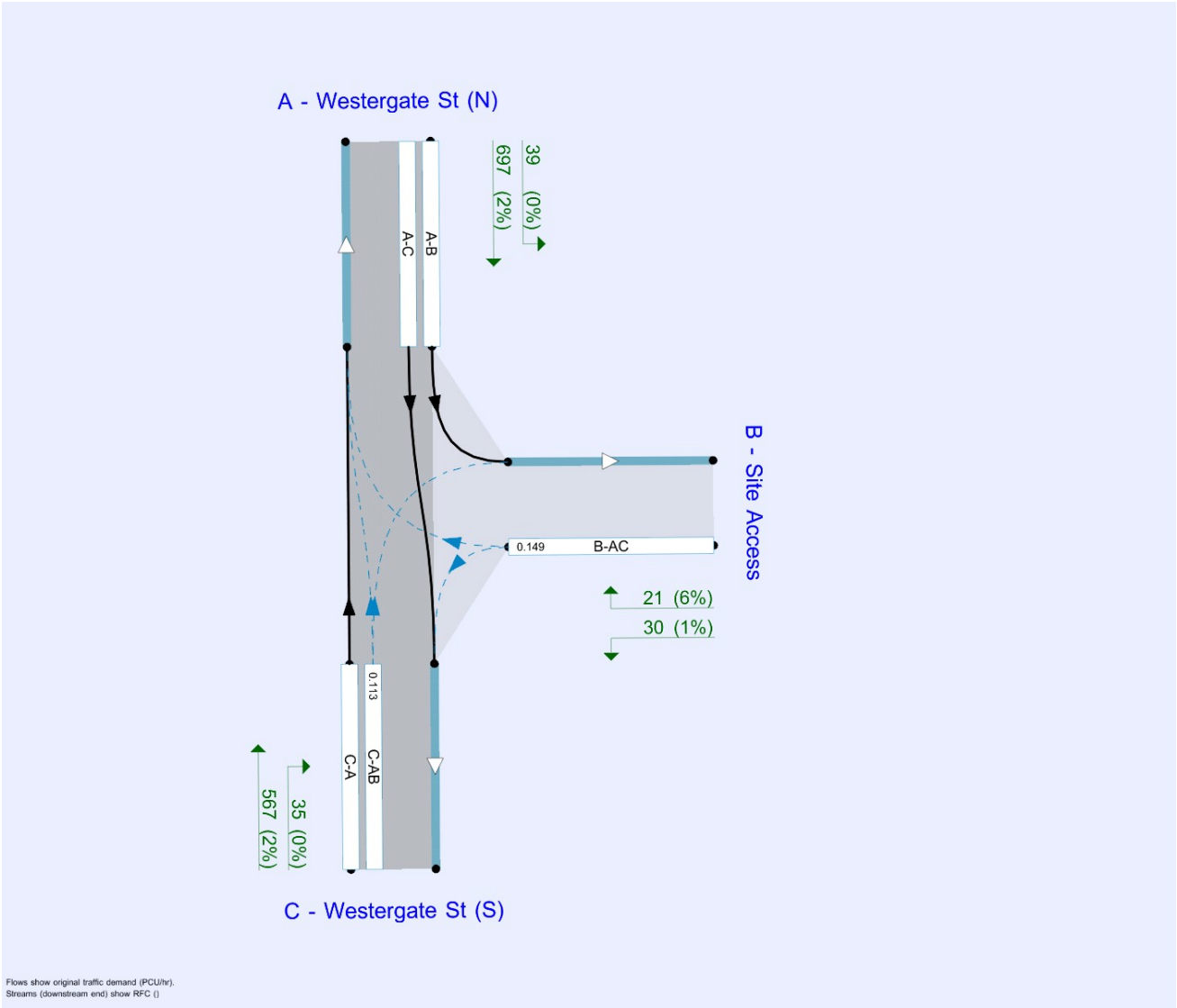
File summary

File Description

Title	Westergate St / Northern Site Access
Location	Cala Site access
Site number	14
Date	03/11/2020
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	A13394
Enumerator	PFGROUP\PAhrens
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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 period length (min)	Time segment length (min)	Run automatically
D1	2031 DM No Cala	AM	FLAT	08:00	09:00	60	15	✓
D2	2031 DM No Cala	PM	FLAT	17:00	18:00	60	15	✓
D3	2031 DM	AM	FLAT	08:00	09:00	60	15	✓
D4	2031 DM	PM	FLAT	17:00	18:00	60	15	✓
D5	2031 DS No Cala	AM	FLAT	08:00	09:00	60	15	✓
D6	2031 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓
D7	2031 DS	AM	FLAT	08:00	09:00	60	15	✓
D8	2031 DS	PM	FLAT	17:00	18:00	60	15	✓
D9	2038 DM	AM	FLAT	08:00	09:00	60	15	✓
D10	2038 DM	PM	FLAT	17:00	18:00	60	15	✓
D11	2038 DS	AM	FLAT	08:00	09:00	60	15	✓
D12	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2031 DM No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		1.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Westergate St (N)		Major
B	Site Access		Minor
C	Westergate St (S)		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 - Westergate St (S)	6.88			84.5	✓	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 - Site Access	One lane	3.01	18	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	493	0.086	0.218	0.137	0.312
B-C	636	0.094	0.237	-	-
C-B	623	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 DM No Cala	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	661	100.000
B - Site Access		FLAT	✓	101	100.000
C - Westergate St (S)		FLAT	✓	684	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	14	647
	B - Site Access	63	0	38
	C - Westergate St (S)	667	17	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.02	0.98
	B - Site Access	0.62	0.00	0.38
	C - Westergate St (S)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	3	5
	B - Site Access	0	0	1
	C - Westergate St (S)	4	2	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.030	1.050
	B - Site Access	1.000	1.000	1.010
	C - Westergate St (S)	1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Westergate St (N)	661	661
	B - Site Access	101	101
	C - Westergate St (S)	684	684
08:15-08:30	A - Westergate St (N)	661	661
	B - Site Access	101	101
	C - Westergate St (S)	684	684
08:30-08:45	A - Westergate St (N)	661	661
	B - Site Access	101	101
	C - Westergate St (S)	684	684
08:45-09:00	A - Westergate St (N)	661	661
	B - Site Access	101	101
	C - Westergate St (S)	684	684

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.33	17.42	0.5	C	101	101
C-AB	0.06	4.11	0.1	A	56	56
C-A					628	628
A-B					14	14
A-C					647	647

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	308	0.327	99	0.0	0.5	17.116	C
C-AB	55	14	962	0.058	55	0.0	0.1	4.100	A
C-A	629	157			629				
A-B	14	4			14				
A-C	647	162			647				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	308	0.328	101	0.5	0.5	17.417	C
C-AB	56	14	963	0.058	56	0.1	0.1	4.103	A
C-A	628	157			628				
A-B	14	4			14				
A-C	647	162			647				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	308	0.328	101	0.5	0.5	17.422	C
C-AB	56	14	963	0.058	56	0.1	0.1	4.105	A
C-A	628	157			628				
A-B	14	4			14				
A-C	647	162			647				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	308	0.328	101	0.5	0.5	17.424	C
C-AB	56	14	963	0.058	56	0.1	0.1	4.104	A
C-A	628	157			628				
A-B	14	4			14				
A-C	647	162			647				

2031 DM No Cala, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 DM No Cala	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	736	100.000
B - Site Access		FLAT	✓	51	100.000
C - Westergate St (S)		FLAT	✓	602	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	39	697
	B - Site Access	21	0	30
	C - Westergate St (S)	567	35	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.05	0.95
	B - Site Access	0.41	0.00	0.59
	C - Westergate St (S)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	0	2
	B - Site Access	6	0	1
	C - Westergate St (S)	2	0	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.000	1.020
	B - Site Access	1.060	1.000	1.010
	C - Westergate St (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Westergate St (N)	736	736
	B - Site Access	51	51
	C - Westergate St (S)	602	602
17:15-17:30	A - Westergate St (N)	736	736
	B - Site Access	51	51
	C - Westergate St (S)	602	602
17:30-17:45	A - Westergate St (N)	736	736
	B - Site Access	51	51
	C - Westergate St (S)	602	602
17:45-18:00	A - Westergate St (N)	736	736
	B - Site Access	51	51
	C - Westergate St (S)	602	602

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	12.71	0.2	B	51	51
C-AB	0.11	4.70	0.3	A	100	100
C-A					502	502
A-B					39	39
A-C					697	697

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	343	0.149	50	0.0	0.2	12.641	B
C-AB	99	25	877	0.113	98	0.0	0.3	4.683	A
C-A	503	126			503				
A-B	39	10			39				
A-C	697	174			697				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	343	0.149	51	0.2	0.2	12.708	B
C-AB	100	25	877	0.114	100	0.3	0.3	4.698	A
C-A	502	126			502				
A-B	39	10			39				
A-C	697	174			697				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	343	0.149	51	0.2	0.2	12.708	B
C-AB	100	25	877	0.114	100	0.3	0.3	4.698	A
C-A	502	126			502				
A-B	39	10			39				
A-C	697	174			697				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	343	0.149	51	0.2	0.2	12.708	B
C-AB	100	25	877	0.114	100	0.3	0.3	4.696	A
C-A	502	126			502				
A-B	39	10			39				
A-C	697	174			697				

2031 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		1.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DM	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	687	100.000
B - Site Access		FLAT	✓	102	100.000
C - Westergate St (S)		FLAT	✓	700	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	14	673
	B - Site Access	63	0	39
	C - Westergate St (S)	683	17	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.02	0.98
	B - Site Access	0.62	0.00	0.38
	C - Westergate St (S)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	3	5
	B - Site Access	0	0	1
	C - Westergate St (S)	4	2	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.030	1.050
	B - Site Access	1.000	1.000	1.010
	C - Westergate St (S)	1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Westergate St (N)	687	687
	B - Site Access	102	102
	C - Westergate St (S)	700	700
08:15-08:30	A - Westergate St (N)	687	687
	B - Site Access	102	102
	C - Westergate St (S)	700	700
08:30-08:45	A - Westergate St (N)	687	687
	B - Site Access	102	102
	C - Westergate St (S)	700	700
08:45-09:00	A - Westergate St (N)	687	687
	B - Site Access	102	102
	C - Westergate St (S)	700	700

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	18.14	0.5	C	102	102
C-AB	0.06	4.08	0.1	A	58	58
C-A					642	642
A-B					14	14
A-C					673	673

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	301	0.339	100	0.0	0.5	17.788	C
C-AB	57	14	971	0.059	57	0.0	0.1	4.074	A
C-A	643	161			643				
A-B	14	4			14				
A-C	673	168			673				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	301	0.339	102	0.5	0.5	18.132	C
C-AB	58	14	971	0.059	58	0.1	0.1	4.079	A
C-A	642	161			642				
A-B	14	4			14				
A-C	673	168			673				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	301	0.339	102	0.5	0.5	18.135	C
C-AB	58	14	971	0.059	58	0.1	0.1	4.077	A
C-A	642	161			642				
A-B	14	4			14				
A-C	673	168			673				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	301	0.339	102	0.5	0.5	18.136	C
C-AB	58	14	971	0.059	58	0.1	0.1	4.079	A
C-A	642	161			642				
A-B	14	4			14				
A-C	673	168			673				

2031 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DM	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	759	100.000
B - Site Access		FLAT	✓	52	100.000
C - Westergate St (S)		FLAT	✓	634	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	39	720
	B - Site Access	22	0	30
	C - Westergate St (S)	599	35	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.05	0.95
	B - Site Access	0.42	0.00	0.58
	C - Westergate St (S)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	0	2
	B - Site Access	6	0	1
	C - Westergate St (S)	2	0	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.000	1.020
	B - Site Access	1.060	1.000	1.010
	C - Westergate St (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Westergate St (N)	759	759
	B - Site Access	52	52
	C - Westergate St (S)	634	634
17:15-17:30	A - Westergate St (N)	759	759
	B - Site Access	52	52
	C - Westergate St (S)	634	634
17:30-17:45	A - Westergate St (N)	759	759
	B - Site Access	52	52
	C - Westergate St (S)	634	634
17:45-18:00	A - Westergate St (N)	759	759
	B - Site Access	52	52
	C - Westergate St (S)	634	634

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	13.29	0.2	B	52	52
C-AB	0.12	4.62	0.3	A	106	106
C-A					528	528
A-B					39	39
A-C					720	720

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	331	0.157	51	0.0	0.2	13.215	B
C-AB	105	26	897	0.117	104	0.0	0.3	4.601	A
C-A	529	132			529				
A-B	39	10			39				
A-C	720	180			720				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	331	0.157	52	0.2	0.2	13.293	B
C-AB	106	27	898	0.118	106	0.3	0.3	4.614	A
C-A	528	132			528				
A-B	39	10			39				
A-C	720	180			720				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	331	0.157	52	0.2	0.2	13.293	B
C-AB	106	27	898	0.118	106	0.3	0.3	4.617	A
C-A	528	132			528				
A-B	39	10			39				
A-C	720	180			720				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	331	0.157	52	0.2	0.2	13.293	B
C-AB	106	27	898	0.118	106	0.3	0.3	4.615	A
C-A	528	132			528				
A-B	39	10			39				
A-C	720	180			720				

2031 DS No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		2.10	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 period length (min)	Time segment length (min)	Run automatically
D5	2031 DS No Cala	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	741	100.000
B - Site Access		FLAT	✓	128	100.000
C - Westergate St (S)		FLAT	✓	731	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	19	722
	B - Site Access	82	0	46
	C - Westergate St (S)	709	22	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.03	0.97
	B - Site Access	0.64	0.00	0.36
	C - Westergate St (S)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	2	5
	B - Site Access	0	0	1
	C - Westergate St (S)	3	1	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.020	1.050
	B - Site Access	1.000	1.000	1.010
	C - Westergate St (S)	1.030	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Westergate St (N)	741	741
	B - Site Access	128	128
	C - Westergate St (S)	731	731
08:15-08:30	A - Westergate St (N)	741	741
	B - Site Access	128	128
	C - Westergate St (S)	731	731
08:30-08:45	A - Westergate St (N)	741	741
	B - Site Access	128	128
	C - Westergate St (S)	731	731
08:45-09:00	A - Westergate St (N)	741	741
	B - Site Access	128	128
	C - Westergate St (S)	731	731

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.46	23.74	0.8	C	128	128
C-AB	0.08	4.09	0.2	A	79	79
C-A					652	652
A-B					19	19
A-C					722	722

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	280	0.457	125	0.0	0.8	22.813	C
C-AB	79	20	982	0.081	78	0.0	0.2	4.078	A
C-A	652	163			652				
A-B	19	5			19				
A-C	722	181			722				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	280	0.457	128	0.8	0.8	23.711	C
C-AB	80	20	983	0.081	80	0.2	0.2	4.087	A
C-A	651	163			651				
A-B	19	5			19				
A-C	722	181			722				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	280	0.457	128	0.8	0.8	23.734	C
C-AB	80	20	983	0.081	80	0.2	0.2	4.085	A
C-A	651	163			651				
A-B	19	5			19				
A-C	722	181			722				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	280	0.457	128	0.8	0.8	23.741	C
C-AB	80	20	983	0.081	80	0.2	0.2	4.085	A
C-A	651	163			651				
A-B	19	5			19				
A-C	722	181			722				

2031 DS No Cala, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		1.07	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 period length (min)	Time segment length (min)	Run automatically
D6	2031 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	790	100.000
B - Site Access		FLAT	✓	65	100.000
C - Westergate St (S)		FLAT	✓	672	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	55	735
	B - Site Access	29	0	36
	C - Westergate St (S)	628	44	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.07	0.93
	B - Site Access	0.45	0.00	0.55
	C - Westergate St (S)	0.93	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	0	1
	B - Site Access	4	0	1
	C - Westergate St (S)	2	0	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.000	1.010
	B - Site Access	1.040	1.000	1.010
	C - Westergate St (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Westergate St (N)	790	790
	B - Site Access	65	65
	C - Westergate St (S)	672	672
17:15-17:30	A - Westergate St (N)	790	790
	B - Site Access	65	65
	C - Westergate St (S)	672	672
17:30-17:45	A - Westergate St (N)	790	790
	B - Site Access	65	65
	C - Westergate St (S)	672	672
17:45-18:00	A - Westergate St (N)	790	790
	B - Site Access	65	65
	C - Westergate St (S)	672	672

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	14.74	0.3	B	65	65
C-AB	0.16	4.73	0.4	A	142	142
C-A					530	530
A-B					55	55
A-C					735	735

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	315	0.206	64	0.0	0.3	14.602	B
C-AB	141	35	914	0.154	139	0.0	0.4	4.709	A
C-A	531	133			531				
A-B	55	14			55				
A-C	735	184			735				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	315	0.206	65	0.3	0.3	14.736	B
C-AB	142	35	915	0.155	142	0.4	0.4	4.731	A
C-A	530	133			530				
A-B	55	14			55				
A-C	735	184			735				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	315	0.206	65	0.3	0.3	14.737	B
C-AB	142	35	915	0.155	142	0.4	0.4	4.731	A
C-A	530	133			530				
A-B	55	14			55				
A-C	735	184			735				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	315	0.206	65	0.3	0.3	14.737	B
C-AB	142	35	915	0.155	142	0.4	0.4	4.731	A
C-A	530	133			530				
A-B	55	14			55				
A-C	735	184			735				

2031 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		2.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 DS	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	759	100.000
B - Site Access		FLAT	✓	128	100.000
C - Westergate St (S)		FLAT	✓	738	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	19	740
	B - Site Access	82	0	46
	C - Westergate St (S)	716	22	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.03	0.97
	B - Site Access	0.64	0.00	0.36
	C - Westergate St (S)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	2	4
	B - Site Access	0	0	1
	C - Westergate St (S)	3	1	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.020	1.040
	B - Site Access	1.000	1.000	1.010
	C - Westergate St (S)	1.030	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Westergate St (N)	759	759
	B - Site Access	128	128
	C - Westergate St (S)	738	738
08:15-08:30	A - Westergate St (N)	759	759
	B - Site Access	128	128
	C - Westergate St (S)	738	738
08:30-08:45	A - Westergate St (N)	759	759
	B - Site Access	128	128
	C - Westergate St (S)	738	738
08:45-09:00	A - Westergate St (N)	759	759
	B - Site Access	128	128
	C - Westergate St (S)	738	738

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.47	24.59	0.9	C	128	128
C-AB	0.08	4.08	0.2	A	81	81
C-A					657	657
A-B					19	19
A-C					740	740

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	275	0.466	125	0.0	0.8	23.564	C
C-AB	81	20	985	0.082	80	0.0	0.2	4.073	A
C-A	657	164			657				
A-B	19	5			19				
A-C	740	185			740				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	275	0.466	128	0.8	0.9	24.553	C
C-AB	81	20	985	0.082	81	0.2	0.2	4.080	A
C-A	657	164			657				
A-B	19	5			19				
A-C	740	185			740				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	275	0.466	128	0.9	0.9	24.577	C
C-AB	81	20	985	0.082	81	0.2	0.2	4.080	A
C-A	657	164			657				
A-B	19	5			19				
A-C	740	185			740				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	32	275	0.466	128	0.9	0.9	24.587	C
C-AB	81	20	985	0.082	81	0.2	0.2	4.080	A
C-A	657	164			657				
A-B	19	5			19				
A-C	740	185			740				

2031 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		1.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	809	100.000
B - Site Access		FLAT	✓	65	100.000
C - Westergate St (S)		FLAT	✓	725	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	55	754
	B - Site Access	29	0	36
	C - Westergate St (S)	681	44	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.07	0.93
	B - Site Access	0.45	0.00	0.55
	C - Westergate St (S)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	0	1
	B - Site Access	4	0	1
	C - Westergate St (S)	2	0	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.000	1.010
	B - Site Access	1.040	1.000	1.010
	C - Westergate St (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Westergate St (N)	809	809
	B - Site Access	65	65
	C - Westergate St (S)	725	725
17:15-17:30	A - Westergate St (N)	809	809
	B - Site Access	65	65
	C - Westergate St (S)	725	725
17:30-17:45	A - Westergate St (N)	809	809
	B - Site Access	65	65
	C - Westergate St (S)	725	725
17:45-18:00	A - Westergate St (N)	809	809
	B - Site Access	65	65
	C - Westergate St (S)	725	725

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	15.42	0.3	C	65	65
C-AB	0.16	4.60	0.5	A	156	156
C-A					569	569
A-B					55	55
A-C					754	754

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	304	0.214	64	0.0	0.3	15.267	C
C-AB	155	39	951	0.163	153	0.0	0.5	4.575	A
C-A	570	143			570				
A-B	55	14			55				
A-C	754	189			754				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	304	0.214	65	0.3	0.3	15.419	C
C-AB	156	39	952	0.164	156	0.5	0.5	4.598	A
C-A	569	142			569				
A-B	55	14			55				
A-C	754	189			754				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	304	0.214	65	0.3	0.3	15.422	C
C-AB	156	39	953	0.164	156	0.5	0.5	4.600	A
C-A	569	142			569				
A-B	55	14			55				
A-C	754	189			754				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	304	0.214	65	0.3	0.3	15.423	C
C-AB	156	39	953	0.164	156	0.5	0.5	4.600	A
C-A	569	142			569				
A-B	55	14			55				
A-C	754	189			754				

2038 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		1.42	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 period length (min)	Time segment length (min)	Run automatically
D9	2038 DM	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	750	100.000
B - Site Access		FLAT	✓	102	100.000
C - Westergate St (S)		FLAT	✓	724	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	15	735
	B - Site Access	61	0	41
	C - Westergate St (S)	707	17	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.02	0.98
	B - Site Access	0.60	0.00	0.40
	C - Westergate St (S)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	3	5
	B - Site Access	0	0	1
	C - Westergate St (S)	4	2	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.030	1.050
	B - Site Access	1.000	1.000	1.010
	C - Westergate St (S)	1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Westergate St (N)	750	750
	B - Site Access	102	102
	C - Westergate St (S)	724	724
08:15-08:30	A - Westergate St (N)	750	750
	B - Site Access	102	102
	C - Westergate St (S)	724	724
08:30-08:45	A - Westergate St (N)	750	750
	B - Site Access	102	102
	C - Westergate St (S)	724	724
08:45-09:00	A - Westergate St (N)	750	750
	B - Site Access	102	102
	C - Westergate St (S)	724	724

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.36	19.57	0.5	C	102	102
C-AB	0.06	4.06	0.1	A	61	61
C-A					663	663
A-B					15	15
A-C					735	735

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	287	0.356	100	0.0	0.5	19.138	C
C-AB	61	15	979	0.062	61	0.0	0.1	4.052	A
C-A	663	166			663				
A-B	15	4			15				
A-C	735	184			735				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	287	0.356	102	0.5	0.5	19.562	C
C-AB	61	15	980	0.063	61	0.1	0.1	4.056	A
C-A	663	166			663				
A-B	15	4			15				
A-C	735	184			735				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	287	0.356	102	0.5	0.5	19.570	C
C-AB	61	15	980	0.063	61	0.1	0.1	4.056	A
C-A	663	166			663				
A-B	15	4			15				
A-C	735	184			735				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	287	0.356	102	0.5	0.5	19.572	C
C-AB	61	15	980	0.063	61	0.1	0.1	4.057	A
C-A	663	166			663				
A-B	15	4			15				
A-C	735	184			735				

2038 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2038 DM	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	805	100.000
B - Site Access		FLAT	✓	52	100.000
C - Westergate St (S)		FLAT	✓	712	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	39	766
	B - Site Access	22	0	30
	C - Westergate St (S)	677	35	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.05	0.95
	B - Site Access	0.42	0.00	0.58
	C - Westergate St (S)	0.95	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	0	2
	B - Site Access	6	0	1
	C - Westergate St (S)	2	0	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.000	1.020
	B - Site Access	1.060	1.000	1.010
	C - Westergate St (S)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Westergate St (N)	805	805
	B - Site Access	52	52
	C - Westergate St (S)	712	712
17:15-17:30	A - Westergate St (N)	805	805
	B - Site Access	52	52
	C - Westergate St (S)	712	712
17:30-17:45	A - Westergate St (N)	805	805
	B - Site Access	52	52
	C - Westergate St (S)	712	712
17:45-18:00	A - Westergate St (N)	805	805
	B - Site Access	52	52
	C - Westergate St (S)	712	712

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	14.34	0.2	B	52	52
C-AB	0.13	4.42	0.3	A	123	123
C-A					589	589
A-B					39	39
A-C					766	766

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	311	0.167	51	0.0	0.2	14.246	B
C-AB	122	31	949	0.129	121	0.0	0.3	4.409	A
C-A	590	147			590				
A-B	39	10			39				
A-C	766	192			766				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	311	0.167	52	0.2	0.2	14.344	B
C-AB	123	31	950	0.130	123	0.3	0.3	4.423	A
C-A	589	147			589				
A-B	39	10			39				
A-C	766	192			766				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	311	0.167	52	0.2	0.2	14.344	B
C-AB	123	31	950	0.130	123	0.3	0.3	4.424	A
C-A	589	147			589				
A-B	39	10			39				
A-C	766	192			766				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	311	0.167	52	0.2	0.2	14.344	B
C-AB	123	31	950	0.130	123	0.3	0.3	4.424	A
C-A	589	147			589				
A-B	39	10			39				
A-C	766	192			766				

2038 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		2.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2038 DS	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	354	100.000
B - Site Access		FLAT	✓	152	100.000
C - Westergate St (S)		FLAT	✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	40	314
	B - Site Access	108	0	44
	C - Westergate St (S)	387	19	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.11	0.89
	B - Site Access	0.71	0.00	0.29
	C - Westergate St (S)	0.95	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	2	7
	B - Site Access	0	0	1
	C - Westergate St (S)	3	2	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.020	1.070
	B - Site Access	1.000	1.000	1.010
	C - Westergate St (S)	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - Westergate St (N)	354	354
	B - Site Access	152	152
	C - Westergate St (S)	406	406
08:15-08:30	A - Westergate St (N)	354	354
	B - Site Access	152	152
	C - Westergate St (S)	406	406
08:30-08:45	A - Westergate St (N)	354	354
	B - Site Access	152	152
	C - Westergate St (S)	406	406
08:45-09:00	A - Westergate St (N)	354	354
	B - Site Access	152	152
	C - Westergate St (S)	406	406

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	14.40	0.6	B	152	152
C-AB	0.04	4.76	0.1	A	36	36
C-A					370	370
A-B					40	40
A-C					314	314

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	38	403	0.377	150	0.0	0.6	14.140	B
C-AB	36	9	811	0.045	36	0.0	0.1	4.757	A
C-A	370	92			370				
A-B	40	10			40				
A-C	314	79			314				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	38	403	0.377	152	0.6	0.6	14.396	B
C-AB	36	9	812	0.045	36	0.1	0.1	4.760	A
C-A	370	92			370				
A-B	40	10			40				
A-C	314	79			314				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	38	403	0.377	152	0.6	0.6	14.399	B
C-AB	36	9	812	0.045	36	0.1	0.1	4.760	A
C-A	370	92			370				
A-B	40	10			40				
A-C	314	79			314				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	38	403	0.377	152	0.6	0.6	14.402	B
C-AB	36	9	812	0.045	36	0.1	0.1	4.762	A
C-A	370	92			370				
A-B	40	10			40				
A-C	314	79			314				

2038 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		1.34	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 period length (min)	Time segment length (min)	Run automatically
D12	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate St (N)		FLAT	✓	480	100.000
B - Site Access		FLAT	✓	73	100.000
C - Westergate St (S)		FLAT	✓	320	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	86	394
	B - Site Access	39	0	34
	C - Westergate St (S)	279	41	0

Proportions

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0.00	0.18	0.82
	B - Site Access	0.53	0.00	0.47
	C - Westergate St (S)	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	0	0	2
	B - Site Access	3	0	1
	C - Westergate St (S)	3	0	0

Average PCU Per Veh

		To		
		A - Westergate St (N)	B - Site Access	C - Westergate St (S)
From	A - Westergate St (N)	1.000	1.000	1.020
	B - Site Access	1.030	1.000	1.010
	C - Westergate St (S)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - Westergate St (N)	480	480
	B - Site Access	73	73
	C - Westergate St (S)	320	320
17:15-17:30	A - Westergate St (N)	480	480
	B - Site Access	73	73
	C - Westergate St (S)	320	320
17:30-17:45	A - Westergate St (N)	480	480
	B - Site Access	73	73
	C - Westergate St (S)	320	320
17:45-18:00	A - Westergate St (N)	480	480
	B - Site Access	73	73
	C - Westergate St (S)	320	320

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	10.72	0.2	B	73	73
C-AB	0.10	5.66	0.2	A	68	68
C-A					252	252
A-B					86	86
A-C					394	394

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	416	0.176	72	0.0	0.2	10.667	B
C-AB	67	17	711	0.095	67	0.0	0.2	5.650	A
C-A	253	63			253				
A-B	86	22			86				
A-C	394	99			394				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	416	0.176	73	0.2	0.2	10.723	B
C-AB	68	17	711	0.095	68	0.2	0.2	5.662	A
C-A	252	63			252				
A-B	86	22			86				
A-C	394	99			394				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	416	0.176	73	0.2	0.2	10.723	B
C-AB	68	17	711	0.095	68	0.2	0.2	5.663	A
C-A	252	63			252				
A-B	86	22			86				
A-C	394	99			394				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	416	0.176	73	0.2	0.2	10.723	B
C-AB	68	17	711	0.095	68	0.2	0.2	5.665	A
C-A	252	63			252				
A-B	86	22			86				
A-C	394	99			394				

Appendix K A27/ Fontwell Avenue

ARUN DISTRICT COUNCIL BN/11/22/OUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 1 - A27_Fontwell Avenue_AM_RevC.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 1 - A27_Fontwell Avenue
Report generation date: 26/04/2021 11:19:56

»2019 Base, AM
»2031 DM No Cala, AM
»2031 DM, AM
»2031 DS No Cala, AM
»2038 DM, AM
»2038 DS, AM
»2031 DS, AM

Summary of junction performance

	AM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2019 Base					
1 - A27 North	D1	7.2	11.49	0.88	B
2 - Arundel Road		1.9	26.05	0.68	D
3 - A29 Fontwell Ave		12.3	81.49	0.96	F
4 - A27 Arundel Road West		1.4	3.24	0.55	A
2031 DM No Cala					
1 - A27 North	D2	37.1	58.45	1.02	F
2 - Arundel Road		2.0	50.54	0.70	F
3 - A29 Fontwell Ave		382.0	2481.43	1.98	F
4 - A27 Arundel Road West		1.3	2.95	0.57	A
2031 DM					
1 - A27 North	D3	36.6	57.47	1.02	F
2 - Arundel Road		2.5	56.84	0.76	F
3 - A29 Fontwell Ave		387.6	2537.62	2.00	F
4 - A27 Arundel Road West		1.3	2.93	0.56	A
2031 DS No Cala					
1 - A27 North	D4	40.3	64.79	1.02	F
2 - Arundel Road		4.0	76.82	0.88	F
3 - A29 Fontwell Ave		407.2	2555.10	2.05	F
4 - A27 Arundel Road West		1.3	2.87	0.56	A
2038 DM					
1 - A27 North	D6	75.9	116.94	1.05	F
2 - Arundel Road		5.9	102.49	0.98	F
3 - A29 Fontwell Ave		361.7	2421.35	2.00	F
4 - A27 Arundel Road West		1.6	3.21	0.60	A
2038 DS					
1 - A27 North	D7	174.6	254.31	1.11	F
2 - Arundel Road		7.4	161.85	1.06	F
3 - A29 Fontwell Ave		334.9	2082.54	1.90	F
4 - A27 Arundel Road West		1.7	3.47	0.63	A
2031 DS					
1 - A27 North	D8	36.8	59.29	1.02	F
2 - Arundel Road		4.1	76.55	0.88	F
3 - A29 Fontwell Ave		408.9	2589.30	2.05	F
4 - A27 Arundel Road West		1.3	2.89	0.56	A

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

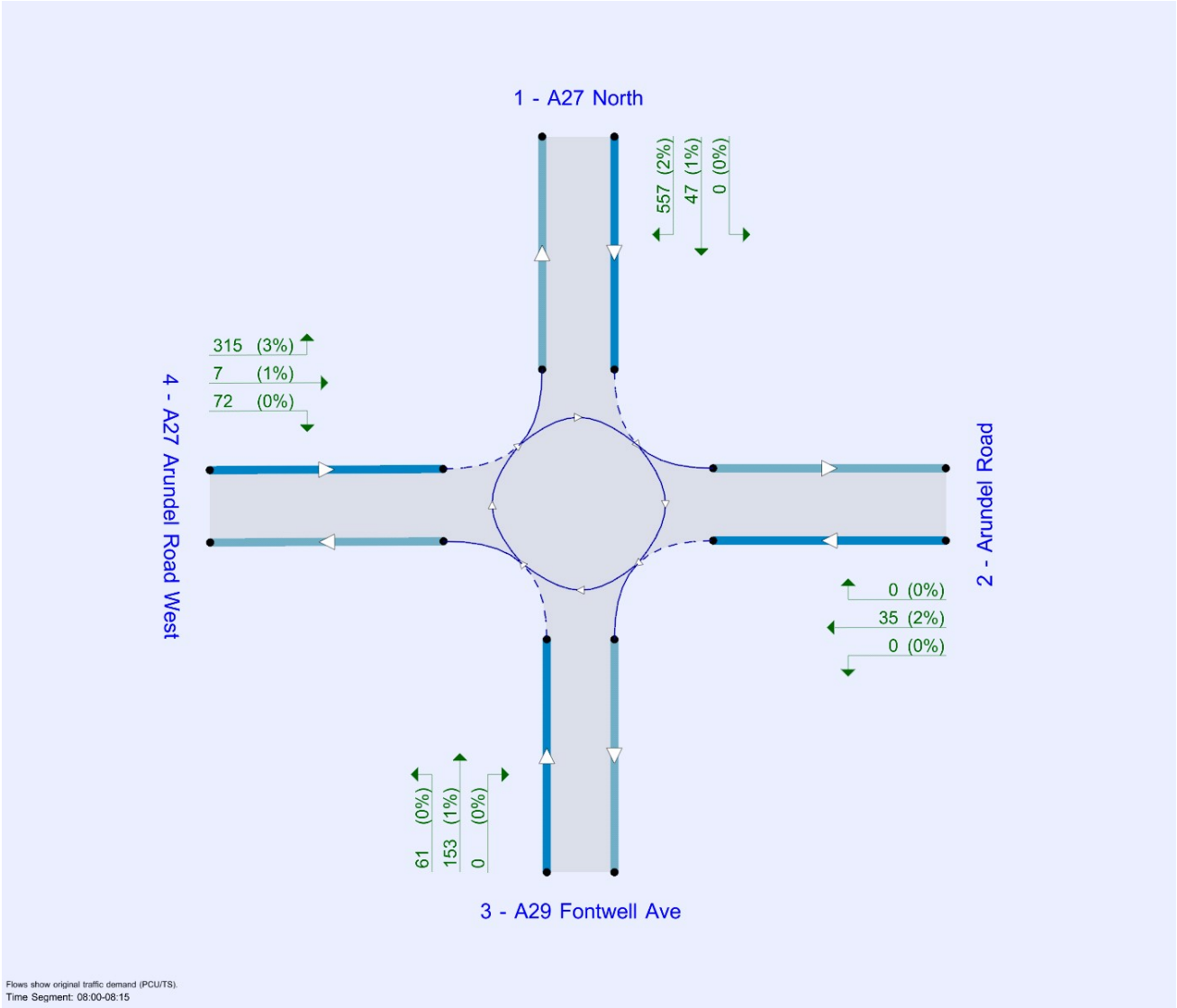
File summary

File Description

Title	
Location	
Site number	
Date	03/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\csmith
Description	

Units

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



The junction diagram reflects the last run of Junctions.

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 period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D3	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓
D4	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D6	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓
D7	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓
D8	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27/Fontwell Ave	Standard Roundabout		2, 3, 4, 1	18.66	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 North	
2	Arundel Road	
3	A29 Fontwell Ave	
4	A27 Arundel Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 North	8.14	11.22	14.0	41.0	56.0	20.5	
2 - Arundel Road	4.76	6.48	4.0	85.0	56.0	16.5	
3 - A29 Fontwell Ave	3.81	7.63	22.7	19.0	56.0	34.5	
4 - A27 Arundel Road West	7.99	11.94	14.0	39.0	56.0	20.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A27 North	Percentage		83.00
2 - Arundel Road	None		
3 - A29 Fontwell Ave	None		
4 - A27 Arundel Road West	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A27 North	0.863	661.707
2 - Arundel Road	0.620	450.399
3 - A29 Fontwell Ave	0.605	468.019
4 - A27 Arundel Road West	0.869	805.786

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	10.00	64.00	459.00
	2 - Arundel Road	11.00	0.00	9.00	46.00
	3 - A29 Fontwell Ave	100.00	3.00	0.00	34.00
	4 - A27 Arundel Road West	298.00	13.00	36.00	17.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.02	0.12
	2 - Arundel Road	0.17	0.00	0.14
	3 - A29 Fontwell Ave	0.73	0.02	0.00
	4 - A27 Arundel Road West	0.82	0.04	0.10

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	6.00	57.00	435.00
	2 - Arundel Road	14.00	0.00	9.00	36.00
	3 - A29 Fontwell Ave	115.00	0.00	0.00	44.00
	4 - A27 Arundel Road West	323.00	17.00	30.00	11.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.01	0.11
	2 - Arundel Road	0.24	0.00	0.15
	3 - A29 Fontwell Ave	0.72	0.00	0.00
	4 - A27 Arundel Road West	0.85	0.04	0.08

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	1.00	8.00	36.00	472.00
	2 - Arundel Road	11.00	0.00	7.00	29.00
	3 - A29 Fontwell Ave	111.00	1.00	0.00	32.00
	4 - A27 Arundel Road West	292.00	16.00	34.00	10.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.02	0.07
	2 - Arundel Road	0.23	0.00	0.15
	3 - A29 Fontwell Ave	0.77	0.01	0.00
	4 - A27 Arundel Road West	0.83	0.05	0.10

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	8.00	65.00	441.00
	2 - Arundel Road	8.00	0.00	11.00	32.00
	3 - A29 Fontwell Ave	85.00	0.00	0.00	32.00
	4 - A27 Arundel Road West	269.00	10.00	34.00	9.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.02	0.13
	2 - Arundel Road	0.16	0.00	0.22
	3 - A29 Fontwell Ave	0.73	0.00	0.00
	4 - A27 Arundel Road West	0.84	0.03	0.11

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	5	4
	2 - Arundel Road	0	0	0	2
	3 - A29 Fontwell Ave	7	0	0	3
	4 - A27 Arundel Road West	7	0	17	6

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.070
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.098	1.000	1.000
	4 - A27 Arundel Road West	1.098	1.000	1.238

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	4
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	3	0	0	5
	4 - A27 Arundel Road West	10	13	8	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.042	1.000	1.000
	4 - A27 Arundel Road West	1.140	1.182	1.112

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	6
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	5	0	0	3
	4 - A27 Arundel Road West	13	0	3	11

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.070	1.000	1.000
	4 - A27 Arundel Road West	1.182	1.000	1.042

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	40	2	6
	2 - Arundel Road	0	0	9	3
	3 - A29 Fontwell Ave	4	0	0	3
	4 - A27 Arundel Road West	9	0	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.560	1.028
	2 - Arundel Road	1.000	1.000	1.126
	3 - A29 Fontwell Ave	1.056	1.000	1.000
	4 - A27 Arundel Road West	1.126	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 North	533.00	533.00
	2 - Arundel Road	66.00	66.00
	3 - A29 Fontwell Ave	137.00	137.00
	4 - A27 Arundel Road West	364.00	364.00
08:15-08:30	1 - A27 North	498.00	498.00
	2 - Arundel Road	59.00	59.00
	3 - A29 Fontwell Ave	159.00	159.00
	4 - A27 Arundel Road West	381.00	381.00
08:30-08:45	1 - A27 North	517.00	517.00
	2 - Arundel Road	47.00	47.00
	3 - A29 Fontwell Ave	144.00	144.00
	4 - A27 Arundel Road West	352.00	352.00
08:45-09:00	1 - A27 North	514.00	514.00
	2 - Arundel Road	51.00	51.00
	3 - A29 Fontwell Ave	117.00	117.00
	4 - A27 Arundel Road West	322.00	322.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	0.88	11.49	7.2	B	515.50	2062.00
2 - Arundel Road	0.68	26.05	1.9	D	55.75	223.00
3 - A29 Fontwell Ave	0.96	81.49	12.3	F	139.25	557.00
4 - A27 Arundel Road West	0.55	3.24	1.4	A	354.75	1419.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	533.00	533.00	68.64	602.47	0.885	525.76	402.67	0.0	7.2	11.492	B
2 - Arundel Road	66.00	66.00	568.73	97.60	0.676	64.05	25.67	0.0	1.9	26.053	D
3 - A29 Fontwell Ave	137.00	137.00	525.03	150.34	0.911	130.06	107.75	0.0	6.9	39.775	E
4 - A27 Arundel Road West	364.00	364.00	108.46	711.55	0.512	362.85	546.63	0.0	1.2	2.845	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	498.00	498.00	58.15	611.52	0.814	500.43	449.03	7.2	4.8	8.676	A
2 - Arundel Road	59.00	59.00	535.38	118.29	0.499	59.92	23.21	1.9	1.0	15.648	C
3 - A29 Fontwell Ave	159.00	159.00	498.86	166.17	0.957	155.02	96.43	6.9	10.9	63.868	F
4 - A27 Arundel Road West	381.00	381.00	126.40	695.96	0.547	380.79	527.48	1.2	1.4	3.239	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	517.00	517.00	60.92	609.13	0.849	516.10	413.65	4.8	5.7	10.283	B
2 - Arundel Road	47.00	47.00	552.13	107.89	0.436	47.24	24.89	1.0	0.8	14.897	B
3 - A29 Fontwell Ave	144.00	144.00	522.18	152.06	0.947	142.63	77.19	10.9	12.3	81.491	F
4 - A27 Arundel Road West	352.00	352.00	122.39	699.45	0.503	352.18	542.43	1.4	1.2	2.998	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	514.00	514.00	53.14	615.85	0.835	514.09	369.99	5.7	5.6	9.603	A
2 - Arundel Road	51.00	51.00	549.12	109.76	0.465	50.90	18.11	0.8	0.9	16.045	C
3 - A29 Fontwell Ave	117.00	117.00	490.39	171.30	0.683	126.86	109.63	12.3	2.4	25.354	D
4 - A27 Arundel Road West	322.00	322.00	100.85	718.16	0.448	322.28	516.40	1.2	0.9	2.511	A

2031 DM No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27/Fontwell Ave	Standard Roundabout		2, 3, 4, 1	476.69	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	47.00	557.00
	2 - Arundel Road	0.00	0.00	0.00	35.00
	3 - A29 Fontwell Ave	153.00	0.00	0.00	61.00
	4 - A27 Arundel Road West	315.00	7.00	72.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.08
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.71	0.00	0.00
	4 - A27 Arundel Road West	0.80	0.02	0.18

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	42.00	528.00
	2 - Arundel Road	0.00	0.00	0.00	27.00
	3 - A29 Fontwell Ave	175.00	0.00	0.00	79.00
	4 - A27 Arundel Road West	342.00	10.00	60.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.07
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.69	0.00	0.00
	4 - A27 Arundel Road West	0.83	0.02	0.15

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	26.00	573.00
	2 - Arundel Road	0.00	0.00	0.00	22.00
	3 - A29 Fontwell Ave	170.00	0.00	0.00	57.00
	4 - A27 Arundel Road West	309.00	9.00	68.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.04
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.75	0.00	0.00
	4 - A27 Arundel Road West	0.80	0.02	0.18

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	47.00	536.00
	2 - Arundel Road	0.00	0.00	0.00	24.00
	3 - A29 Fontwell Ave	129.00	0.00	0.00	57.00
	4 - A27 Arundel Road West	284.00	6.00	69.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.08
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.69	0.00	0.00
	4 - A27 Arundel Road West	0.79	0.02	0.19

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	2
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 North	604.00	604.00
	2 - Arundel Road	35.00	35.00
	3 - A29 Fontwell Ave	214.00	214.00
	4 - A27 Arundel Road West	394.00	394.00
08:15-08:30	1 - A27 North	570.00	570.00
	2 - Arundel Road	27.00	27.00
	3 - A29 Fontwell Ave	254.00	254.00
	4 - A27 Arundel Road West	412.00	412.00
08:30-08:45	1 - A27 North	599.00	599.00
	2 - Arundel Road	22.00	22.00
	3 - A29 Fontwell Ave	227.00	227.00
	4 - A27 Arundel Road West	386.00	386.00
08:45-09:00	1 - A27 North	583.00	583.00
	2 - Arundel Road	24.00	24.00
	3 - A29 Fontwell Ave	186.00	186.00
	4 - A27 Arundel Road West	359.00	359.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.02	58.45	37.1	F	589.00	2356.00
2 - Arundel Road	0.70	50.54	2.0	F	27.00	108.00
3 - A29 Fontwell Ave	1.98	2481.43	382.0	F	220.25	881.00
4 - A27 Arundel Road West	0.57	2.95	1.3	A	387.75	1551.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	604.00	604.00	78.76	593.74	1.017	574.05	404.33	0.0	29.9	31.528	D
2 - Arundel Road	35.00	35.00	645.83	49.77	0.703	32.98	6.98	0.0	2.0	50.540	F
3 - A29 Fontwell Ave	214.00	214.00	562.36	127.75	1.675	126.30	116.45	0.0	87.7	320.321	F
4 - A27 Arundel Road West	394.00	394.00	90.30	727.33	0.542	392.79	598.36	0.0	1.2	2.770	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	570.00	570.00	70.01	601.28	0.948	575.97	432.54	29.9	24.0	40.172	E
2 - Arundel Road	27.00	27.00	635.99	55.87	0.483	28.01	9.99	2.0	1.0	33.803	D
3 - A29 Fontwell Ave	254.00	254.00	561.41	128.32	1.979	128.31	102.59	87.7	213.4	1119.456	F
4 - A27 Arundel Road West	412.00	412.00	90.68	727.00	0.567	411.87	599.04	1.2	1.3	2.954	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	599.00	599.00	77.00	595.25	1.006	586.15	389.03	24.0	36.8	53.666	F
2 - Arundel Road	22.00	22.00	654.15	44.61	0.493	22.00	9.01	1.0	1.0	40.429	E
3 - A29 Fontwell Ave	227.00	227.00	581.99	115.87	1.959	115.87	94.16	213.4	324.5	1980.237	F
4 - A27 Arundel Road West	386.00	386.00	79.83	736.42	0.524	386.20	618.03	1.3	1.1	2.657	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	583.00	583.00	75.02	596.96	0.977	582.75	374.52	36.8	37.1	58.450	F
2 - Arundel Road	24.00	24.00	651.76	46.10	0.521	23.95	6.01	1.0	1.1	41.001	E
3 - A29 Fontwell Ave	186.00	186.00	561.09	128.52	1.447	128.52	114.62	324.5	382.0	2481.426	F
4 - A27 Arundel Road West	359.00	359.00	90.40	727.24	0.494	359.13	599.21	1.1	1.0	2.526	A

2031 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27/Fontwell Ave	Standard Roundabout		2, 3, 4, 1	486.22	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	47.00	556.00
	2 - Arundel Road	0.00	0.00	0.00	38.00
	3 - A29 Fontwell Ave	150.00	0.00	0.00	64.00
	4 - A27 Arundel Road West	314.00	7.00	71.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.08
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.70	0.00	0.00
	4 - A27 Arundel Road West	0.80	0.02	0.18

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	42.00	527.00
	2 - Arundel Road	0.00	0.00	0.00	29.00
	3 - A29 Fontwell Ave	171.00	0.00	0.00	83.00
	4 - A27 Arundel Road West	341.00	10.00	60.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.07
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.67	0.00	0.00
	4 - A27 Arundel Road West	0.83	0.02	0.15

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	26.00	572.00
	2 - Arundel Road	0.00	0.00	0.00	24.00
	3 - A29 Fontwell Ave	166.00	0.00	0.00	60.00
	4 - A27 Arundel Road West	308.00	9.00	68.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.04
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.73	0.00	0.00
	4 - A27 Arundel Road West	0.80	0.02	0.18

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	47.00	535.00
	2 - Arundel Road	0.00	0.00	0.00	26.00
	3 - A29 Fontwell Ave	127.00	0.00	0.00	60.00
	4 - A27 Arundel Road West	283.00	6.00	68.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.08
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.68	0.00	0.00
	4 - A27 Arundel Road West	0.79	0.02	0.19

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	2
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	18

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	12

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	11

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	10

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 North	603.00	603.00
	2 - Arundel Road	38.00	38.00
	3 - A29 Fontwell Ave	214.00	214.00
	4 - A27 Arundel Road West	393.00	393.00
08:15-08:30	1 - A27 North	569.00	569.00
	2 - Arundel Road	29.00	29.00
	3 - A29 Fontwell Ave	254.00	254.00
	4 - A27 Arundel Road West	412.00	412.00
08:30-08:45	1 - A27 North	598.00	598.00
	2 - Arundel Road	24.00	24.00
	3 - A29 Fontwell Ave	226.00	226.00
	4 - A27 Arundel Road West	386.00	386.00
08:45-09:00	1 - A27 North	582.00	582.00
	2 - Arundel Road	26.00	26.00
	3 - A29 Fontwell Ave	187.00	187.00
	4 - A27 Arundel Road West	358.00	358.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.02	57.47	36.6	F	588.00	2352.00
2 - Arundel Road	0.76	56.84	2.5	F	29.25	117.00
3 - A29 Fontwell Ave	2.00	2537.62	387.6	F	220.25	881.00
4 - A27 Arundel Road West	0.56	2.93	1.3	A	387.25	1549.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	603.00	603.00	78.76	593.73	1.016	573.66	400.30	0.0	29.3	31.088	D
2 - Arundel Road	38.00	38.00	645.44	50.01	0.760	35.49	6.98	0.0	2.5	56.844	F
3 - A29 Fontwell Ave	214.00	214.00	565.43	125.89	1.700	124.49	115.50	0.0	89.5	330.620	F
4 - A27 Arundel Road West	393.00	393.00	87.26	729.97	0.538	391.80	602.66	0.0	1.2	2.744	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	569.00	569.00	71.01	600.42	0.948	574.61	428.90	29.3	23.7	39.506	E
2 - Arundel Road	29.00	29.00	635.63	56.10	0.517	30.35	9.99	2.5	1.2	37.005	E
3 - A29 Fontwell Ave	254.00	254.00	563.42	127.11	1.998	127.10	102.56	89.5	216.4	1148.551	F
4 - A27 Arundel Road West	412.00	412.00	88.05	729.28	0.565	411.86	602.47	1.2	1.3	2.933	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	598.00	598.00	78.00	594.39	1.006	585.19	385.37	23.7	36.5	53.347	F
2 - Arundel Road	24.00	24.00	654.19	44.59	0.538	24.00	9.01	1.2	1.2	44.269	E
3 - A29 Fontwell Ave	226.00	226.00	584.03	114.64	1.971	114.64	94.16	216.4	327.8	2022.039	F
4 - A27 Arundel Road West	386.00	386.00	77.18	738.73	0.523	386.20	621.49	1.3	1.1	2.642	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	582.00	582.00	75.02	596.96	0.975	581.91	370.33	36.5	36.6	57.474	F
2 - Arundel Road	26.00	26.00	650.92	46.61	0.558	25.95	6.01	1.2	1.2	43.884	E
3 - A29 Fontwell Ave	187.00	187.00	563.23	127.22	1.470	127.22	113.64	327.8	387.6	2537.617	F
4 - A27 Arundel Road West	358.00	358.00	87.21	730.01	0.490	358.14	603.24	1.1	1.0	2.503	A

2031 DS No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27/Fontwell Ave	Standard Roundabout		2, 3, 4, 1	510.26	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	52.00	546.00
	2 - Arundel Road	0.00	0.00	0.00	42.00
	3 - A29 Fontwell Ave	141.00	0.00	0.00	82.00
	4 - A27 Arundel Road West	305.00	7.00	83.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.09
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.63	0.00	0.00
	4 - A27 Arundel Road West	0.77	0.02	0.21

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	46.00	517.00
	2 - Arundel Road	0.00	0.00	0.00	33.00
	3 - A29 Fontwell Ave	161.00	0.00	0.00	106.00
	4 - A27 Arundel Road West	331.00	10.00	70.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.08
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.60	0.00	0.00
	4 - A27 Arundel Road West	0.81	0.02	0.17

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	29.00	562.00
	2 - Arundel Road	0.00	0.00	0.00	27.00
	3 - A29 Fontwell Ave	156.00	0.00	0.00	78.00
	4 - A27 Arundel Road West	299.00	9.00	80.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.05
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.67	0.00	0.00
	4 - A27 Arundel Road West	0.77	0.02	0.21

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	52.00	525.00
	2 - Arundel Road	0.00	0.00	0.00	29.00
	3 - A29 Fontwell Ave	119.00	0.00	0.00	78.00
	4 - A27 Arundel Road West	275.00	6.00	80.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.09
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.60	0.00	0.00
	4 - A27 Arundel Road West	0.76	0.02	0.22

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	2
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 North	598.00	598.00
	2 - Arundel Road	42.00	42.00
	3 - A29 Fontwell Ave	223.00	223.00
	4 - A27 Arundel Road West	395.00	395.00
08:15-08:30	1 - A27 North	563.00	563.00
	2 - Arundel Road	33.00	33.00
	3 - A29 Fontwell Ave	267.00	267.00
	4 - A27 Arundel Road West	411.00	411.00
08:30-08:45	1 - A27 North	591.00	591.00
	2 - Arundel Road	27.00	27.00
	3 - A29 Fontwell Ave	234.00	234.00
	4 - A27 Arundel Road West	388.00	388.00
08:45-09:00	1 - A27 North	577.00	577.00
	2 - Arundel Road	29.00	29.00
	3 - A29 Fontwell Ave	197.00	197.00
	4 - A27 Arundel Road West	361.00	361.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.02	64.79	40.3	F	582.25	2329.00
2 - Arundel Road	0.88	76.82	4.0	F	32.75	131.00
3 - A29 Fontwell Ave	2.05	2555.10	407.2	F	230.25	921.00
4 - A27 Arundel Road West	0.56	2.87	1.3	A	388.75	1555.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	598.00	598.00	89.73	584.27	1.024	566.07	386.81	0.0	31.9	33.422	D
2 - Arundel Road	42.00	42.00	648.82	47.92	0.876	38.04	6.98	0.0	4.0	76.819	F
3 - A29 Fontwell Ave	223.00	223.00	554.88	132.28	1.686	130.84	131.97	0.0	92.2	326.902	F
4 - A27 Arundel Road West	395.00	395.00	82.73	733.90	0.538	393.80	603.00	0.0	1.2	2.723	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	563.00	563.00	80.02	592.65	0.950	569.59	412.18	31.9	25.3	43.635	E
2 - Arundel Road	33.00	33.00	639.61	53.63	0.615	35.14	9.99	4.0	1.8	53.470	F
3 - A29 Fontwell Ave	267.00	267.00	558.02	130.38	2.048	130.36	116.74	92.2	228.8	1159.748	F
4 - A27 Arundel Road West	411.00	411.00	81.31	735.14	0.559	410.89	607.08	1.2	1.3	2.870	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	591.00	591.00	88.99	584.90	1.010	576.97	371.65	25.3	39.4	57.614	F
2 - Arundel Road	27.00	27.00	656.96	42.87	0.630	27.02	9.01	1.8	1.8	57.996	F
3 - A29 Fontwell Ave	234.00	234.00	574.85	120.19	1.947	120.19	109.13	228.8	342.6	2032.701	F
4 - A27 Arundel Road West	388.00	388.00	72.47	742.82	0.522	388.17	622.57	1.3	1.1	2.622	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	577.00	577.00	86.02	587.47	0.982	576.03	356.48	39.4	40.3	64.790	F
2 - Arundel Road	29.00	29.00	656.04	43.44	0.668	28.91	6.01	1.8	1.9	61.740	F
3 - A29 Fontwell Ave	197.00	197.00	554.64	132.42	1.488	132.42	130.31	342.6	407.2	2555.096	F
4 - A27 Arundel Road West	361.00	361.00	81.36	735.09	0.491	361.13	605.70	1.1	1.0	2.485	A

2038 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27/Fontwell Ave	Standard Roundabout		2, 3, 4, 1	467.99	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	48.00	560.00
	2 - Arundel Road	0.00	0.00	0.00	46.00
	3 - A29 Fontwell Ave	141.00	0.00	0.00	66.00
	4 - A27 Arundel Road West	330.00	11.00	84.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.08
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.68	0.00	0.00
	4 - A27 Arundel Road West	0.77	0.03	0.20

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	43.00	531.00
	2 - Arundel Road	0.00	0.00	0.00	36.00
	3 - A29 Fontwell Ave	161.00	0.00	0.00	85.00
	4 - A27 Arundel Road West	358.00	14.00	71.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.07
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.65	0.00	0.00
	4 - A27 Arundel Road West	0.81	0.03	0.16

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	27.00	577.00
	2 - Arundel Road	0.00	0.00	0.00	29.00
	3 - A29 Fontwell Ave	156.00	0.00	0.00	62.00
	4 - A27 Arundel Road West	323.00	13.00	81.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.04
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.72	0.00	0.00
	4 - A27 Arundel Road West	0.77	0.03	0.19

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	48.00	539.00
	2 - Arundel Road	0.00	0.00	0.00	32.00
	3 - A29 Fontwell Ave	119.00	0.00	0.00	62.00
	4 - A27 Arundel Road West	298.00	8.00	81.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.08
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.66	0.00	0.00
	4 - A27 Arundel Road West	0.77	0.02	0.21

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	12

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	2
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	11

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	0	0	10

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 North	608.00	608.00
	2 - Arundel Road	46.00	46.00
	3 - A29 Fontwell Ave	207.00	207.00
	4 - A27 Arundel Road West	426.00	426.00
08:15-08:30	1 - A27 North	574.00	574.00
	2 - Arundel Road	36.00	36.00
	3 - A29 Fontwell Ave	246.00	246.00
	4 - A27 Arundel Road West	444.00	444.00
08:30-08:45	1 - A27 North	604.00	604.00
	2 - Arundel Road	29.00	29.00
	3 - A29 Fontwell Ave	218.00	218.00
	4 - A27 Arundel Road West	418.00	418.00
08:45-09:00	1 - A27 North	587.00	587.00
	2 - Arundel Road	32.00	32.00
	3 - A29 Fontwell Ave	181.00	181.00
	4 - A27 Arundel Road West	388.00	388.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.05	116.94	75.9	F	593.25	2373.00
2 - Arundel Road	0.98	102.49	5.9	F	35.75	143.00
3 - A29 Fontwell Ave	2.00	2421.35	361.7	F	213.00	852.00
4 - A27 Arundel Road West	0.60	3.21	1.6	A	419.00	1676.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	608.00	608.00	95.68	579.13	1.050	565.48	415.00	0.0	42.5	41.347	E
2 - Arundel Road	46.00	46.00	650.19	47.07	0.977	40.13	10.96	0.0	5.9	98.123	F
3 - A29 Fontwell Ave	207.00	207.00	561.96	127.99	1.617	126.41	128.36	0.0	80.6	300.334	F
4 - A27 Arundel Road West	426.00	426.00	86.10	730.97	0.583	424.57	602.27	0.0	1.4	3.020	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	574.00	574.00	86.02	587.47	0.977	573.99	440.38	42.5	42.5	67.002	F
2 - Arundel Road	36.00	36.00	646.02	49.65	0.725	38.66	13.99	5.9	3.2	91.442	F
3 - A29 Fontwell Ave	246.00	246.00	570.47	122.84	2.003	122.83	114.20	80.6	203.8	1077.261	F
4 - A27 Arundel Road West	444.00	444.00	82.54	734.07	0.605	443.86	610.76	1.4	1.6	3.206	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	604.00	604.00	95.00	579.72	1.042	577.11	399.64	42.5	69.4	94.059	F
2 - Arundel Road	29.00	29.00	659.10	41.54	0.698	29.48	13.01	3.2	2.7	80.574	F
3 - A29 Fontwell Ave	218.00	218.00	580.51	116.77	1.867	116.76	108.07	203.8	305.0	1904.885	F
4 - A27 Arundel Road West	418.00	418.00	76.42	739.39	0.565	418.22	620.86	1.6	1.4	2.896	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	587.00	587.00	90.04	584.00	1.005	580.53	381.79	69.4	75.9	116.945	F
2 - Arundel Road	32.00	32.00	662.55	39.40	0.812	31.41	8.02	2.7	3.3	102.489	F
3 - A29 Fontwell Ave	181.00	181.00	568.04	124.31	1.456	124.31	125.92	305.0	361.7	2421.346	F
4 - A27 Arundel Road West	388.00	388.00	83.64	733.12	0.529	388.19	608.72	1.4	1.2	2.694	A

2038 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27/Fontwell Ave	Standard Roundabout		2, 3, 4, 1	477.10	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	54.00	567.00
	2 - Arundel Road	0.00	0.00	0.00	44.00
	3 - A29 Fontwell Ave	168.00	0.00	0.00	43.00
	4 - A27 Arundel Road West	317.00	11.00	107.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.09
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.80	0.00	0.00
	4 - A27 Arundel Road West	0.73	0.03	0.25

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	48.00	537.00
	2 - Arundel Road	0.00	0.00	0.00	34.00
	3 - A29 Fontwell Ave	192.00	0.00	0.00	55.00
	4 - A27 Arundel Road West	344.00	15.00	89.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.08
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.78	0.00	0.00
	4 - A27 Arundel Road West	0.77	0.03	0.20

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	30.00	584.00
	2 - Arundel Road	0.00	0.00	0.00	28.00
	3 - A29 Fontwell Ave	187.00	0.00	0.00	40.00
	4 - A27 Arundel Road West	310.00	14.00	102.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.05
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.82	0.00	0.00
	4 - A27 Arundel Road West	0.73	0.03	0.24

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	54.00	546.00
	2 - Arundel Road	0.00	0.00	0.00	30.00
	3 - A29 Fontwell Ave	142.00	0.00	0.00	40.00
	4 - A27 Arundel Road West	286.00	9.00	102.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.09
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.78	0.00	0.00
	4 - A27 Arundel Road West	0.72	0.02	0.26

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	3	1	0	18

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	3	1	0	12

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	3	1	0	11

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	3	1	0	10

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 North	621.00	621.00
	2 - Arundel Road	44.00	44.00
	3 - A29 Fontwell Ave	211.00	211.00
	4 - A27 Arundel Road West	436.00	436.00
08:15-08:30	1 - A27 North	585.00	585.00
	2 - Arundel Road	34.00	34.00
	3 - A29 Fontwell Ave	247.00	247.00
	4 - A27 Arundel Road West	449.00	449.00
08:30-08:45	1 - A27 North	614.00	614.00
	2 - Arundel Road	28.00	28.00
	3 - A29 Fontwell Ave	227.00	227.00
	4 - A27 Arundel Road West	427.00	427.00
08:45-09:00	1 - A27 North	600.00	600.00
	2 - Arundel Road	30.00	30.00
	3 - A29 Fontwell Ave	182.00	182.00
	4 - A27 Arundel Road West	398.00	398.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.11	254.31	174.6	F	605.00	2420.00
2 - Arundel Road	1.06	161.85	7.4	F	34.00	136.00
3 - A29 Fontwell Ave	1.90	2082.54	334.9	F	216.75	867.00
4 - A27 Arundel Road West	0.63	3.47	1.7	A	427.50	1710.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	621.00	621.00	118.56	559.39	1.110	551.27	426.31	0.0	69.7	62.883	F
2 - Arundel Road	44.00	44.00	658.87	41.68	1.056	36.64	10.96	0.0	7.4	125.494	F
3 - A29 Fontwell Ave	211.00	211.00	540.97	140.70	1.500	138.77	154.54	0.0	72.2	249.565	F
4 - A27 Arundel Road West	436.00	436.00	110.49	709.78	0.614	434.37	569.25	0.0	1.6	3.351	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	585.00	585.00	105.04	571.05	1.024	569.06	446.39	69.7	85.7	128.386	F
2 - Arundel Road	34.00	34.00	659.12	41.53	0.819	35.37	14.98	7.4	6.0	161.853	F
3 - A29 Fontwell Ave	247.00	247.00	558.39	130.15	1.898	130.13	136.09	72.2	189.1	919.136	F
4 - A27 Arundel Road West	449.00	449.00	102.52	716.71	0.626	448.91	586.01	1.6	1.7	3.470	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	614.00	614.00	116.99	560.74	1.095	560.31	409.75	85.7	139.4	185.623	F
2 - Arundel Road	28.00	28.00	663.29	38.94	0.719	30.77	14.01	6.0	3.2	122.017	F
3 - A29 Fontwell Ave	227.00	227.00	561.86	128.05	1.773	128.05	132.20	189.1	288.0	1644.497	F
4 - A27 Arundel Road West	427.00	427.00	99.54	719.30	0.594	427.20	590.37	1.7	1.5	3.178	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	600.00	600.00	112.05	565.01	1.062	564.72	394.64	139.4	174.6	254.311	F
2 - Arundel Road	30.00	30.00	667.75	36.17	0.829	29.53	9.02	3.2	3.7	121.843	F
3 - A29 Fontwell Ave	182.00	182.00	550.16	135.14	1.347	135.13	147.12	288.0	334.9	2082.538	F
4 - A27 Arundel Road West	398.00	398.00	108.48	711.53	0.559	398.20	576.81	1.5	1.3	2.961	A

2031 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27/Fontwell Ave	Standard Roundabout		2, 3, 4, 1	514.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	50.00	546.00
	2 - Arundel Road	0.00	0.00	0.00	43.00
	3 - A29 Fontwell Ave	152.00	0.00	0.00	71.00
	4 - A27 Arundel Road West	304.00	7.00	82.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.08
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.68	0.00	0.00
	4 - A27 Arundel Road West	0.77	0.02	0.21

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	45.00	517.00
	2 - Arundel Road	0.00	0.00	0.00	34.00
	3 - A29 Fontwell Ave	174.00	0.00	0.00	92.00
	4 - A27 Arundel Road West	329.00	10.00	69.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.08
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.65	0.00	0.00
	4 - A27 Arundel Road West	0.81	0.02	0.17

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	28.00	562.00
	2 - Arundel Road	0.00	0.00	0.00	27.00
	3 - A29 Fontwell Ave	168.00	0.00	0.00	67.00
	4 - A27 Arundel Road West	298.00	9.00	78.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.05
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.71	0.00	0.00
	4 - A27 Arundel Road West	0.77	0.02	0.20

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	0.00	51.00	525.00
	2 - Arundel Road	0.00	0.00	0.00	30.00
	3 - A29 Fontwell Ave	128.00	0.00	0.00	67.00
	4 - A27 Arundel Road West	274.00	6.00	79.00	0.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.09
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.66	0.00	0.00
	4 - A27 Arundel Road West	0.76	0.02	0.22

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	1	2
	2 - Arundel Road	0	0	0	1
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	3	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.042	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 North	596.00	596.00
	2 - Arundel Road	43.00	43.00
	3 - A29 Fontwell Ave	223.00	223.00
	4 - A27 Arundel Road West	393.00	393.00
08:15-08:30	1 - A27 North	562.00	562.00
	2 - Arundel Road	34.00	34.00
	3 - A29 Fontwell Ave	266.00	266.00
	4 - A27 Arundel Road West	408.00	408.00
08:30-08:45	1 - A27 North	590.00	590.00
	2 - Arundel Road	27.00	27.00
	3 - A29 Fontwell Ave	235.00	235.00
	4 - A27 Arundel Road West	385.00	385.00
08:45-09:00	1 - A27 North	576.00	576.00
	2 - Arundel Road	30.00	30.00
	3 - A29 Fontwell Ave	195.00	195.00
	4 - A27 Arundel Road West	359.00	359.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.02	59.29	36.8	F	581.00	2324.00
2 - Arundel Road	0.88	76.55	4.1	F	33.50	134.00
3 - A29 Fontwell Ave	2.05	2589.30	408.9	F	229.75	919.00
4 - A27 Arundel Road West	0.56	2.89	1.3	A	386.25	1545.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	596.00	596.00	88.73	585.13	1.019	565.86	391.28	0.0	30.1	32.071	D
2 - Arundel Road	43.00	43.00	647.61	48.67	0.884	38.94	6.98	0.0	4.1	76.551	F
3 - A29 Fontwell Ave	223.00	223.00	557.33	130.80	1.705	129.40	129.22	0.0	93.6	334.708	F
4 - A27 Arundel Road West	393.00	393.00	88.20	729.15	0.539	391.80	598.53	0.0	1.2	2.744	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	562.00	562.00	79.02	593.51	0.947	568.63	416.26	30.1	23.5	40.626	E
2 - Arundel Road	34.00	34.00	637.66	54.84	0.620	36.22	9.99	4.1	1.8	53.142	F
3 - A29 Fontwell Ave	266.00	266.00	559.20	129.67	2.051	129.65	114.68	93.6	229.9	1176.263	F
4 - A27 Arundel Road West	408.00	408.00	87.38	729.86	0.559	407.90	601.47	1.2	1.3	2.890	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	590.00	590.00	87.00	586.63	1.006	577.41	376.21	23.5	36.1	53.500	F
2 - Arundel Road	27.00	27.00	655.40	43.84	0.616	27.10	9.01	1.8	1.7	55.282	F
3 - A29 Fontwell Ave	235.00	235.00	576.34	119.29	1.970	119.29	106.16	229.9	345.7	2058.496	F
4 - A27 Arundel Road West	385.00	385.00	78.03	737.99	0.522	385.17	617.60	1.3	1.1	2.634	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	576.00	576.00	85.02	588.33	0.979	575.28	361.61	36.1	36.8	59.285	F
2 - Arundel Road	30.00	30.00	654.29	44.53	0.674	29.84	6.01	1.7	1.9	60.751	F
3 - A29 Fontwell Ave	195.00	195.00	555.67	131.80	1.480	131.80	128.46	345.7	408.9	2589.296	F
4 - A27 Arundel Road West	359.00	359.00	87.50	729.76	0.492	359.13	599.97	1.1	1.0	2.506	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 1 - A27_Fontwell Avenue_PM _Uncalibrated.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 1 - A27_Fontwell Avenue
Report generation date: 26/04/2021 11:21:20

«2019 Base, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Detailed Demand Data
»Results

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base			
1 - A27 North	1.8	3.66	0.64	A
2 - Arundel Road	0.4	9.37	0.29	A
3 - A29 Fontwell Ave	1.0	7.33	0.50	A
4 - A27 Arundel Road West	1.4	2.96	0.57	A

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

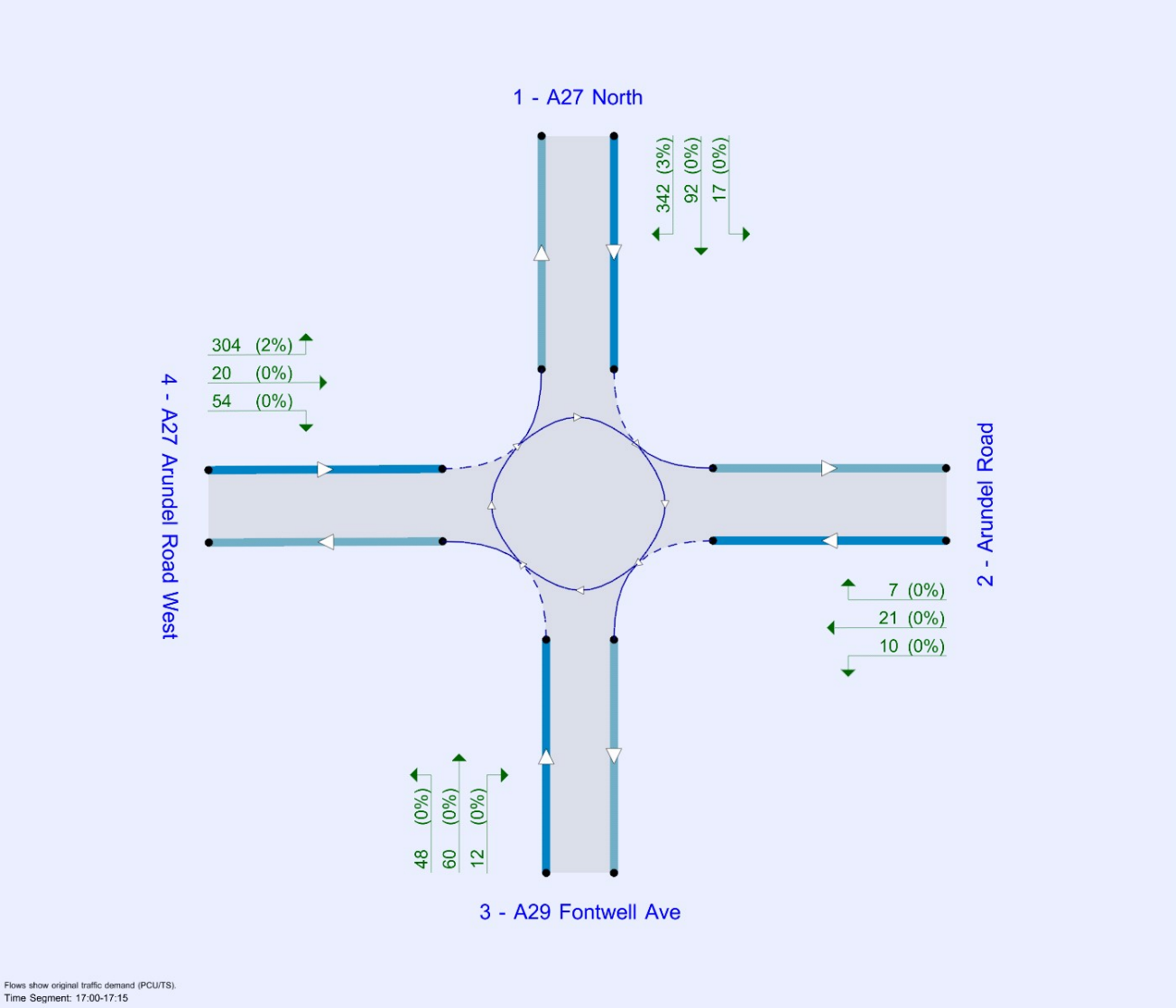
File summary

File Description

Title	
Location	
Site number	
Date	03/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\csmith
Description	

Units

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



The junction diagram reflects the last run of Junctions.

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

Analysis Set Details

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

2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 4, 1	3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 North	
2	Arundel Road	
3	A29 Fontwell Ave	
4	A27 Arundel Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 North	8.14	11.22	14.0	41.0	56.0	20.5	
2 - Arundel Road	4.76	6.48	4.0	85.0	56.0	16.5	
3 - A29 Fontwell Ave	3.81	7.63	22.7	19.0	56.0	34.5	
4 - A27 Arundel Road West	7.99	11.94	14.0	39.0	56.0	20.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A27 North	0.863	797.237
2 - Arundel Road	0.620	450.399
3 - A29 Fontwell Ave	0.605	468.019
4 - A27 Arundel Road West	0.869	805.786

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	17.00	92.00	342.00
	2 - Arundel Road	7.00	0.00	10.00	21.00
	3 - A29 Fontwell Ave	60.00	12.00	0.00	48.00
	4 - A27 Arundel Road West	304.00	20.00	54.00	7.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.04	0.20
	2 - Arundel Road	0.18	0.00	0.26
	3 - A29 Fontwell Ave	0.50	0.10	0.00
	4 - A27 Arundel Road West	0.79	0.05	0.14

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	16.00	93.00	344.00
	2 - Arundel Road	7.00	0.00	9.00	15.00
	3 - A29 Fontwell Ave	54.00	6.00	0.00	27.00
	4 - A27 Arundel Road West	279.00	25.00	62.00	11.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.04	0.21
	2 - Arundel Road	0.23	0.00	0.29
	3 - A29 Fontwell Ave	0.62	0.07	0.00
	4 - A27 Arundel Road West	0.74	0.07	0.16

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	20.00	103.00	319.00
	2 - Arundel Road	14.00	0.00	10.00	17.00
	3 - A29 Fontwell Ave	42.00	6.00	0.00	16.00
	4 - A27 Arundel Road West	322.00	32.00	66.00	12.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.05	0.23
	2 - Arundel Road	0.34	0.00	0.24
	3 - A29 Fontwell Ave	0.66	0.09	0.00
	4 - A27 Arundel Road West	0.75	0.07	0.15

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	14.00	94.00	286.00
	2 - Arundel Road	8.00	0.00	13.00	30.00
	3 - A29 Fontwell Ave	45.00	11.00	0.00	16.00
	4 - A27 Arundel Road West	278.00	36.00	40.00	12.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.04	0.24
	2 - Arundel Road	0.16	0.00	0.25
	3 - A29 Fontwell Ave	0.63	0.15	0.00
	4 - A27 Arundel Road West	0.76	0.10	0.11

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	2	0	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	1
	2 - Arundel Road	0	0	0	8
	3 - A29 Fontwell Ave	4	0	0	0
	4 - A27 Arundel Road West	1	0	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.056	1.000	1.000
	4 - A27 Arundel Road West	1.014	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	5	1	3
	2 - Arundel Road	8	0	0	0
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	4	7	2	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.070	1.014
	2 - Arundel Road	1.112	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.056	1.098	1.028

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	2	0	0	0
	4 - A27 Arundel Road West	2	0	3	9

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.028	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.000	1.042

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 North	451.00	451.00
	2 - Arundel Road	38.00	38.00
	3 - A29 Fontwell Ave	120.00	120.00
	4 - A27 Arundel Road West	385.00	385.00
17:15-17:30	1 - A27 North	453.00	453.00
	2 - Arundel Road	31.00	31.00
	3 - A29 Fontwell Ave	87.00	87.00
	4 - A27 Arundel Road West	377.00	377.00
17:30-17:45	1 - A27 North	442.00	442.00
	2 - Arundel Road	41.00	41.00
	3 - A29 Fontwell Ave	64.00	64.00
	4 - A27 Arundel Road West	432.00	432.00
17:45-18:00	1 - A27 North	394.00	394.00
	2 - Arundel Road	51.00	51.00
	3 - A29 Fontwell Ave	72.00	72.00
	4 - A27 Arundel Road West	366.00	366.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	0.64	3.66	1.8	A	435.00	1740.00
2 - Arundel Road	0.29	9.37	0.4	A	40.25	161.00
3 - A29 Fontwell Ave	0.50	7.33	1.0	A	85.75	343.00
4 - A27 Arundel Road West	0.57	2.96	1.4	A	390.00	1560.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	451.00	451.00	92.67	717.26	0.629	449.27	369.57	0.0	1.7	3.442	A
2 - Arundel Road	38.00	38.00	493.16	144.48	0.263	37.65	48.78	0.0	0.4	8.397	A
3 - A29 Fontwell Ave	120.00	120.00	375.41	240.87	0.498	119.02	155.40	0.0	1.0	7.328	A
4 - A27 Arundel Road West	385.00	385.00	78.35	737.71	0.522	383.89	416.08	0.0	1.1	2.592	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	453.00	453.00	104.02	707.46	0.640	452.95	340.22	1.7	1.8	3.571	A
2 - Arundel Road	31.00	31.00	509.92	134.08	0.231	31.03	47.05	0.4	0.3	9.183	A
3 - A29 Fontwell Ave	87.00	87.00	376.98	239.92	0.363	87.38	163.97	1.0	0.6	6.116	A
4 - A27 Arundel Road West	377.00	377.00	67.17	747.43	0.504	377.08	397.19	1.1	1.0	2.455	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	442.00	442.00	115.92	697.20	0.634	441.98	377.78	1.8	1.8	3.657	A
2 - Arundel Road	41.00	41.00	499.94	140.27	0.292	40.90	57.95	0.3	0.4	9.368	A
3 - A29 Fontwell Ave	64.00	64.00	361.95	249.02	0.257	64.25	178.89	0.6	0.3	4.880	A
4 - A27 Arundel Road West	432.00	432.00	62.08	751.85	0.575	431.62	364.12	1.0	1.4	2.956	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	394.00	394.00	99.10	711.71	0.554	394.52	331.38	1.8	1.3	2.927	A
2 - Arundel Road	51.00	51.00	432.60	182.04	0.280	51.03	61.02	0.4	0.4	6.870	A
3 - A29 Fontwell Ave	72.00	72.00	336.40	264.47	0.272	71.97	147.22	0.3	0.4	4.756	A
4 - A27 Arundel Road West	366.00	366.00	64.05	750.14	0.488	366.42	344.32	1.4	1.0	2.417	A

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: Junction 1 - A27_Fontwell Avenue_PM_RevD.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 1 - A27_Fontwell Avenue
Report generation date: 26/04/2021 11:22:44

»2019 Base, PM
»2031 DM No Cala, PM
»2031 DM, PM
»2031 DS No Cala, PM
»2031 DS, PM
»2038 DM, PM
»2038 DS, PM

Summary of junction performance

	PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2019 Base					
1 - A27 North	D1	7.8	16.41	0.89	C
2 - Arundel Road		0.4	9.35	0.29	A
3 - A29 Fontwell Ave		1.0	7.21	0.49	A
4 - A27 Arundel Road West		1.4	2.96	0.57	A
2031 DM No Cala					
1 - A27 North	D2	170.1	286.57	1.14	F
2 - Arundel Road		0.5	14.85	0.35	B
3 - A29 Fontwell Ave		2.3	13.60	0.71	B
4 - A27 Arundel Road West		14.2	17.25	0.95	C
2031 DM					
1 - A27 North	D3	177.5	298.77	1.15	F
2 - Arundel Road		0.5	15.66	0.36	C
3 - A29 Fontwell Ave		2.6	15.15	0.74	C
4 - A27 Arundel Road West		15.2	18.25	0.96	C
2031 DS No Cala					
1 - A27 North	D4	256.5	486.45	1.22	F
2 - Arundel Road		0.4	13.89	0.29	B
3 - A29 Fontwell Ave		3.3	17.00	0.78	C
4 - A27 Arundel Road West		31.4	32.13	1.01	D
2031 DS					
1 - A27 North	D5	237.0	435.73	1.20	F
2 - Arundel Road		0.4	13.85	0.29	B
3 - A29 Fontwell Ave		2.3	13.37	0.71	B
4 - A27 Arundel Road West		26.8	28.59	0.99	D
2038 DM					
1 - A27 North	D6	312.8	589.96	1.25	F
2 - Arundel Road		0.5	14.07	0.34	B
3 - A29 Fontwell Ave		5.0	23.31	0.86	C
4 - A27 Arundel Road West		26.7	28.09	0.99	D
2038 DS					
1 - A27 North	D7	458.0	897.97	1.36	F
2 - Arundel Road		0.4	13.15	0.30	B
3 - A29 Fontwell Ave		4.6	20.71	0.84	C
4 - A27 Arundel Road West		79.8	69.21	1.07	F

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

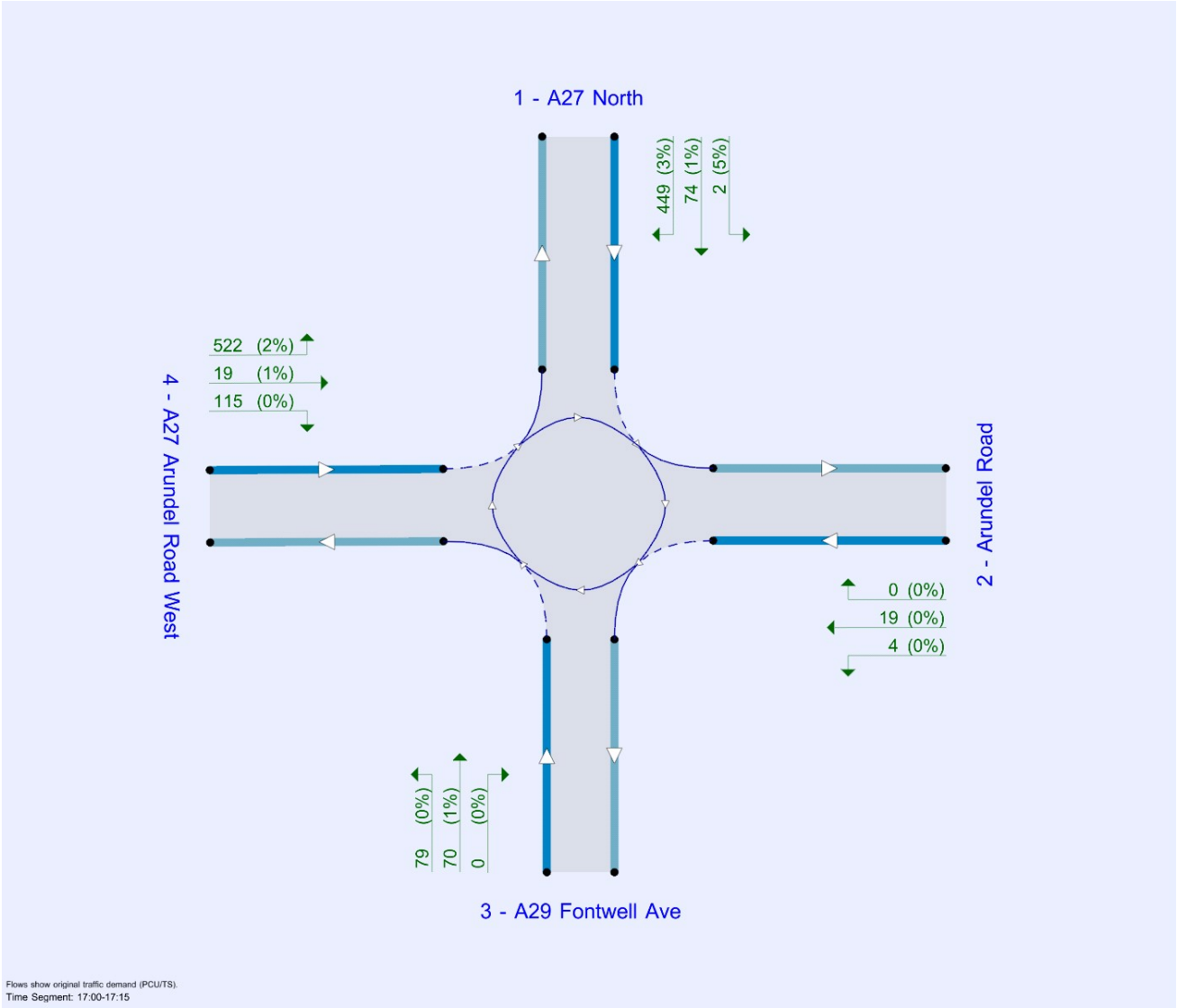
File summary

File Description

Title	
Location	
Site number	
Date	03/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\csmith
Description	

Units

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



The junction diagram reflects the last run of Junctions.

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 period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓
D2	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D3	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓
D4	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D5	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓
D6	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓
D7	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 4, 1	9.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 North	
2	Arundel Road	
3	A29 Fontwell Ave	
4	A27 Arundel Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 North	8.14	11.22	14.0	41.0	56.0	20.5	
2 - Arundel Road	4.76	6.48	4.0	85.0	56.0	16.5	
3 - A29 Fontwell Ave	3.81	7.63	22.7	19.0	56.0	34.5	
4 - A27 Arundel Road West	7.99	11.94	14.0	39.0	56.0	20.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A27 North	Percentage		75.00
2 - Arundel Road	None		
3 - A29 Fontwell Ave	None		
4 - A27 Arundel Road West	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A27 North	0.863	597.928
2 - Arundel Road	0.620	450.399
3 - A29 Fontwell Ave	0.605	468.019
4 - A27 Arundel Road West	0.869	805.786

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	17.00	92.00	342.00
	2 - Arundel Road	7.00	0.00	10.00	21.00
	3 - A29 Fontwell Ave	60.00	12.00	0.00	48.00
	4 - A27 Arundel Road West	304.00	20.00	54.00	7.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.04	0.20
	2 - Arundel Road	0.18	0.00	0.26
	3 - A29 Fontwell Ave	0.50	0.10	0.00
	4 - A27 Arundel Road West	0.79	0.05	0.14

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	16.00	93.00	344.00
	2 - Arundel Road	7.00	0.00	9.00	15.00
	3 - A29 Fontwell Ave	54.00	6.00	0.00	27.00
	4 - A27 Arundel Road West	279.00	25.00	62.00	11.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.04	0.21
	2 - Arundel Road	0.23	0.00	0.29
	3 - A29 Fontwell Ave	0.62	0.07	0.00
	4 - A27 Arundel Road West	0.74	0.07	0.16

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	20.00	103.00	319.00
	2 - Arundel Road	14.00	0.00	10.00	17.00
	3 - A29 Fontwell Ave	42.00	6.00	0.00	16.00
	4 - A27 Arundel Road West	322.00	32.00	66.00	12.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.05	0.23
	2 - Arundel Road	0.34	0.00	0.24
	3 - A29 Fontwell Ave	0.66	0.09	0.00
	4 - A27 Arundel Road West	0.75	0.07	0.15

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	14.00	94.00	286.00
	2 - Arundel Road	8.00	0.00	13.00	30.00
	3 - A29 Fontwell Ave	45.00	11.00	0.00	16.00
	4 - A27 Arundel Road West	278.00	36.00	40.00	12.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.04	0.24
	2 - Arundel Road	0.16	0.00	0.25
	3 - A29 Fontwell Ave	0.63	0.15	0.00
	4 - A27 Arundel Road West	0.76	0.10	0.11

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	2	0	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	1
	2 - Arundel Road	0	0	0	8
	3 - A29 Fontwell Ave	4	0	0	0
	4 - A27 Arundel Road West	1	0	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.056	1.000	1.000
	4 - A27 Arundel Road West	1.014	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	5	1	3
	2 - Arundel Road	8	0	0	0
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	4	7	2	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.070	1.014
	2 - Arundel Road	1.112	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.056	1.098	1.028

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	2	0	0	0
	4 - A27 Arundel Road West	2	0	3	9

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.028	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.000	1.042

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 North	451.00	451.00
	2 - Arundel Road	38.00	38.00
	3 - A29 Fontwell Ave	120.00	120.00
	4 - A27 Arundel Road West	385.00	385.00
17:15-17:30	1 - A27 North	453.00	453.00
	2 - Arundel Road	31.00	31.00
	3 - A29 Fontwell Ave	87.00	87.00
	4 - A27 Arundel Road West	377.00	377.00
17:30-17:45	1 - A27 North	442.00	442.00
	2 - Arundel Road	41.00	41.00
	3 - A29 Fontwell Ave	64.00	64.00
	4 - A27 Arundel Road West	432.00	432.00
17:45-18:00	1 - A27 North	394.00	394.00
	2 - Arundel Road	51.00	51.00
	3 - A29 Fontwell Ave	72.00	72.00
	4 - A27 Arundel Road West	366.00	366.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	0.89	16.41	7.8	C	435.00	1740.00
2 - Arundel Road	0.29	9.35	0.4	A	40.25	161.00
3 - A29 Fontwell Ave	0.49	7.21	1.0	A	85.75	343.00
4 - A27 Arundel Road West	0.57	2.96	1.4	A	390.00	1560.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	451.00	451.00	92.67	517.95	0.871	444.73	369.58	0.0	6.3	11.826	B
2 - Arundel Road	38.00	38.00	488.79	147.19	0.258	37.66	48.61	0.0	0.3	8.192	A
3 - A29 Fontwell Ave	120.00	120.00	371.98	242.95	0.494	119.04	154.48	0.0	1.0	7.210	A
4 - A27 Arundel Road West	385.00	385.00	78.36	737.70	0.522	383.89	412.65	0.0	1.1	2.593	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	453.00	453.00	104.02	508.15	0.891	451.79	340.22	6.3	7.5	15.597	C
2 - Arundel Road	31.00	31.00	508.79	134.78	0.230	31.03	47.02	0.3	0.3	9.120	A
3 - A29 Fontwell Ave	87.00	87.00	376.09	240.46	0.362	87.37	163.73	1.0	0.6	6.091	A
4 - A27 Arundel Road West	377.00	377.00	67.16	747.43	0.504	377.08	396.30	1.1	1.0	2.455	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	442.00	442.00	115.92	497.89	0.888	441.67	377.78	7.5	7.8	16.410	C
2 - Arundel Road	41.00	41.00	499.71	140.42	0.292	40.90	57.88	0.3	0.4	9.355	A
3 - A29 Fontwell Ave	64.00	64.00	361.94	249.02	0.257	64.24	178.66	0.6	0.3	4.877	A
4 - A27 Arundel Road West	432.00	432.00	62.07	751.85	0.575	431.62	364.11	1.0	1.4	2.956	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	394.00	394.00	99.10	512.40	0.769	398.25	331.37	7.8	3.6	8.403	A
2 - Arundel Road	51.00	51.00	436.14	179.85	0.284	51.02	61.21	0.4	0.4	6.989	A
3 - A29 Fontwell Ave	72.00	72.00	339.08	262.85	0.274	71.97	148.08	0.3	0.4	4.796	A
4 - A27 Arundel Road West	366.00	366.00	64.05	750.14	0.488	366.42	347.00	1.4	1.0	2.417	A

2031 DM No Cala, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 4, 1	122.43	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	74.00	449.00
	2 - Arundel Road	0.00	0.00	4.00	19.00
	3 - A29 Fontwell Ave	70.00	0.00	0.00	79.00
	4 - A27 Arundel Road West	522.00	19.00	115.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.14
	2 - Arundel Road	0.00	0.00	0.17
	3 - A29 Fontwell Ave	0.47	0.00	0.00
	4 - A27 Arundel Road West	0.79	0.03	0.18

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	1.00	75.00	452.00
	2 - Arundel Road	0.00	0.00	4.00	13.00
	3 - A29 Fontwell Ave	63.00	0.00	0.00	45.00
	4 - A27 Arundel Road West	479.00	24.00	132.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.14
	2 - Arundel Road	0.00	0.00	0.24
	3 - A29 Fontwell Ave	0.58	0.00	0.00
	4 - A27 Arundel Road West	0.75	0.04	0.21

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	83.00	419.00
	2 - Arundel Road	0.00	0.00	4.00	15.00
	3 - A29 Fontwell Ave	49.00	0.00	0.00	26.00
	4 - A27 Arundel Road West	554.00	30.00	140.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.16
	2 - Arundel Road	0.00	0.00	0.21
	3 - A29 Fontwell Ave	0.65	0.00	0.00
	4 - A27 Arundel Road West	0.76	0.04	0.19

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	1.00	75.00	376.00
	2 - Arundel Road	0.00	0.00	6.00	27.00
	3 - A29 Fontwell Ave	53.00	0.00	0.00	26.00
	4 - A27 Arundel Road West	478.00	34.00	85.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.17
	2 - Arundel Road	0.00	0.00	0.18
	3 - A29 Fontwell Ave	0.67	0.00	0.00
	4 - A27 Arundel Road West	0.80	0.06	0.14

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	5	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.070	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	5	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.070	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	6	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.084	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	4	1	2
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.056	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 North	525.00	525.00
	2 - Arundel Road	23.00	23.00
	3 - A29 Fontwell Ave	149.00	149.00
	4 - A27 Arundel Road West	657.00	657.00
17:15-17:30	1 - A27 North	528.00	528.00
	2 - Arundel Road	17.00	17.00
	3 - A29 Fontwell Ave	108.00	108.00
	4 - A27 Arundel Road West	636.00	636.00
17:30-17:45	1 - A27 North	504.00	504.00
	2 - Arundel Road	19.00	19.00
	3 - A29 Fontwell Ave	75.00	75.00
	4 - A27 Arundel Road West	725.00	725.00
17:45-18:00	1 - A27 North	452.00	452.00
	2 - Arundel Road	33.00	33.00
	3 - A29 Fontwell Ave	79.00	79.00
	4 - A27 Arundel Road West	598.00	598.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.14	286.57	170.1	F	502.25	2009.00
2 - Arundel Road	0.35	14.85	0.5	B	23.00	92.00
3 - A29 Fontwell Ave	0.71	13.60	2.3	B	102.75	411.00
4 - A27 Arundel Road West	0.95	17.25	14.2	C	654.00	2616.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	525.00	525.00	133.57	482.65	1.088	473.17	585.41	0.0	51.8	56.980	F
2 - Arundel Road	23.00	23.00	586.14	86.80	0.265	22.65	20.60	0.0	0.4	13.957	B
3 - A29 Fontwell Ave	149.00	149.00	424.37	211.25	0.705	146.71	184.42	0.0	2.3	13.600	B
4 - A27 Arundel Road West	657.00	657.00	68.92	745.90	0.881	650.06	502.16	0.0	6.9	9.037	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	528.00	528.00	156.96	462.46	1.142	461.93	543.54	51.8	117.9	172.557	F
2 - Arundel Road	17.00	17.00	593.94	81.96	0.207	17.09	24.95	0.4	0.3	13.894	B
3 - A29 Fontwell Ave	108.00	108.00	409.49	220.25	0.490	109.30	201.54	2.3	1.0	8.270	A
4 - A27 Arundel Road West	636.00	636.00	63.50	750.61	0.847	637.00	455.29	6.9	5.9	8.186	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	504.00	504.00	169.11	451.98	1.115	451.78	596.85	117.9	170.1	286.567	F
2 - Arundel Road	19.00	19.00	589.70	84.59	0.225	18.98	31.18	0.3	0.3	13.712	B
3 - A29 Fontwell Ave	75.00	75.00	394.47	229.34	0.327	75.49	214.22	1.0	0.5	5.923	A
4 - A27 Arundel Road West	725.00	725.00	49.25	762.99	0.950	716.71	420.71	5.9	14.2	17.252	C

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	452.00	452.00	122.57	492.14	0.918	489.15	538.66	170.1	133.0	278.675	F
2 - Arundel Road	33.00	33.00	575.97	93.11	0.354	32.75	35.75	0.3	0.5	14.849	B
3 - A29 Fontwell Ave	79.00	79.00	434.61	205.05	0.385	78.87	174.11	0.5	0.6	7.191	A
4 - A27 Arundel Road West	598.00	598.00	52.90	759.82	0.787	608.33	460.58	14.2	3.9	6.477	A

2031 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 4, 1	127.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	74.00	449.00
	2 - Arundel Road	7.00	0.00	4.00	19.00
	3 - A29 Fontwell Ave	71.00	0.00	0.00	82.00
	4 - A27 Arundel Road West	523.00	19.00	117.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.14
	2 - Arundel Road	0.23	0.00	0.13
	3 - A29 Fontwell Ave	0.46	0.00	0.00
	4 - A27 Arundel Road West	0.79	0.03	0.18

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	1.00	75.00	452.00
	2 - Arundel Road	0.00	0.00	4.00	13.00
	3 - A29 Fontwell Ave	64.00	0.00	0.00	47.00
	4 - A27 Arundel Road West	480.00	24.00	135.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.14
	2 - Arundel Road	0.00	0.00	0.24
	3 - A29 Fontwell Ave	0.58	0.00	0.00
	4 - A27 Arundel Road West	0.75	0.04	0.21

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	83.00	420.00
	2 - Arundel Road	0.00	0.00	4.00	15.00
	3 - A29 Fontwell Ave	50.00	0.00	0.00	27.00
	4 - A27 Arundel Road West	554.00	30.00	143.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.16
	2 - Arundel Road	0.00	0.00	0.21
	3 - A29 Fontwell Ave	0.65	0.00	0.00
	4 - A27 Arundel Road West	0.76	0.04	0.20

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	1.00	76.00	376.00
	2 - Arundel Road	0.00	0.00	6.00	27.00
	3 - A29 Fontwell Ave	54.00	0.00	0.00	27.00
	4 - A27 Arundel Road West	479.00	34.00	87.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.17
	2 - Arundel Road	0.00	0.00	0.18
	3 - A29 Fontwell Ave	0.67	0.00	0.00
	4 - A27 Arundel Road West	0.80	0.06	0.14

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	5	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.070	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	5	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.070	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	6	1	3
	2 - Arundel Road	8	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.084	1.014
	2 - Arundel Road	1.112	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	4	1	2
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.056	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 North	525.00	525.00
	2 - Arundel Road	30.00	30.00
	3 - A29 Fontwell Ave	153.00	153.00
	4 - A27 Arundel Road West	660.00	660.00
17:15-17:30	1 - A27 North	528.00	528.00
	2 - Arundel Road	17.00	17.00
	3 - A29 Fontwell Ave	111.00	111.00
	4 - A27 Arundel Road West	640.00	640.00
17:30-17:45	1 - A27 North	505.00	505.00
	2 - Arundel Road	19.00	19.00
	3 - A29 Fontwell Ave	77.00	77.00
	4 - A27 Arundel Road West	728.00	728.00
17:45-18:00	1 - A27 North	453.00	453.00
	2 - Arundel Road	33.00	33.00
	3 - A29 Fontwell Ave	81.00	81.00
	4 - A27 Arundel Road West	601.00	601.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.15	298.77	177.5	F	502.75	2011.00
2 - Arundel Road	0.36	15.66	0.5	C	24.75	99.00
3 - A29 Fontwell Ave	0.74	15.15	2.6	C	105.50	422.00
4 - A27 Arundel Road West	0.96	18.25	15.2	C	657.25	2629.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	525.00	525.00	135.41	481.07	1.091	471.85	593.57	0.0	53.1	58.321	F
2 - Arundel Road	30.00	30.00	586.68	86.46	0.347	29.48	20.58	0.0	0.5	15.660	C
3 - A29 Fontwell Ave	153.00	153.00	430.08	207.79	0.736	150.36	186.08	0.0	2.6	15.155	C
4 - A27 Arundel Road West	660.00	660.00	76.66	739.18	0.893	652.32	503.79	0.0	7.7	9.859	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	528.00	528.00	160.02	459.82	1.148	459.33	546.12	53.1	121.8	178.571	F
2 - Arundel Road	17.00	17.00	594.40	81.67	0.208	17.25	24.96	0.5	0.3	14.023	B
3 - A29 Fontwell Ave	111.00	111.00	407.42	221.50	0.501	112.60	204.23	2.6	1.0	8.448	A
4 - A27 Arundel Road West	640.00	640.00	64.75	749.53	0.854	641.40	455.27	7.7	6.3	8.636	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	505.00	505.00	171.94	449.54	1.123	449.36	597.42	121.8	177.5	298.765	F
2 - Arundel Road	19.00	19.00	590.16	84.30	0.225	18.98	31.14	0.3	0.3	13.772	B
3 - A29 Fontwell Ave	77.00	77.00	392.66	230.43	0.334	77.52	216.48	1.0	0.5	5.958	A
4 - A27 Arundel Road West	728.00	728.00	50.26	762.12	0.955	719.10	419.92	6.3	15.2	18.250	C

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	453.00	453.00	124.81	490.21	0.924	487.35	541.25	177.5	143.1	295.793	F
2 - Arundel Road	33.00	33.00	576.38	92.85	0.355	32.75	35.79	0.3	0.5	14.912	B
3 - A29 Fontwell Ave	81.00	81.00	432.61	206.26	0.393	80.87	176.52	0.5	0.6	7.236	A
4 - A27 Arundel Road West	601.00	601.00	53.90	758.95	0.792	612.16	459.57	15.2	4.0	6.733	A

2031 DS No Cala, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 4, 1	203.84	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	69.00	458.00
	2 - Arundel Road	0.00	0.00	0.00	20.00
	3 - A29 Fontwell Ave	80.00	0.00	0.00	91.00
	4 - A27 Arundel Road West	521.00	22.00	140.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.13
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.47	0.00	0.00
	4 - A27 Arundel Road West	0.76	0.03	0.20

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	1.00	70.00	461.00
	2 - Arundel Road	0.00	0.00	0.00	14.00
	3 - A29 Fontwell Ave	71.00	0.00	0.00	52.00
	4 - A27 Arundel Road West	478.00	28.00	160.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.13
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.58	0.00	0.00
	4 - A27 Arundel Road West	0.72	0.04	0.24

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	77.00	428.00
	2 - Arundel Road	0.00	0.00	0.00	16.00
	3 - A29 Fontwell Ave	56.00	0.00	0.00	30.00
	4 - A27 Arundel Road West	553.00	36.00	171.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.15
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.65	0.00	0.00
	4 - A27 Arundel Road West	0.73	0.05	0.22

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	1.00	71.00	383.00
	2 - Arundel Road	0.00	0.00	0.00	27.00
	3 - A29 Fontwell Ave	60.00	0.00	0.00	30.00
	4 - A27 Arundel Road West	477.00	40.00	103.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.16
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.67	0.00	0.00
	4 - A27 Arundel Road West	0.77	0.06	0.17

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	5	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.070	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	5	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.070	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	6	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.084	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	4	1	2
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.056	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 North	529.00	529.00
	2 - Arundel Road	20.00	20.00
	3 - A29 Fontwell Ave	171.00	171.00
	4 - A27 Arundel Road West	684.00	684.00
17:15-17:30	1 - A27 North	532.00	532.00
	2 - Arundel Road	14.00	14.00
	3 - A29 Fontwell Ave	123.00	123.00
	4 - A27 Arundel Road West	667.00	667.00
17:30-17:45	1 - A27 North	507.00	507.00
	2 - Arundel Road	16.00	16.00
	3 - A29 Fontwell Ave	86.00	86.00
	4 - A27 Arundel Road West	761.00	761.00
17:45-18:00	1 - A27 North	455.00	455.00
	2 - Arundel Road	27.00	27.00
	3 - A29 Fontwell Ave	90.00	90.00
	4 - A27 Arundel Road West	621.00	621.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.22	486.45	256.5	F	505.75	2023.00
2 - Arundel Road	0.29	13.89	0.4	B	19.25	77.00
3 - A29 Fontwell Ave	0.78	17.00	3.3	C	117.50	470.00
4 - A27 Arundel Road West	1.01	32.13	31.4	D	683.25	2733.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	529.00	529.00	160.45	459.45	1.151	453.24	591.29	0.0	75.8	82.000	F
2 - Arundel Road	20.00	20.00	590.32	84.21	0.238	19.69	23.37	0.0	0.3	13.888	B
3 - A29 Fontwell Ave	171.00	171.00	413.09	218.07	0.784	167.65	196.93	0.0	3.3	16.997	C
4 - A27 Arundel Road West	684.00	684.00	78.43	737.64	0.927	673.31	502.31	0.0	10.7	12.699	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	532.00	532.00	188.82	434.97	1.223	434.79	551.14	75.8	173.0	264.577	F
2 - Arundel Road	14.00	14.00	594.71	81.48	0.172	14.09	28.90	0.3	0.2	13.376	B
3 - A29 Fontwell Ave	123.00	123.00	391.80	230.95	0.533	125.18	217.00	3.3	1.2	8.747	A
4 - A27 Arundel Road West	667.00	667.00	71.89	743.32	0.897	668.08	445.09	10.7	9.6	12.488	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	507.00	507.00	202.13	423.48	1.197	423.43	593.35	173.0	256.5	446.918	F
2 - Arundel Road	16.00	16.00	589.33	84.82	0.189	15.98	36.23	0.2	0.2	13.068	B
3 - A29 Fontwell Ave	86.00	86.00	378.27	239.14	0.360	86.60	227.04	1.2	0.6	5.922	A
4 - A27 Arundel Road West	761.00	761.00	56.31	756.86	1.005	739.17	408.57	9.6	31.4	32.132	D

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	455.00	455.00	151.43	467.24	0.974	465.35	555.88	256.5	246.2	486.454	F
2 - Arundel Road	27.00	27.00	574.14	94.24	0.287	26.84	42.63	0.2	0.4	13.318	B
3 - A29 Fontwell Ave	90.00	90.00	420.20	213.77	0.421	89.84	180.78	0.6	0.7	7.320	A
4 - A27 Arundel Road West	621.00	621.00	59.89	753.75	0.824	647.42	450.16	31.4	5.0	10.739	B

2031 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 4, 1	183.98	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	71.00	454.00
	2 - Arundel Road	0.00	0.00	0.00	20.00
	3 - A29 Fontwell Ave	81.00	0.00	0.00	73.00
	4 - A27 Arundel Road West	521.00	21.00	136.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.13
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.53	0.00	0.00
	4 - A27 Arundel Road West	0.77	0.03	0.20

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	1.00	72.00	457.00
	2 - Arundel Road	0.00	0.00	0.00	14.00
	3 - A29 Fontwell Ave	72.00	0.00	0.00	42.00
	4 - A27 Arundel Road West	478.00	26.00	156.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.14
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.63	0.00	0.00
	4 - A27 Arundel Road West	0.72	0.04	0.24

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	80.00	424.00
	2 - Arundel Road	0.00	0.00	0.00	16.00
	3 - A29 Fontwell Ave	56.00	0.00	0.00	24.00
	4 - A27 Arundel Road West	553.00	33.00	166.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.16
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.70	0.00	0.00
	4 - A27 Arundel Road West	0.73	0.04	0.22

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	1.00	73.00	380.00
	2 - Arundel Road	0.00	0.00	0.00	27.00
	3 - A29 Fontwell Ave	61.00	0.00	0.00	24.00
	4 - A27 Arundel Road West	477.00	37.00	100.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.16
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.72	0.00	0.00
	4 - A27 Arundel Road West	0.78	0.06	0.16

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	5	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.070	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	5	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.070	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	6	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.084	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	4	1	2
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.056	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 North	527.00	527.00
	2 - Arundel Road	20.00	20.00
	3 - A29 Fontwell Ave	154.00	154.00
	4 - A27 Arundel Road West	679.00	679.00
17:15-17:30	1 - A27 North	530.00	530.00
	2 - Arundel Road	14.00	14.00
	3 - A29 Fontwell Ave	114.00	114.00
	4 - A27 Arundel Road West	661.00	661.00
17:30-17:45	1 - A27 North	506.00	506.00
	2 - Arundel Road	16.00	16.00
	3 - A29 Fontwell Ave	80.00	80.00
	4 - A27 Arundel Road West	753.00	753.00
17:45-18:00	1 - A27 North	454.00	454.00
	2 - Arundel Road	27.00	27.00
	3 - A29 Fontwell Ave	85.00	85.00
	4 - A27 Arundel Road West	615.00	615.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.20	435.73	237.0	F	504.25	2017.00
2 - Arundel Road	0.29	13.85	0.4	B	19.25	77.00
3 - A29 Fontwell Ave	0.71	13.37	2.3	B	108.25	433.00
4 - A27 Arundel Road West	0.99	28.59	26.8	D	677.00	2708.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	527.00	527.00	155.65	463.60	1.137	456.84	593.02	0.0	70.2	76.049	F
2 - Arundel Road	20.00	20.00	590.06	84.36	0.237	19.70	22.42	0.0	0.3	13.853	B
3 - A29 Fontwell Ave	154.00	154.00	414.24	217.38	0.708	151.67	195.52	0.0	2.3	13.367	B
4 - A27 Arundel Road West	679.00	679.00	79.78	736.47	0.922	668.89	486.14	0.0	10.1	12.199	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	530.00	530.00	182.90	440.08	1.204	439.86	551.93	70.2	160.3	242.776	F
2 - Arundel Road	14.00	14.00	595.83	80.79	0.173	14.09	26.93	0.3	0.2	13.514	B
3 - A29 Fontwell Ave	114.00	114.00	394.31	229.43	0.497	115.31	215.61	2.3	1.0	8.043	A
4 - A27 Arundel Road West	661.00	661.00	72.58	742.72	0.890	662.24	437.04	10.1	8.9	11.668	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	506.00	506.00	195.34	429.34	1.179	429.27	596.03	160.3	237.0	409.176	F
2 - Arundel Road	16.00	16.00	591.07	83.74	0.191	15.98	33.54	0.2	0.2	13.277	B
3 - A29 Fontwell Ave	80.00	80.00	380.56	237.75	0.336	80.50	226.49	1.0	0.5	5.741	A
4 - A27 Arundel Road West	753.00	753.00	56.28	756.89	0.995	735.09	404.78	8.9	26.8	28.588	D

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	454.00	454.00	144.04	473.61	0.959	471.54	553.85	237.0	219.5	435.727	F
2 - Arundel Road	27.00	27.00	576.24	92.94	0.291	26.83	39.34	0.2	0.4	13.578	B
3 - A29 Fontwell Ave	85.00	85.00	422.76	212.22	0.401	84.85	180.31	0.5	0.7	7.126	A
4 - A27 Arundel Road West	615.00	615.00	60.88	752.89	0.817	637.02	446.73	26.8	4.8	9.401	A

2038 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 4, 1	248.61	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	3.00	74.00	484.00
	2 - Arundel Road	0.00	0.00	0.00	24.00
	3 - A29 Fontwell Ave	71.00	0.00	0.00	108.00
	4 - A27 Arundel Road West	536.00	25.00	121.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.01	0.13
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.40	0.00	0.00
	4 - A27 Arundel Road West	0.78	0.04	0.18

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	3.00	75.00	487.00
	2 - Arundel Road	0.00	0.00	0.00	17.00
	3 - A29 Fontwell Ave	64.00	0.00	0.00	61.00
	4 - A27 Arundel Road West	492.00	31.00	139.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.01	0.13
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.51	0.00	0.00
	4 - A27 Arundel Road West	0.74	0.05	0.21

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	3.00	82.00	452.00
	2 - Arundel Road	0.00	0.00	0.00	19.00
	3 - A29 Fontwell Ave	50.00	0.00	0.00	36.00
	4 - A27 Arundel Road West	569.00	40.00	148.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.01	0.15
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.58	0.00	0.00
	4 - A27 Arundel Road West	0.75	0.05	0.20

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	75.00	405.00
	2 - Arundel Road	0.00	0.00	0.00	33.00
	3 - A29 Fontwell Ave	54.00	0.00	0.00	36.00
	4 - A27 Arundel Road West	491.00	45.00	90.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.16
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.60	0.00	0.00
	4 - A27 Arundel Road West	0.78	0.07	0.14

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	3	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.042	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	2	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.028	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	3	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.042	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	2	1	2
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	1	0	0	0
	4 - A27 Arundel Road West	2	2	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.028	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.014	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.028	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 North	561.00	561.00
	2 - Arundel Road	24.00	24.00
	3 - A29 Fontwell Ave	179.00	179.00
	4 - A27 Arundel Road West	683.00	683.00
17:15-17:30	1 - A27 North	565.00	565.00
	2 - Arundel Road	17.00	17.00
	3 - A29 Fontwell Ave	125.00	125.00
	4 - A27 Arundel Road West	663.00	663.00
17:30-17:45	1 - A27 North	537.00	537.00
	2 - Arundel Road	19.00	19.00
	3 - A29 Fontwell Ave	86.00	86.00
	4 - A27 Arundel Road West	758.00	758.00
17:45-18:00	1 - A27 North	482.00	482.00
	2 - Arundel Road	33.00	33.00
	3 - A29 Fontwell Ave	90.00	90.00
	4 - A27 Arundel Road West	627.00	627.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.25	589.96	312.8	F	536.25	2145.00
2 - Arundel Road	0.34	14.07	0.5	B	23.25	93.00
3 - A29 Fontwell Ave	0.86	23.31	5.0	C	120.00	480.00
4 - A27 Arundel Road West	0.99	28.09	26.7	D	682.75	2731.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	561.00	561.00	144.95	472.83	1.186	467.63	597.55	0.0	93.4	95.967	F
2 - Arundel Road	24.00	24.00	585.43	87.24	0.275	23.63	27.15	0.0	0.4	14.069	B
3 - A29 Fontwell Ave	179.00	179.00	428.06	209.01	0.856	174.00	181.00	0.0	5.0	23.307	C
4 - A27 Arundel Road West	683.00	683.00	69.02	745.82	0.916	673.48	533.04	0.0	9.5	11.522	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	565.00	565.00	170.88	450.45	1.254	450.34	558.53	93.4	208.0	308.187	F
2 - Arundel Road	17.00	17.00	587.87	85.73	0.198	17.12	33.35	0.4	0.3	13.140	B
3 - A29 Fontwell Ave	125.00	125.00	406.36	222.14	0.563	128.67	198.62	5.0	1.3	10.061	B
4 - A27 Arundel Road West	663.00	663.00	65.30	749.05	0.885	664.11	469.73	9.5	8.4	11.031	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	537.00	537.00	184.52	438.68	1.224	438.64	605.55	208.0	306.4	516.752	F
2 - Arundel Road	19.00	19.00	581.78	89.50	0.212	18.99	41.38	0.3	0.3	12.759	B
3 - A29 Fontwell Ave	86.00	86.00	393.38	230.00	0.374	86.72	207.39	1.3	0.6	6.365	A
4 - A27 Arundel Road West	758.00	758.00	50.33	762.06	0.995	739.75	429.77	8.4	26.7	28.094	D

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	482.00	482.00	141.54	475.77	1.013	475.56	560.91	306.4	312.8	589.961	F
2 - Arundel Road	33.00	33.00	568.65	97.65	0.338	32.77	48.45	0.3	0.5	13.822	B
3 - A29 Fontwell Ave	90.00	90.00	433.83	205.52	0.438	89.83	167.58	0.6	0.8	7.832	A
4 - A27 Arundel Road West	627.00	627.00	53.89	758.96	0.826	648.56	469.78	26.7	5.1	9.882	A

2038 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 4, 1	381.73	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	3.00	83.00	482.00
	2 - Arundel Road	0.00	0.00	0.00	24.00
	3 - A29 Fontwell Ave	98.00	0.00	0.00	90.00
	4 - A27 Arundel Road West	539.00	38.00	136.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.01	0.15
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.52	0.00	0.00
	4 - A27 Arundel Road West	0.75	0.05	0.19

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	85.00	485.00
	2 - Arundel Road	0.00	0.00	0.00	16.00
	3 - A29 Fontwell Ave	88.00	0.00	0.00	51.00
	4 - A27 Arundel Road West	495.00	47.00	157.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.15
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.63	0.00	0.00
	4 - A27 Arundel Road West	0.71	0.07	0.22

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	3.00	93.00	451.00
	2 - Arundel Road	0.00	0.00	0.00	19.00
	3 - A29 Fontwell Ave	69.00	0.00	0.00	30.00
	4 - A27 Arundel Road West	572.00	60.00	166.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.01	0.17
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.70	0.00	0.00
	4 - A27 Arundel Road West	0.72	0.08	0.21

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	2.00	85.00	404.00
	2 - Arundel Road	0.00	0.00	0.00	33.00
	3 - A29 Fontwell Ave	74.00	0.00	0.00	30.00
	4 - A27 Arundel Road West	494.00	68.00	101.00	1.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.00	0.17
	2 - Arundel Road	0.00	0.00	0.00
	3 - A29 Fontwell Ave	0.71	0.00	0.00
	4 - A27 Arundel Road West	0.74	0.10	0.15

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	3	0	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.042	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	3	1	3
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.042	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	3	1	3
	2 - Arundel Road	8	0	0	0
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.042	1.014
	2 - Arundel Road	1.112	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	2	1	2
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	0	0	0	0
	4 - A27 Arundel Road West	2	1	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.028	1.014
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.000	1.000	1.000
	4 - A27 Arundel Road West	1.028	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 North	568.00	568.00
	2 - Arundel Road	24.00	24.00
	3 - A29 Fontwell Ave	188.00	188.00
	4 - A27 Arundel Road West	714.00	714.00
17:15-17:30	1 - A27 North	572.00	572.00
	2 - Arundel Road	16.00	16.00
	3 - A29 Fontwell Ave	139.00	139.00
	4 - A27 Arundel Road West	700.00	700.00
17:30-17:45	1 - A27 North	547.00	547.00
	2 - Arundel Road	19.00	19.00
	3 - A29 Fontwell Ave	99.00	99.00
	4 - A27 Arundel Road West	799.00	799.00
17:45-18:00	1 - A27 North	491.00	491.00
	2 - Arundel Road	33.00	33.00
	3 - A29 Fontwell Ave	104.00	104.00
	4 - A27 Arundel Road West	664.00	664.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	1.36	897.97	458.0	F	544.50	2178.00
2 - Arundel Road	0.30	13.15	0.4	B	23.00	92.00
3 - A29 Fontwell Ave	0.84	20.71	4.6	C	132.50	530.00
4 - A27 Arundel Road West	1.07	69.21	79.8	F	719.25	2877.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	568.00	568.00	169.47	451.67	1.258	447.81	617.56	0.0	120.2	127.198	F
2 - Arundel Road	24.00	24.00	578.12	91.78	0.262	23.65	39.16	0.0	0.3	13.148	B
3 - A29 Fontwell Ave	188.00	188.00	404.63	223.19	0.842	183.39	197.14	0.0	4.6	20.709	C
4 - A27 Arundel Road West	714.00	714.00	95.60	722.72	0.988	691.43	492.42	0.0	22.6	21.939	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	572.00	572.00	203.83	422.01	1.355	421.96	585.38	120.2	270.2	422.961	F
2 - Arundel Road	16.00	16.00	577.44	92.20	0.174	16.13	48.36	0.3	0.2	11.854	B
3 - A29 Fontwell Ave	139.00	139.00	375.00	241.12	0.576	142.22	218.57	4.6	1.4	9.383	A
4 - A27 Arundel Road West	700.00	700.00	89.52	728.00	0.962	699.69	427.69	22.6	22.9	30.475	D

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	547.00	547.00	211.03	415.80	1.316	415.78	600.45	270.2	401.4	716.446	F
2 - Arundel Road	19.00	19.00	569.53	97.10	0.196	18.97	57.29	0.2	0.2	11.515	B
3 - A29 Fontwell Ave	99.00	99.00	369.04	244.72	0.405	99.71	219.46	1.4	0.7	6.237	A
4 - A27 Arundel Road West	799.00	799.00	69.40	745.48	1.072	742.08	399.35	22.9	79.8	69.214	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	491.00	491.00	189.40	434.47	1.130	434.44	615.53	401.4	458.0	897.969	F
2 - Arundel Road	33.00	33.00	548.82	109.95	0.300	32.82	75.02	0.2	0.4	11.640	B
3 - A29 Fontwell Ave	104.00	104.00	392.04	230.81	0.451	103.88	189.60	0.7	0.8	7.082	A
4 - A27 Arundel Road West	664.00	664.00	73.90	741.57	0.895	731.03	422.02	79.8	12.8	60.318	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 1 - A27_Fontwell Avenue_AM _Uncalibrated.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 1 - A27_Fontwell Avenue
Report generation date: 26/04/2021 11:14:21

«2019 Base, AM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Detailed Demand Data
»Results

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base			
1 - A27 North	2.7	4.52	0.72	A
2 - Arundel Road	2.1	28.05	0.70	D
3 - A29 Fontwell Ave	12.4	82.04	0.95	F
4 - A27 Arundel Road West	1.4	3.24	0.55	A

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

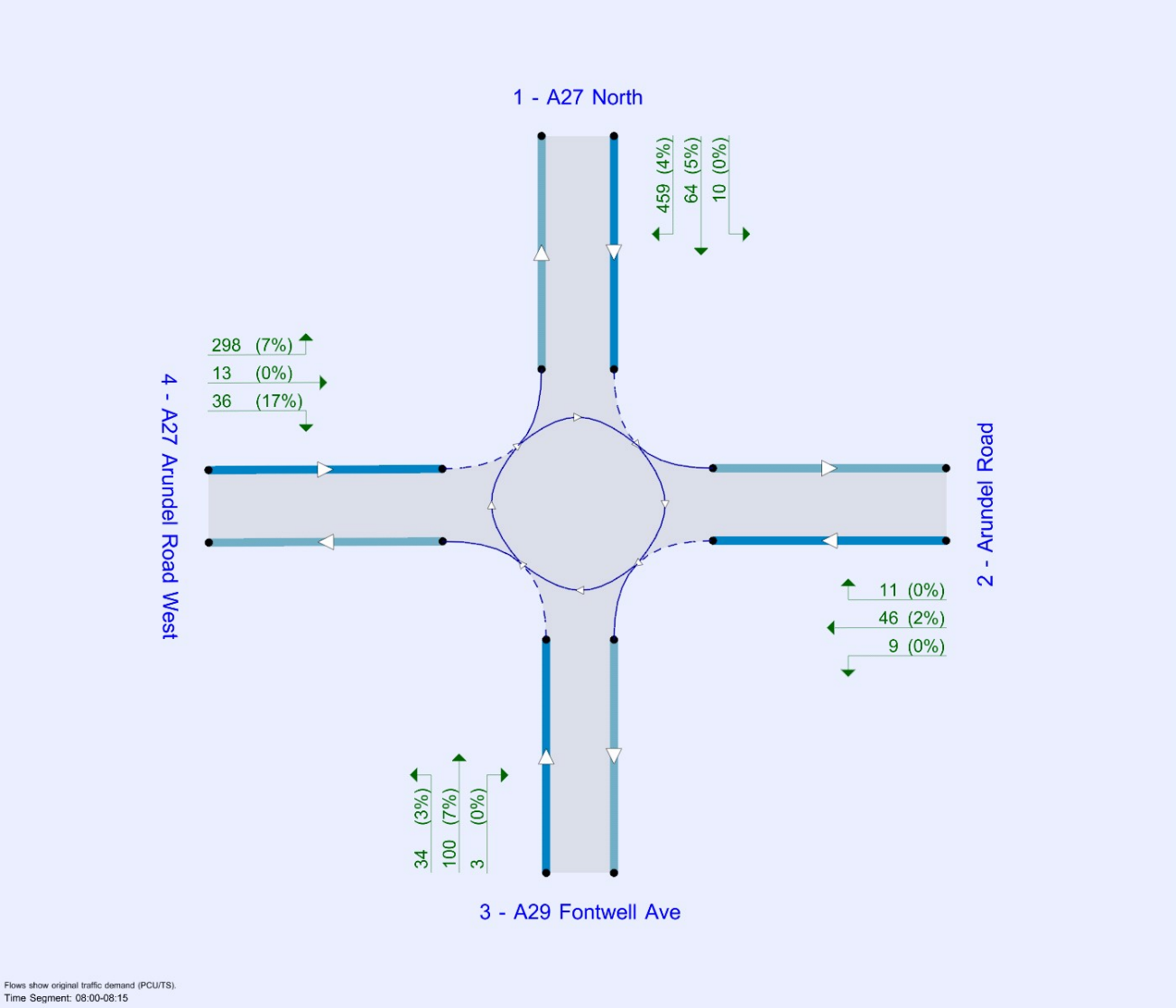
File summary

File Description

Title	
Location	
Site number	
Date	03/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\csmith
Description	

Units

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



The junction diagram reflects the last run of Junctions.

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

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27/Fontwell Ave	Standard Roundabout		2, 3, 4, 1	15.46	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 North	
2	Arundel Road	
3	A29 Fontwell Ave	
4	A27 Arundel Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 North	8.14	11.22	14.0	41.0	56.0	20.5	
2 - Arundel Road	4.76	6.48	4.0	85.0	56.0	16.5	
3 - A29 Fontwell Ave	3.81	7.63	22.7	19.0	56.0	34.5	
4 - A27 Arundel Road West	7.99	11.94	14.0	39.0	56.0	20.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A27 North	0.863	797.237
2 - Arundel Road	0.620	450.399
3 - A29 Fontwell Ave	0.605	468.019
4 - A27 Arundel Road West	0.869	805.786

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 North		DIRECT	✓	100.000
2 - Arundel Road		DIRECT	✓	100.000
3 - A29 Fontwell Ave		DIRECT	✓	100.000
4 - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	10.00	64.00	459.00
	2 - Arundel Road	11.00	0.00	9.00	46.00
	3 - A29 Fontwell Ave	100.00	3.00	0.00	34.00
	4 - A27 Arundel Road West	298.00	13.00	36.00	17.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.02	0.12
	2 - Arundel Road	0.17	0.00	0.14
	3 - A29 Fontwell Ave	0.73	0.02	0.00
	4 - A27 Arundel Road West	0.82	0.04	0.10

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	6.00	57.00	435.00
	2 - Arundel Road	14.00	0.00	9.00	36.00
	3 - A29 Fontwell Ave	115.00	0.00	0.00	44.00
	4 - A27 Arundel Road West	323.00	17.00	30.00	11.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.01	0.11
	2 - Arundel Road	0.24	0.00	0.15
	3 - A29 Fontwell Ave	0.72	0.00	0.00
	4 - A27 Arundel Road West	0.85	0.04	0.08

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	1.00	8.00	36.00	472.00
	2 - Arundel Road	11.00	0.00	7.00	29.00
	3 - A29 Fontwell Ave	111.00	1.00	0.00	32.00
	4 - A27 Arundel Road West	292.00	16.00	34.00	10.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.02	0.07
	2 - Arundel Road	0.23	0.00	0.15
	3 - A29 Fontwell Ave	0.77	0.01	0.00
	4 - A27 Arundel Road West	0.83	0.05	0.10

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0.00	8.00	65.00	441.00
	2 - Arundel Road	8.00	0.00	11.00	32.00
	3 - A29 Fontwell Ave	85.00	0.00	0.00	32.00
	4 - A27 Arundel Road West	269.00	10.00	34.00	9.00

Proportions

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	0.00	0.02	0.13
	2 - Arundel Road	0.16	0.00	0.22
	3 - A29 Fontwell Ave	0.73	0.00	0.00
	4 - A27 Arundel Road West	0.84	0.03	0.11

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	5	4
	2 - Arundel Road	0	0	0	2
	3 - A29 Fontwell Ave	7	0	0	3
	4 - A27 Arundel Road West	7	0	17	6

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.070
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.098	1.000	1.000
	4 - A27 Arundel Road West	1.098	1.000	1.238

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	4
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	3	0	0	5
	4 - A27 Arundel Road West	10	13	8	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.042	1.000	1.000
	4 - A27 Arundel Road West	1.140	1.182	1.112

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	0	0	6
	2 - Arundel Road	0	0	0	0
	3 - A29 Fontwell Ave	5	0	0	3
	4 - A27 Arundel Road West	13	0	3	11

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.000	1.000
	2 - Arundel Road	1.000	1.000	1.000
	3 - A29 Fontwell Ave	1.070	1.000	1.000
	4 - A27 Arundel Road West	1.182	1.000	1.042

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A27 North	2 - Arundel Road	3 - A29 Fontwell Ave	4 - A27 Arundel Road West
From	1 - A27 North	0	40	2	6
	2 - Arundel Road	0	0	9	3
	3 - A29 Fontwell Ave	4	0	0	3
	4 - A27 Arundel Road West	9	0	0	0

Average PCU Per Veh

		To		
		1 - A27 North	2 - Arundel Road	3 - A2 Fontw Ave
From	1 - A27 North	1.000	1.560	1.028
	2 - Arundel Road	1.000	1.000	1.126
	3 - A29 Fontwell Ave	1.056	1.000	1.000
	4 - A27 Arundel Road West	1.126	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 North	533.00	533.00
	2 - Arundel Road	66.00	66.00
	3 - A29 Fontwell Ave	137.00	137.00
	4 - A27 Arundel Road West	364.00	364.00
08:15-08:30	1 - A27 North	498.00	498.00
	2 - Arundel Road	59.00	59.00
	3 - A29 Fontwell Ave	159.00	159.00
	4 - A27 Arundel Road West	381.00	381.00
08:30-08:45	1 - A27 North	517.00	517.00
	2 - Arundel Road	47.00	47.00
	3 - A29 Fontwell Ave	144.00	144.00
	4 - A27 Arundel Road West	352.00	352.00
08:45-09:00	1 - A27 North	514.00	514.00
	2 - Arundel Road	51.00	51.00
	3 - A29 Fontwell Ave	117.00	117.00
	4 - A27 Arundel Road West	322.00	322.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 North	0.72	4.52	2.7	A	515.50	2062.00
2 - Arundel Road	0.70	28.05	2.1	D	55.75	223.00
3 - A29 Fontwell Ave	0.95	82.04	12.4	F	139.25	557.00
4 - A27 Arundel Road West	0.55	3.24	1.4	A	354.75	1419.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	533.00	533.00	68.63	738.01	0.722	530.30	402.21	0.0	2.7	4.521	A
2 - Arundel Road	66.00	66.00	573.19	94.83	0.696	63.89	25.74	0.0	2.1	28.050	D
3 - A29 Fontwell Ave	137.00	137.00	528.81	148.06	0.925	129.47	108.28	0.0	7.5	42.524	E
4 - A27 Arundel Road West	364.00	364.00	107.99	711.96	0.511	362.85	550.29	0.0	1.1	2.841	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	498.00	498.00	58.17	747.04	0.667	498.58	449.56	2.7	2.1	3.806	A
2 - Arundel Road	59.00	59.00	533.57	119.41	0.494	60.10	23.17	2.1	1.0	15.436	C
3 - A29 Fontwell Ave	159.00	159.00	497.45	167.03	0.952	155.71	96.22	7.5	10.8	64.214	F
4 - A27 Arundel Road West	381.00	381.00	126.94	695.49	0.548	380.79	526.21	1.1	1.4	3.244	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	517.00	517.00	60.92	744.66	0.694	516.71	413.52	2.1	2.4	4.244	A
2 - Arundel Road	47.00	47.00	552.72	107.53	0.437	47.21	24.91	1.0	0.8	14.979	B
3 - A29 Fontwell Ave	144.00	144.00	522.83	151.67	0.949	142.45	77.10	10.8	12.4	82.036	F
4 - A27 Arundel Road West	352.00	352.00	122.25	699.56	0.503	352.19	543.03	1.4	1.2	2.997	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 North	514.00	514.00	53.14	751.38	0.684	514.04	370.06	2.4	2.4	4.104	A
2 - Arundel Road	51.00	51.00	549.07	109.79	0.465	50.91	18.11	0.8	0.9	16.040	C
3 - A29 Fontwell Ave	117.00	117.00	490.16	171.44	0.682	126.95	109.81	12.4	2.4	25.368	D
4 - A27 Arundel Road West	322.00	322.00	100.92	718.10	0.448	322.28	516.20	1.2	0.9	2.511	A

Appendix L Fontwell Avenue / Eastergate Lane

ARUN DISTRICT COUNCIL BN/11/22/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

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Filename: Junction 2 - Fontwell Avenue_Eastergate Lane_RevA.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 2 - Fontwell Avenue_Eastergate Lane
Report generation date: 07/04/2021 09:34:25

»2019 Base, AM
»2019 Base, PM
»2031 DM No Cala, AM
»2031 DM No Cala, PM
»2031 DM, AM
»2031 DM, PM
»2031 DS No Cala, AM
»2031 DS No Cala, PM
»2031 DS, AM
»2031 DS, PM
»2038 DM, AM
»2038 DM, PM
»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base									
Stream B-CD	D1	0.3	8.83	0.20	A	D2	0.1	8.65	0.12	A
Stream B-AD		0.2	15.91	0.15	C		0.1	13.44	0.08	B
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	15.38	0.02	C		0.0	6.89	0.02	A
Stream C-ABD		0.2	6.59	0.17	A		0.1	7.94	0.09	A
	2031 DM No Cala									
Stream B-CD	D3	0.3	9.60	0.25	A	D4	0.3	11.42	0.25	B
Stream B-AD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.1	6.73	0.10	A		0.4	9.18	0.22	A
	2031 DM									
Stream B-CD	D5	0.3	9.63	0.25	A	D6	0.3	11.58	0.25	B
Stream B-AD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	27.84	0.03	D		0.0	7.46	0.02	A
Stream C-ABD		0.1	6.70	0.10	A		0.4	9.24	0.22	A
	2031 DS No Cala									
Stream B-CD	D7	0.4	10.27	0.27	B	D8	0.4	13.14	0.28	B
Stream B-AD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	44.36	0.05	E		0.0	7.61	0.02	A
Stream C-ABD		0.1	6.79	0.10	A		0.4	9.79	0.24	A
	2031 DS									
Stream B-CD	D9	0.4	10.17	0.26	B	D10	0.4	12.94	0.28	B
Stream B-AD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	40.60	0.04	E		0.0	7.50	0.02	A
Stream C-ABD		0.1	6.78	0.10	A		0.4	9.78	0.23	A
	2038 DM									
Stream B-CD	D11	0.4	10.84	0.28	B	D12	0.4	12.15	0.27	B
Stream B-AD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	36.33	0.04	E		0.0	0.00	0.00	A
Stream C-ABD		0.1	7.08	0.11	A		0.4	9.10	0.23	A
	2038 DS									
Stream B-CD	D13	0.0	9.01	0.03	A	D14	0.1	11.45	0.09	B
Stream B-AD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.2	167.64	0.16	F		0.0	7.95	0.02	A
Stream C-ABD		0.0	8.35	0.02	A		0.1	10.18	0.06	B

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

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

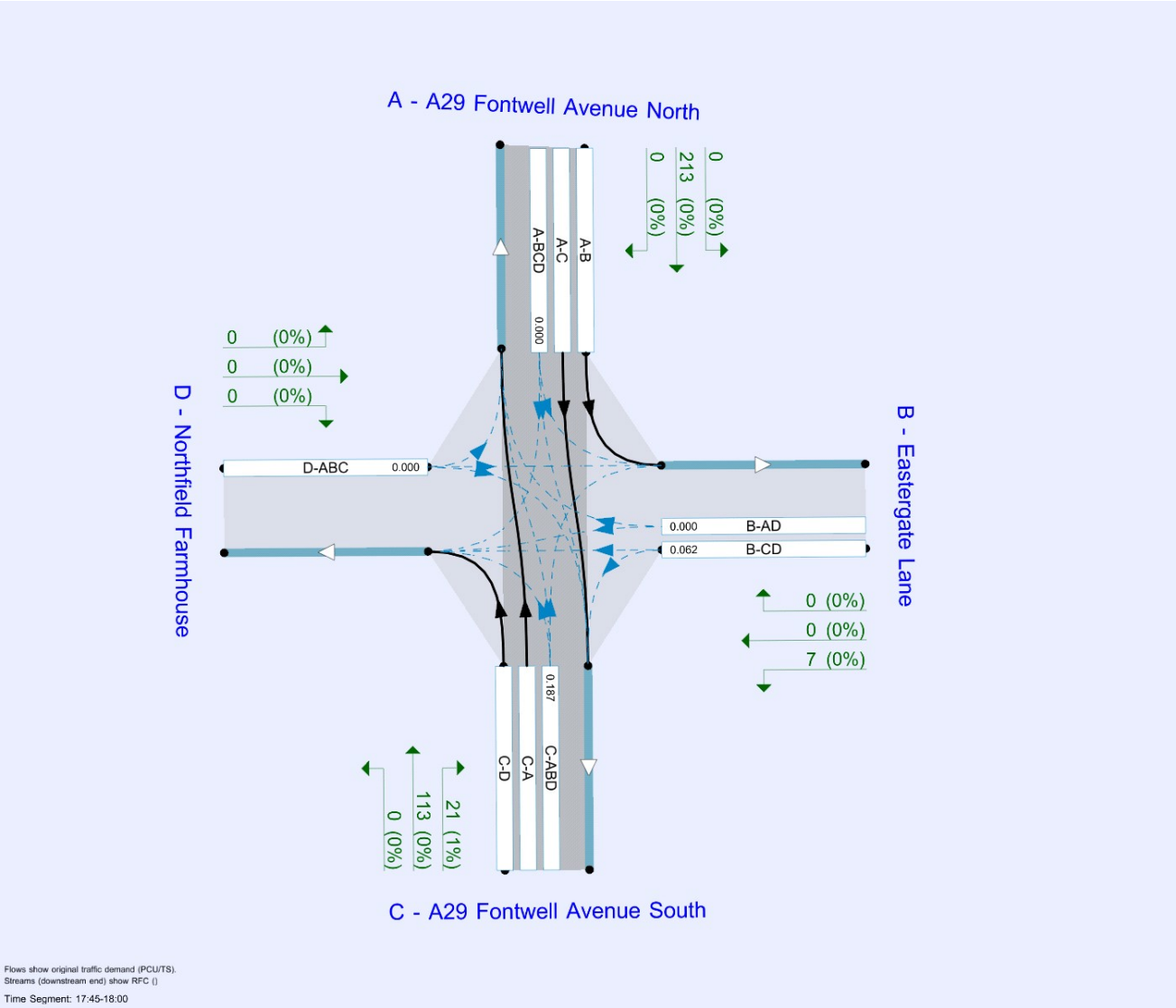
File summary

File Description

Title	
Location	
Site number	
Date	03/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\csmith
Description	

Units

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



The junction diagram reflects the last run of Junctions.

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 period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D4	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D5	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓
D6	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓
D7	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D8	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓
D10	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓
D11	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓
D12	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓
D13	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓
D14	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A29 Fontwell Avenue North		Major
B	Eastergate Lane		Minor
C	A29 Fontwell Avenue South		Major
D	Northfield Farmhouse		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 - A29 Fontwell Avenue North	5.50			108.0	✓	1.00
C - A29 Fontwell Avenue South	5.50			177.0	✓	1.00

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)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Eastergate Lane	One lane plus flare		7.83	4.24	3.36	3.34	2.97		1.00	99	15
D - Northfield Farmhouse	One lane	2.20								16	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	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	159.127	-	-	-	-	-	-	0.252	0.360	0.252	-	-	-
B-A	126.988	0.095	0.239	0.239	-	-	-	0.150	0.341	-	0.239	0.239	0.119
B-C	170.742	0.107	0.270	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	139.301	0.104	0.262	0.262	-	-	-	0.165	0.374	0.165	-	-	-
B-D, offside lane	126.988	0.095	0.239	0.239	-	-	-	0.150	0.341	0.150	-	-	-
C-B	169.116	0.268	0.268	0.383	-	-	-	-	-	-	-	-	-
D-A	145.807	-	-	-	-	-	-	0.231	-	0.091	-	-	-
D-B, nearside lane	112.847	0.134	0.134	0.303	-	-	-	0.212	0.212	0.084	-	-	-
D-B, offside lane	112.847	0.134	0.134	0.303	-	-	-	0.212	0.212	0.084	-	-	-
D-C	112.847	-	0.134	0.303	0.106	0.212	0.212	0.212	0.212	0.084	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	118.00	0.00
	B - Eastergate Lane	10.00	0.00	26.00	0.00
	C - A29 Fontwell Avenue South	159.00	18.00	0.00	0.00
	D - Northfield Farmhouse	0.00	1.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.28
	C - A29 Fontwell Avenue South	0.90
	D - Northfield Farmhouse	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	8.00	100.00	0.00
	B - Eastergate Lane	10.00	0.00	10.00	0.00
	C - A29 Fontwell Avenue South	165.00	18.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.50
	C - A29 Fontwell Avenue South	0.90
	D - Northfield Farmhouse	0.25

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	7.00	79.00	0.00
	B - Eastergate Lane	9.00	0.00	12.00	0.00
	C - A29 Fontwell Avenue South	146.00	25.00	0.00	1.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.43
	C - A29 Fontwell Avenue South	0.85
	D - Northfield Farmhouse	0.25

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	6.00	79.00	0.00
	B - Eastergate Lane	7.00	0.00	12.00	0.00
	C - A29 Fontwell Avenue South	116.00	18.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.37
	C - A29 Fontwell Avenue South	0.87
	D - Northfield Farmhouse	0.25

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	7	0
	B - Eastergate Lane	0	0	4	0
	C - A29 Fontwell Avenue South	3	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.042
	D - Northfield Farmhouse	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	2	0
	B - Eastergate Lane	25	0	0	0
	C - A29 Fontwell Avenue South	4	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.350
	C - A29 Fontwell Avenue South	1.056
	D - Northfield Farmhouse	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	3	0
	B - Eastergate Lane	13	0	9	0
	C - A29 Fontwell Avenue South	2	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.182
	C - A29 Fontwell Avenue South	1.028
	D - Northfield Farmhouse	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	6	6	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.084
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - A29 Fontwell Avenue North	118.00	118.00
	B - Eastergate Lane	36.00	36.00
	C - A29 Fontwell Avenue South	177.00	177.00
	D - Northfield Farmhouse	1.00	1.00
08:15-08:30	A - A29 Fontwell Avenue North	108.00	108.00
	B - Eastergate Lane	20.00	20.00
	C - A29 Fontwell Avenue South	183.00	183.00
	D - Northfield Farmhouse	0.00	0.00
08:30-08:45	A - A29 Fontwell Avenue North	86.00	86.00
	B - Eastergate Lane	21.00	21.00
	C - A29 Fontwell Avenue South	172.00	172.00
	D - Northfield Farmhouse	0.00	0.00
08:45-09:00	A - A29 Fontwell Avenue North	85.00	85.00
	B - Eastergate Lane	19.00	19.00
	C - A29 Fontwell Avenue South	134.00	134.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.20	8.83	0.3	A	15.00	60.00
B-AD	0.15	15.91	0.2	C	9.00	36.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					5.25	21.00
A-C					94.00	376.00
D-ABC	0.02	15.38	0.0	C	0.25	1.00
C-ABD	0.17	6.59	0.2	A	22.61	90.46
C-D					0.24	0.97
C-A					143.64	574.57

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26.00	26.00	133.15	0.195	25.75	0.0	0.3	8.829	A
B-AD	10.00	10.00	67.95	0.147	9.83	0.0	0.2	15.442	C
A-BCD	0.00	0.00	230.68	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	118.00	118.00			118.00				
D-ABC	1.00	1.00	59.50	0.017	0.98	0.0	0.0	15.376	C
C-ABD	20.72	20.72	158.33	0.131	20.55	0.0	0.2	6.561	A
C-D	0.00	0.00			0.00				
C-A	156.28	156.28			156.28				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10.00	10.00	139.87	0.072	10.17	0.3	0.1	7.245	A
B-AD	10.00	10.00	79.04	0.127	10.00	0.2	0.2	14.684	B
A-BCD	0.00	0.00	225.52	0.000	0.00	0.0	0.0	0.000	A
A-B	8.00	8.00			8.00				
A-C	100.00	100.00			100.00				
D-ABC	0.00	0.00	59.53	0.000	0.02	0.0	0.0	0.000	A
C-ABD	20.72	20.72	161.24	0.129	20.72	0.2	0.2	6.444	A
C-D	0.00	0.00			0.00				
C-A	162.28	162.28			162.28				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.00	12.00	142.73	0.084	11.98	0.1	0.1	7.294	A
B-AD	9.00	9.00	81.13	0.111	9.01	0.2	0.2	15.912	C
A-BCD	0.00	0.00	229.02	0.000	0.00	0.0	0.0	0.000	A
A-B	7.00	7.00			7.00				
A-C	79.00	79.00			79.00				
D-ABC	0.00	0.00	71.72	0.000	0.00	0.0	0.0	0.000	A
C-ABD	29.31	29.31	171.46	0.171	29.24	0.2	0.2	6.362	A
C-D	0.97	0.97			0.97				
C-A	141.72	141.72			141.72				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.00	12.00	145.26	0.083	12.00	0.1	0.1	7.191	A
B-AD	7.00	7.00	84.51	0.083	7.06	0.2	0.1	12.835	B
A-BCD	0.00	0.00	248.72	0.000	0.00	0.0	0.0	0.000	A
A-B	6.00	6.00			6.00				
A-C	79.00	79.00			79.00				
D-ABC	0.00	0.00	80.01	0.000	0.00	0.0	0.0	0.000	A
C-ABD	19.71	19.71	160.44	0.123	19.79	0.2	0.2	6.587	A
C-D	0.00	0.00			0.00				
C-A	114.29	114.29			114.29				

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	14.00	137.00	0.00
	B - Eastergate Lane	6.00	0.00	11.00	0.00
	C - A29 Fontwell Avenue South	89.00	11.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.35
	C - A29 Fontwell Avenue South	0.89
	D - Northfield Farmhouse	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	16.00	177.00	0.00
	B - Eastergate Lane	2.00	0.00	6.00	0.00
	C - A29 Fontwell Avenue South	73.00	9.00	0.00	2.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.25
	C - A29 Fontwell Avenue South	0.87
	D - Northfield Farmhouse	0.25

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	8.00	171.00	0.00
	B - Eastergate Lane	4.00	0.00	15.00	0.00
	C - A29 Fontwell Avenue South	57.00	9.00	0.00	1.00
	D - Northfield Farmhouse	2.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.21
	C - A29 Fontwell Avenue South	0.85
	D - Northfield Farmhouse	1.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	7.00	150.00	0.00
	B - Eastergate Lane	3.00	0.00	4.00	0.00
	C - A29 Fontwell Avenue South	66.00	9.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.43
	C - A29 Fontwell Avenue South	0.88
	D - Northfield Farmhouse	0.25

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	10	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	4	0	0	100
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.056
	D - Northfield Farmhouse	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - A29 Fontwell Avenue North	151.00	151.00
	B - Eastergate Lane	17.00	17.00
	C - A29 Fontwell Avenue South	100.00	100.00
	D - Northfield Farmhouse	0.00	0.00
17:15-17:30	A - A29 Fontwell Avenue North	193.00	193.00
	B - Eastergate Lane	8.00	8.00
	C - A29 Fontwell Avenue South	84.00	84.00
	D - Northfield Farmhouse	0.00	0.00
17:30-17:45	A - A29 Fontwell Avenue North	179.00	179.00
	B - Eastergate Lane	19.00	19.00
	C - A29 Fontwell Avenue South	67.00	67.00
	D - Northfield Farmhouse	2.00	2.00
17:45-18:00	A - A29 Fontwell Avenue North	157.00	157.00
	B - Eastergate Lane	7.00	7.00
	C - A29 Fontwell Avenue South	75.00	75.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.12	8.65	0.1	A	9.00	36.00
B-AD	0.08	13.44	0.1	B	3.75	15.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					11.25	45.00
A-C					158.75	635.00
D-ABC	0.02	6.89	0.0	A	0.50	2.00
C-ABD	0.09	7.94	0.1	A	9.94	39.74
C-D					0.75	2.98
C-A					70.82	283.28

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11.00	11.00	129.48	0.085	10.90	0.0	0.1	8.645	A
B-AD	6.00	6.00	75.73	0.079	5.92	0.0	0.1	12.876	B
A-BCD	0.00	0.00	266.41	0.000	0.00	0.0	0.0	0.000	A
A-B	14.00	14.00			14.00				
A-C	137.00	137.00			137.00				
D-ABC	0.00	0.00	79.69	0.000	0.00	0.0	0.0	0.000	A
C-ABD	11.65	11.65	136.29	0.085	11.55	0.0	0.1	7.211	A
C-D	0.00	0.00			0.00				
C-A	88.35	88.35			88.35				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.00	6.00	120.25	0.050	6.05	0.1	0.1	8.601	A
B-AD	2.00	2.00	69.10	0.029	2.05	0.1	0.0	13.436	B
A-BCD	0.00	0.00	274.39	0.000	0.00	0.0	0.0	0.000	A
A-B	16.00	16.00			16.00				
A-C	177.00	177.00			177.00				
D-ABC	0.00	0.00	78.70	0.000	0.00	0.0	0.0	0.000	A
C-ABD	9.44	9.44	122.97	0.077	9.45	0.1	0.1	7.939	A
C-D	1.99	1.99			1.99				
C-A	72.57	72.57			72.57				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15.00	15.00	121.91	0.123	14.92	0.1	0.1	8.406	A
B-AD	4.00	4.00	73.10	0.055	3.97	0.0	0.1	13.019	B
A-BCD	0.00	0.00	282.73	0.000	0.00	0.0	0.0	0.000	A
A-B	8.00	8.00			8.00				
A-C	171.00	171.00			171.00				
D-ABC	2.00	2.00	132.55	0.015	1.98	0.0	0.0	6.892	A
C-ABD	9.32	9.32	125.69	0.074	9.32	0.1	0.1	7.749	A
C-D	0.99	0.99			0.99				
C-A	56.69	56.69			56.69				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.00	4.00	127.03	0.031	4.11	0.1	0.0	7.329	A
B-AD	3.00	3.00	81.38	0.037	3.02	0.1	0.0	11.490	B
A-BCD	0.00	0.00	279.06	0.000	0.00	0.0	0.0	0.000	A
A-B	7.00	7.00			7.00				
A-C	150.00	150.00			150.00				
D-ABC	0.00	0.00	130.57	0.000	0.02	0.0	0.0	0.000	A
C-ABD	9.33	9.33	131.75	0.071	9.34	0.1	0.1	7.351	A
C-D	0.00	0.00			0.00				
C-A	65.67	65.67			65.67				

2031 DM No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.66	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 period length (min)	Time segment length (min)	Run automatically
D3	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	164.00	0.00
	B - Eastergate Lane	0.00	0.00	32.00	0.00
	C - A29 Fontwell Avenue South	253.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.96
	D - Northfield Farmhouse	0.25

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	139.00	0.00
	B - Eastergate Lane	0.00	0.00	12.00	0.00
	C - A29 Fontwell Avenue South	266.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.96
	D - Northfield Farmhouse	0.25

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	110.00	0.00
	B - Eastergate Lane	0.00	0.00	15.00	0.00
	C - A29 Fontwell Avenue South	234.00	14.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.94
	D - Northfield Farmhouse	0.25

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	110.00	0.00
	B - Eastergate Lane	0.00	0.00	15.00	0.00
	C - A29 Fontwell Avenue South	187.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.95
	D - Northfield Farmhouse	0.25

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	1	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.014
	D - Northfield Farmhouse	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	1	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.014
	D - Northfield Farmhouse	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - A29 Fontwell Avenue North	164.00	164.00
	B - Eastergate Lane	32.00	32.00
	C - A29 Fontwell Avenue South	263.00	263.00
	D - Northfield Farmhouse	0.00	0.00
08:15-08:30	A - A29 Fontwell Avenue North	139.00	139.00
	B - Eastergate Lane	12.00	12.00
	C - A29 Fontwell Avenue South	276.00	276.00
	D - Northfield Farmhouse	0.00	0.00
08:30-08:45	A - A29 Fontwell Avenue North	110.00	110.00
	B - Eastergate Lane	15.00	15.00
	C - A29 Fontwell Avenue South	248.00	248.00
	D - Northfield Farmhouse	0.00	0.00
08:45-09:00	A - A29 Fontwell Avenue North	110.00	110.00
	B - Eastergate Lane	15.00	15.00
	C - A29 Fontwell Avenue South	197.00	197.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.25	9.60	0.3	A	18.50	74.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					130.75	523.00
D-ABC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.10	6.73	0.1	A	12.61	50.45
C-D					0.00	0.00
C-A					233.39	933.55

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	32.00	32.00	126.40	0.253	31.66	0.0	0.3	9.603	A
B-AD	0.00	0.00	46.36	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	184.19	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	164.00	164.00			164.00				
D-ABC	0.00	0.00	38.55	0.000	0.00	0.0	0.0	0.000	A
C-ABD	11.61	11.61	145.41	0.080	11.51	0.0	0.1	6.731	A
C-D	0.00	0.00			0.00				
C-A	251.39	251.39			251.39				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.00	12.00	133.16	0.090	12.24	0.3	0.1	7.539	A
B-AD	0.00	0.00	50.35	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	177.55	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	139.00	139.00			139.00				
D-ABC	0.00	0.00	40.73	0.000	0.00	0.0	0.0	0.000	A
C-ABD	11.53	11.53	152.07	0.076	11.53	0.1	0.1	6.416	A
C-D	0.00	0.00			0.00				
C-A	264.47	264.47			264.47				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15.00	15.00	141.00	0.106	14.98	0.1	0.1	7.141	A
B-AD	0.00	0.00	60.72	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	190.85	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	110.00	110.00			110.00				
D-ABC	0.00	0.00	50.93	0.000	0.00	0.0	0.0	0.000	A
C-ABD	16.35	16.35	163.24	0.100	16.32	0.1	0.1	6.131	A
C-D	0.00	0.00			0.00				
C-A	231.65	231.65			231.65				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15.00	15.00	141.00	0.106	15.00	0.1	0.1	7.141	A
B-AD	0.00	0.00	69.14	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	217.48	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	110.00	110.00			110.00				
D-ABC	0.00	0.00	62.40	0.000	0.00	0.0	0.0	0.000	A
C-ABD	10.96	10.96	153.05	0.072	11.00	0.1	0.1	6.340	A
C-D	0.00	0.00			0.00				
C-A	186.04	186.04			186.04				

2031 DM No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	194.00	0.00
	B - Eastergate Lane	0.00	0.00	19.00	0.00
	C - A29 Fontwell Avenue South	154.00	26.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.86
	D - Northfield Farmhouse	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	251.00	0.00
	B - Eastergate Lane	0.00	0.00	10.00	0.00
	C - A29 Fontwell Avenue South	125.00	21.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.86
	D - Northfield Farmhouse	0.25

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	243.00	0.00
	B - Eastergate Lane	0.00	0.00	26.00	0.00
	C - A29 Fontwell Avenue South	99.00	21.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.83
	D - Northfield Farmhouse	0.25

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	213.00	0.00
	B - Eastergate Lane	0.00	0.00	7.00	0.00
	C - A29 Fontwell Avenue South	113.00	21.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.84
	D - Northfield Farmhouse	0.25

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - A29 Fontwell Avenue North	194.00	194.00
	B - Eastergate Lane	19.00	19.00
	C - A29 Fontwell Avenue South	180.00	180.00
	D - Northfield Farmhouse	0.00	0.00
17:15-17:30	A - A29 Fontwell Avenue North	251.00	251.00
	B - Eastergate Lane	10.00	10.00
	C - A29 Fontwell Avenue South	146.00	146.00
	D - Northfield Farmhouse	0.00	0.00
17:30-17:45	A - A29 Fontwell Avenue North	243.00	243.00
	B - Eastergate Lane	26.00	26.00
	C - A29 Fontwell Avenue South	120.00	120.00
	D - Northfield Farmhouse	0.00	0.00
17:45-18:00	A - A29 Fontwell Avenue North	213.00	213.00
	B - Eastergate Lane	7.00	7.00
	C - A29 Fontwell Avenue South	134.00	134.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.25	11.42	0.3	B	15.50	62.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					225.25	901.00
D-ABC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.22	9.18	0.4	A	27.59	110.35
C-D					0.00	0.00
C-A					117.41	469.65

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19.00	19.00	118.29	0.161	18.81	0.0	0.2	9.156	A
B-AD	0.00	0.00	48.61	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	221.92	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	194.00	194.00			194.00				
D-ABC	0.00	0.00	55.17	0.000	0.00	0.0	0.0	0.000	A
C-ABD	33.74	33.74	152.06	0.222	33.38	0.0	0.4	7.652	A
C-D	0.00	0.00			0.00				
C-A	146.26	146.26			146.26				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10.00	10.00	102.88	0.097	10.08	0.2	0.1	9.804	A
B-AD	0.00	0.00	40.95	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	239.89	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	251.00	251.00			251.00				
D-ABC	0.00	0.00	55.78	0.000	0.00	0.0	0.0	0.000	A
C-ABD	26.43	26.43	128.20	0.206	26.45	0.4	0.3	8.956	A
C-D	0.00	0.00			0.00				
C-A	119.57	119.57			119.57				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26.00	26.00	105.04	0.248	25.78	0.1	0.3	11.425	B
B-AD	0.00	0.00	46.78	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	253.01	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	243.00	243.00			243.00				
D-ABC	0.00	0.00	61.64	0.000	0.00	0.0	0.0	0.000	A
C-ABD	25.12	25.12	124.43	0.202	25.15	0.3	0.3	9.181	A
C-D	0.00	0.00			0.00				
C-A	94.88	94.88			94.88				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	7.00	7.00	113.15	0.062	7.26	0.3	0.1	8.620	A
B-AD	0.00	0.00	51.84	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	245.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	213.00	213.00			213.00				
D-ABC	0.00	0.00	63.94	0.000	0.00	0.0	0.0	0.000	A
C-ABD	25.06	25.06	133.74	0.187	25.09	0.3	0.3	8.389	A
C-D	0.00	0.00			0.00				
C-A	108.94	108.94			108.94				

2031 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	165.00	0.00
	B - Eastergate Lane	0.00	0.00	32.00	0.00
	C - A29 Fontwell Avenue South	261.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	1.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.96
	D - Northfield Farmhouse	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	8.00	139.00	0.00
	B - Eastergate Lane	0.00	0.00	12.00	0.00
	C - A29 Fontwell Avenue South	274.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.96
	D - Northfield Farmhouse	0.25

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	110.00	0.00
	B - Eastergate Lane	0.00	0.00	15.00	0.00
	C - A29 Fontwell Avenue South	241.00	14.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.95
	D - Northfield Farmhouse	0.25

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	111.00	0.00
	B - Eastergate Lane	0.00	0.00	15.00	0.00
	C - A29 Fontwell Avenue South	193.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.95
	D - Northfield Farmhouse	0.25

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	1	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.014
	D - Northfield Farmhouse	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - A29 Fontwell Avenue North	165.00	165.00
	B - Eastergate Lane	32.00	32.00
	C - A29 Fontwell Avenue South	271.00	271.00
	D - Northfield Farmhouse	1.00	1.00
08:15-08:30	A - A29 Fontwell Avenue North	147.00	147.00
	B - Eastergate Lane	12.00	12.00
	C - A29 Fontwell Avenue South	284.00	284.00
	D - Northfield Farmhouse	0.00	0.00
08:30-08:45	A - A29 Fontwell Avenue North	110.00	110.00
	B - Eastergate Lane	15.00	15.00
	C - A29 Fontwell Avenue South	255.00	255.00
	D - Northfield Farmhouse	0.00	0.00
08:45-09:00	A - A29 Fontwell Avenue North	111.00	111.00
	B - Eastergate Lane	15.00	15.00
	C - A29 Fontwell Avenue South	203.00	203.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.25	9.63	0.3	A	18.50	74.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					2.00	8.00
A-C					131.25	525.00
D-ABC	0.03	27.84	0.0	D	0.25	1.00
C-ABD	0.10	6.70	0.1	A	12.68	50.71
C-D					0.00	0.00
C-A					240.57	962.29

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	32.00	32.00	126.13	0.254	31.66	0.0	0.3	9.626	A
B-AD	0.00	0.00	44.80	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	180.15	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	165.00	165.00			165.00				
D-ABC	1.00	1.00	33.27	0.030	0.97	0.0	0.0	27.843	D
C-ABD	11.67	11.67	145.82	0.080	11.57	0.0	0.1	6.700	A
C-D	0.00	0.00			0.00				
C-A	259.33	259.33			259.33				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.00	12.00	132.30	0.091	12.24	0.3	0.1	7.595	A
B-AD	0.00	0.00	48.38	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	173.50	0.000	0.00	0.0	0.0	0.000	A
A-B	8.00	8.00			8.00				
A-C	139.00	139.00			139.00				
D-ABC	0.00	0.00	32.89	0.000	0.03	0.0	0.0	0.000	A
C-ABD	11.63	11.63	150.72	0.077	11.63	0.1	0.1	6.479	A
C-D	0.00	0.00			0.00				
C-A	272.37	272.37			272.37				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15.00	15.00	141.00	0.106	14.98	0.1	0.1	7.141	A
B-AD	0.00	0.00	59.67	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	187.31	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	110.00	110.00			110.00				
D-ABC	0.00	0.00	49.34	0.000	0.00	0.0	0.0	0.000	A
C-ABD	16.42	16.42	163.95	0.100	16.39	0.1	0.1	6.105	A
C-D	0.00	0.00			0.00				
C-A	238.58	238.58			238.58				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15.00	15.00	140.73	0.107	15.00	0.1	0.1	7.157	A
B-AD	0.00	0.00	68.00	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	214.45	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	111.00	111.00			111.00				
D-ABC	0.00	0.00	60.92	0.000	0.00	0.0	0.0	0.000	A
C-ABD	10.99	10.99	153.24	0.072	11.04	0.1	0.1	6.333	A
C-D	0.00	0.00			0.00				
C-A	192.01	192.01			192.01				

2031 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	198.00	0.00
	B - Eastergate Lane	0.00	0.00	19.00	0.00
	C - A29 Fontwell Avenue South	156.00	26.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.86
	D - Northfield Farmhouse	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	255.00	0.00
	B - Eastergate Lane	0.00	0.00	10.00	0.00
	C - A29 Fontwell Avenue South	126.00	21.00	0.00	2.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.85
	D - Northfield Farmhouse	0.25

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	247.00	0.00
	B - Eastergate Lane	0.00	0.00	26.00	0.00
	C - A29 Fontwell Avenue South	100.00	21.00	0.00	1.00
	D - Northfield Farmhouse	2.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.82
	D - Northfield Farmhouse	1.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	216.00	0.00
	B - Eastergate Lane	0.00	0.00	7.00	0.00
	C - A29 Fontwell Avenue South	115.00	21.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.85
	D - Northfield Farmhouse	0.25

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - A29 Fontwell Avenue North	198.00	198.00
	B - Eastergate Lane	19.00	19.00
	C - A29 Fontwell Avenue South	182.00	182.00
	D - Northfield Farmhouse	0.00	0.00
17:15-17:30	A - A29 Fontwell Avenue North	255.00	255.00
	B - Eastergate Lane	10.00	10.00
	C - A29 Fontwell Avenue South	149.00	149.00
	D - Northfield Farmhouse	0.00	0.00
17:30-17:45	A - A29 Fontwell Avenue North	247.00	247.00
	B - Eastergate Lane	26.00	26.00
	C - A29 Fontwell Avenue South	122.00	122.00
	D - Northfield Farmhouse	2.00	2.00
17:45-18:00	A - A29 Fontwell Avenue North	216.00	216.00
	B - Eastergate Lane	7.00	7.00
	C - A29 Fontwell Avenue South	136.00	136.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.25	11.58	0.3	B	15.50	62.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					229.00	916.00
D-ABC	0.02	7.46	0.0	A	0.50	2.00
C-ABD	0.22	9.24	0.4	A	27.79	111.15
C-D					0.72	2.87
C-A					118.75	474.98

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19.00	19.00	117.21	0.162	18.81	0.0	0.2	9.257	A
B-AD	0.00	0.00	47.36	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	220.92	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	198.00	198.00			198.00				
D-ABC	0.00	0.00	54.16	0.000	0.00	0.0	0.0	0.000	A
C-ABD	33.99	33.99	151.76	0.224	33.62	0.0	0.4	7.687	A
C-D	0.00	0.00			0.00				
C-A	148.01	148.01			148.01				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10.00	10.00	101.80	0.098	10.08	0.2	0.1	9.920	A
B-AD	0.00	0.00	39.69	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	238.38	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	255.00	255.00			255.00				
D-ABC	0.00	0.00	54.80	0.000	0.00	0.0	0.0	0.000	A
C-ABD	26.67	26.67	128.05	0.208	26.70	0.4	0.3	8.993	A
C-D	1.91	1.91			1.91				
C-A	120.41	120.41			120.41				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26.00	26.00	103.96	0.250	25.78	0.1	0.3	11.581	B
B-AD	0.00	0.00	45.35	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	252.00	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	247.00	247.00			247.00				
D-ABC	2.00	2.00	122.61	0.016	1.98	0.0	0.0	7.461	A
C-ABD	25.29	25.29	123.99	0.204	25.32	0.3	0.3	9.238	A
C-D	0.96	0.96			0.96				
C-A	95.75	95.75			95.75				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	7.00	7.00	112.34	0.062	7.26	0.3	0.1	8.685	A
B-AD	0.00	0.00	50.82	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	244.96	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	216.00	216.00			216.00				
D-ABC	0.00	0.00	119.24	0.000	0.02	0.0	0.0	0.000	A
C-ABD	25.19	25.19	133.48	0.189	25.22	0.3	0.3	8.420	A
C-D	0.00	0.00			0.00				
C-A	110.81	110.81			110.81				

2031 DS No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	187.00	0.00
	B - Eastergate Lane	0.00	0.00	32.00	0.00
	C - A29 Fontwell Avenue South	304.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	1.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.97
	D - Northfield Farmhouse	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	158.00	0.00
	B - Eastergate Lane	0.00	0.00	12.00	0.00
	C - A29 Fontwell Avenue South	319.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.97
	D - Northfield Farmhouse	0.25

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	125.00	0.00
	B - Eastergate Lane	0.00	0.00	15.00	0.00
	C - A29 Fontwell Avenue South	281.00	14.00	0.00	1.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.95
	D - Northfield Farmhouse	0.25

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	126.00	0.00
	B - Eastergate Lane	0.00	0.00	15.00	0.00
	C - A29 Fontwell Avenue South	225.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.96
	D - Northfield Farmhouse	0.25

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - A29 Fontwell Avenue North	187.00	187.00
	B - Eastergate Lane	32.00	32.00
	C - A29 Fontwell Avenue South	314.00	314.00
	D - Northfield Farmhouse	1.00	1.00
08:15-08:30	A - A29 Fontwell Avenue North	158.00	158.00
	B - Eastergate Lane	12.00	12.00
	C - A29 Fontwell Avenue South	329.00	329.00
	D - Northfield Farmhouse	0.00	0.00
08:30-08:45	A - A29 Fontwell Avenue North	125.00	125.00
	B - Eastergate Lane	15.00	15.00
	C - A29 Fontwell Avenue South	296.00	296.00
	D - Northfield Farmhouse	0.00	0.00
08:45-09:00	A - A29 Fontwell Avenue North	126.00	126.00
	B - Eastergate Lane	15.00	15.00
	C - A29 Fontwell Avenue South	235.00	235.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.27	10.27	0.4	B	18.50	74.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					149.00	596.00
D-ABC	0.05	44.36	0.0	E	0.25	1.00
C-ABD	0.10	6.79	0.1	A	13.09	52.36
C-D					0.25	0.99
C-A					280.16	1120.65

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	32.00	32.00	120.18	0.266	31.64	0.0	0.4	10.265	B
B-AD	0.00	0.00	33.08	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	158.40	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	187.00	187.00			187.00				
D-ABC	1.00	1.00	21.20	0.047	0.95	0.0	0.0	44.363	E
C-ABD	12.15	12.15	144.58	0.084	12.04	0.0	0.1	6.787	A
C-D	0.00	0.00			0.00				
C-A	301.85	301.85			301.85				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.00	12.00	128.02	0.094	12.26	0.4	0.1	7.879	A
B-AD	0.00	0.00	37.83	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	150.74	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	158.00	158.00			158.00				
D-ABC	0.00	0.00	21.86	0.000	0.05	0.0	0.0	0.000	A
C-ABD	11.98	11.98	151.96	0.079	11.99	0.1	0.1	6.433	A
C-D	0.00	0.00			0.00				
C-A	317.02	317.02			317.02				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15.00	15.00	136.95	0.110	14.98	0.1	0.1	7.379	A
B-AD	0.00	0.00	50.00	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	166.28	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	125.00	125.00			125.00				
D-ABC	0.00	0.00	37.97	0.000	0.00	0.0	0.0	0.000	A
C-ABD	17.00	17.00	164.75	0.103	16.97	0.1	0.1	6.090	A
C-D	0.99	0.99			0.99				
C-A	278.01	278.01			278.01				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15.00	15.00	136.67	0.110	15.00	0.1	0.1	7.395	A
B-AD	0.00	0.00	59.61	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	197.74	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	126.00	126.00			126.00				
D-ABC	0.00	0.00	51.70	0.000	0.00	0.0	0.0	0.000	A
C-ABD	11.23	11.23	151.99	0.074	11.28	0.1	0.1	6.398	A
C-D	0.00	0.00			0.00				
C-A	223.77	223.77			223.77				

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	222.00	0.00
	B - Eastergate Lane	0.00	0.00	20.00	0.00
	C - A29 Fontwell Avenue South	172.00	26.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.87
	D - Northfield Farmhouse	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	286.00	0.00
	B - Eastergate Lane	0.00	0.00	11.00	0.00
	C - A29 Fontwell Avenue South	140.00	21.00	0.00	2.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.86
	D - Northfield Farmhouse	0.25

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	278.00	0.00
	B - Eastergate Lane	0.00	0.00	27.00	0.00
	C - A29 Fontwell Avenue South	110.00	21.00	0.00	1.00
	D - Northfield Farmhouse	2.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.83
	D - Northfield Farmhouse	1.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	243.00	0.00
	B - Eastergate Lane	0.00	0.00	7.00	0.00
	C - A29 Fontwell Avenue South	127.00	21.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.86
	D - Northfield Farmhouse	0.25

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - A29 Fontwell Avenue North	222.00	222.00
	B - Eastergate Lane	20.00	20.00
	C - A29 Fontwell Avenue South	198.00	198.00
	D - Northfield Farmhouse	0.00	0.00
17:15-17:30	A - A29 Fontwell Avenue North	286.00	286.00
	B - Eastergate Lane	11.00	11.00
	C - A29 Fontwell Avenue South	163.00	163.00
	D - Northfield Farmhouse	0.00	0.00
17:30-17:45	A - A29 Fontwell Avenue North	278.00	278.00
	B - Eastergate Lane	27.00	27.00
	C - A29 Fontwell Avenue South	132.00	132.00
	D - Northfield Farmhouse	2.00	2.00
17:45-18:00	A - A29 Fontwell Avenue North	243.00	243.00
	B - Eastergate Lane	7.00	7.00
	C - A29 Fontwell Avenue South	148.00	148.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.28	13.14	0.4	B	16.25	65.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					257.25	1029.00
D-ABC	0.02	7.61	0.0	A	0.50	2.00
C-ABD	0.24	9.79	0.4	A	29.30	117.19
C-D					0.71	2.84
C-A					130.24	520.96

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20.00	20.00	110.72	0.181	19.78	0.0	0.2	10.012	B
B-AD	0.00	0.00	39.22	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	212.85	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	222.00	222.00			222.00				
D-ABC	0.00	0.00	46.99	0.000	0.00	0.0	0.0	0.000	A
C-ABD	35.86	35.86	151.26	0.237	35.44	0.0	0.4	7.836	A
C-D	0.00	0.00			0.00				
C-A	162.14	162.14			162.14				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11.00	11.00	93.42	0.118	11.08	0.2	0.1	11.052	B
B-AD	0.00	0.00	30.17	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	231.29	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	286.00	286.00			286.00				
D-ABC	0.00	0.00	47.05	0.000	0.00	0.0	0.0	0.000	A
C-ABD	28.47	28.47	125.41	0.227	28.48	0.4	0.4	9.403	A
C-D	1.89	1.89			1.89				
C-A	132.64	132.64			132.64				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.00	27.00	95.58	0.282	26.75	0.1	0.4	13.138	B
B-AD	0.00	0.00	36.43	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	246.92	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	278.00	278.00			278.00				
D-ABC	2.00	2.00	120.29	0.017	1.98	0.0	0.0	7.607	A
C-ABD	26.58	26.58	119.76	0.222	26.61	0.4	0.4	9.786	A
C-D	0.95	0.95			0.95				
C-A	104.47	104.47			104.47				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	7.00	7.00	105.04	0.067	7.32	0.4	0.1	9.349	A
B-AD	0.00	0.00	42.55	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	238.88	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	243.00	243.00			243.00				
D-ABC	0.00	0.00	116.47	0.000	0.02	0.0	0.0	0.000	A
C-ABD	26.29	26.29	130.24	0.202	26.34	0.4	0.3	8.774	A
C-D	0.00	0.00			0.00				
C-A	121.71	121.71			121.71				

2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	184.00	0.00
	B - Eastergate Lane	0.00	0.00	32.00	0.00
	C - A29 Fontwell Avenue South	297.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	1.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.97
	D - Northfield Farmhouse	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	156.00	0.00
	B - Eastergate Lane	0.00	0.00	12.00	0.00
	C - A29 Fontwell Avenue South	312.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.97
	D - Northfield Farmhouse	0.25

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	123.00	0.00
	B - Eastergate Lane	0.00	0.00	12.00	0.00
	C - A29 Fontwell Avenue South	274.00	14.00	0.00	1.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.95
	D - Northfield Farmhouse	0.25

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	124.00	0.00
	B - Eastergate Lane	0.00	0.00	15.00	0.00
	C - A29 Fontwell Avenue South	219.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.96
	D - Northfield Farmhouse	0.25

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - A29 Fontwell Avenue North	184.00	184.00
	B - Eastergate Lane	32.00	32.00
	C - A29 Fontwell Avenue South	307.00	307.00
	D - Northfield Farmhouse	1.00	1.00
08:15-08:30	A - A29 Fontwell Avenue North	156.00	156.00
	B - Eastergate Lane	12.00	12.00
	C - A29 Fontwell Avenue South	322.00	322.00
	D - Northfield Farmhouse	0.00	0.00
08:30-08:45	A - A29 Fontwell Avenue North	123.00	123.00
	B - Eastergate Lane	12.00	12.00
	C - A29 Fontwell Avenue South	289.00	289.00
	D - Northfield Farmhouse	0.00	0.00
08:45-09:00	A - A29 Fontwell Avenue North	124.00	124.00
	B - Eastergate Lane	15.00	15.00
	C - A29 Fontwell Avenue South	229.00	229.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.26	10.17	0.4	B	17.75	71.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					146.75	587.00
D-ABC	0.04	40.60	0.0	E	0.25	1.00
C-ABD	0.10	6.78	0.1	A	13.02	52.08
C-D					0.25	0.99
C-A					273.48	1093.93

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	32.00	32.00	120.99	0.264	31.64	0.0	0.4	10.174	B
B-AD	0.00	0.00	34.85	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	161.94	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	184.00	184.00			184.00				
D-ABC	1.00	1.00	23.08	0.043	0.96	0.0	0.0	40.600	E
C-ABD	12.07	12.07	144.62	0.083	11.96	0.0	0.1	6.780	A
C-D	0.00	0.00			0.00				
C-A	294.93	294.93			294.93				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.00	12.00	128.56	0.093	12.25	0.4	0.1	7.842	A
B-AD	0.00	0.00	39.36	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	154.01	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	156.00	156.00			156.00				
D-ABC	0.00	0.00	23.62	0.000	0.04	0.0	0.0	0.000	A
C-ABD	11.92	11.92	151.84	0.079	11.93	0.1	0.1	6.433	A
C-D	0.00	0.00			0.00				
C-A	310.08	310.08			310.08				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.00	12.00	137.49	0.087	12.01	0.1	0.1	7.172	A
B-AD	0.00	0.00	51.53	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	169.66	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	123.00	123.00			123.00				
D-ABC	0.00	0.00	40.12	0.000	0.00	0.0	0.0	0.000	A
C-ABD	16.91	16.91	164.45	0.103	16.87	0.1	0.1	6.099	A
C-D	0.99	0.99			0.99				
C-A	271.10	271.10			271.10				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15.00	15.00	137.22	0.109	14.97	0.1	0.1	7.360	A
B-AD	0.00	0.00	60.99	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	200.68	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	124.00	124.00			124.00				
D-ABC	0.00	0.00	53.33	0.000	0.00	0.0	0.0	0.000	A
C-ABD	11.19	11.19	152.02	0.074	11.23	0.1	0.1	6.394	A
C-D	0.00	0.00			0.00				
C-A	217.81	217.81			217.81				

2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	219.00	0.00
	B - Eastergate Lane	0.00	0.00	19.00	0.00
	C - A29 Fontwell Avenue South	160.00	25.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.86
	D - Northfield Farmhouse	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	282.00	0.00
	B - Eastergate Lane	0.00	0.00	11.00	0.00
	C - A29 Fontwell Avenue South	130.00	20.00	0.00	2.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.86
	D - Northfield Farmhouse	0.25

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	274.00	0.00
	B - Eastergate Lane	0.00	0.00	27.00	0.00
	C - A29 Fontwell Avenue South	103.00	20.00	0.00	1.00
	D - Northfield Farmhouse	2.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.83
	D - Northfield Farmhouse	1.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	239.00	0.00
	B - Eastergate Lane	0.00	0.00	7.00	0.00
	C - A29 Fontwell Avenue South	118.00	20.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.86
	D - Northfield Farmhouse	0.25

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - A29 Fontwell Avenue North	219.00	219.00
	B - Eastergate Lane	19.00	19.00
	C - A29 Fontwell Avenue South	185.00	185.00
	D - Northfield Farmhouse	0.00	0.00
17:15-17:30	A - A29 Fontwell Avenue North	282.00	282.00
	B - Eastergate Lane	11.00	11.00
	C - A29 Fontwell Avenue South	152.00	152.00
	D - Northfield Farmhouse	0.00	0.00
17:30-17:45	A - A29 Fontwell Avenue North	274.00	274.00
	B - Eastergate Lane	27.00	27.00
	C - A29 Fontwell Avenue South	124.00	124.00
	D - Northfield Farmhouse	2.00	2.00
17:45-18:00	A - A29 Fontwell Avenue North	239.00	239.00
	B - Eastergate Lane	7.00	7.00
	C - A29 Fontwell Avenue South	138.00	138.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.28	12.94	0.4	B	16.00	64.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					253.50	1014.00
D-ABC	0.02	7.50	0.0	A	0.50	2.00
C-ABD	0.23	9.78	0.4	A	27.13	108.53
C-D					0.72	2.86
C-A					121.90	487.61

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19.00	19.00	111.53	0.170	18.79	0.0	0.2	9.819	A
B-AD	0.00	0.00	42.08	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	219.62	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	219.00	219.00			219.00				
D-ABC	0.00	0.00	50.54	0.000	0.00	0.0	0.0	0.000	A
C-ABD	33.36	33.36	147.43	0.226	32.98	0.0	0.4	7.933	A
C-D	0.00	0.00			0.00				
C-A	151.64	151.64			151.64				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11.00	11.00	94.50	0.116	11.07	0.2	0.1	10.906	B
B-AD	0.00	0.00	32.98	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	237.08	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	282.00	282.00			282.00				
D-ABC	0.00	0.00	50.22	0.000	0.00	0.0	0.0	0.000	A
C-ABD	26.16	26.16	122.40	0.214	26.17	0.4	0.4	9.470	A
C-D	1.91	1.91			1.91				
C-A	123.94	123.94			123.94				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.00	27.00	96.66	0.279	26.75	0.1	0.4	12.937	B
B-AD	0.00	0.00	38.79	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	251.20	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	274.00	274.00			274.00				
D-ABC	2.00	2.00	121.91	0.016	1.98	0.0	0.0	7.504	A
C-ABD	24.64	24.64	117.90	0.209	24.67	0.4	0.3	9.777	A
C-D	0.96	0.96			0.96				
C-A	98.41	98.41			98.41				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	7.00	7.00	106.12	0.066	7.31	0.4	0.1	9.243	A
B-AD	0.00	0.00	45.21	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	244.16	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	239.00	239.00			239.00				
D-ABC	0.00	0.00	118.55	0.000	0.02	0.0	0.0	0.000	A
C-ABD	24.37	24.37	128.08	0.190	24.41	0.3	0.3	8.793	A
C-D	0.00	0.00			0.00				
C-A	113.63	113.63			113.63				

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	201.00	0.00
	B - Eastergate Lane	0.00	0.00	33.00	0.00
	C - A29 Fontwell Avenue South	274.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	1.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.96
	D - Northfield Farmhouse	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	170.00	0.00
	B - Eastergate Lane	0.00	0.00	13.00	0.00
	C - A29 Fontwell Avenue South	287.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.97
	D - Northfield Farmhouse	0.25

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	134.00	0.00
	B - Eastergate Lane	0.00	0.00	15.00	0.00
	C - A29 Fontwell Avenue South	253.00	14.00	0.00	1.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.94
	D - Northfield Farmhouse	0.25

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	135.00	0.00
	B - Eastergate Lane	0.00	0.00	15.00	0.00
	C - A29 Fontwell Avenue South	202.00	10.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.95
	D - Northfield Farmhouse	0.25

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	1	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - A29 Fontwell Avenue North	201.00	201.00
	B - Eastergate Lane	33.00	33.00
	C - A29 Fontwell Avenue South	284.00	284.00
	D - Northfield Farmhouse	1.00	1.00
08:15-08:30	A - A29 Fontwell Avenue North	170.00	170.00
	B - Eastergate Lane	13.00	13.00
	C - A29 Fontwell Avenue South	297.00	297.00
	D - Northfield Farmhouse	0.00	0.00
08:30-08:45	A - A29 Fontwell Avenue North	134.00	134.00
	B - Eastergate Lane	15.00	15.00
	C - A29 Fontwell Avenue South	268.00	268.00
	D - Northfield Farmhouse	0.00	0.00
08:45-09:00	A - A29 Fontwell Avenue North	135.00	135.00
	B - Eastergate Lane	15.00	15.00
	C - A29 Fontwell Avenue South	212.00	212.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.28	10.84	0.4	B	19.00	76.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					160.00	640.00
D-ABC	0.04	36.33	0.0	E	0.25	1.00
C-ABD	0.11	7.08	0.1	A	12.97	51.89
C-D					0.25	0.99
C-A					252.03	1008.12

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	33.00	33.00	116.40	0.284	32.61	0.0	0.4	10.841	B
B-AD	0.00	0.00	34.24	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	173.57	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	201.00	201.00			201.00				
D-ABC	1.00	1.00	25.70	0.039	0.96	0.0	0.0	36.333	E
C-ABD	12.06	12.06	139.06	0.087	11.95	0.0	0.1	7.077	A
C-D	0.00	0.00			0.00				
C-A	271.94	271.94			271.94				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13.00	13.00	124.78	0.104	13.28	0.4	0.1	8.182	A
B-AD	0.00	0.00	39.78	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	166.92	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	170.00	170.00			170.00				
D-ABC	0.00	0.00	27.05	0.000	0.04	0.0	0.0	0.000	A
C-ABD	11.88	11.88	146.81	0.081	11.89	0.1	0.1	6.671	A
C-D	0.00	0.00			0.00				
C-A	285.12	285.12			285.12				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15.00	15.00	134.51	0.112	14.99	0.1	0.1	7.529	A
B-AD	0.00	0.00	52.05	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	180.41	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	134.00	134.00			134.00				
D-ABC	0.00	0.00	43.24	0.000	0.00	0.0	0.0	0.000	A
C-ABD	16.80	16.80	159.92	0.105	16.77	0.1	0.1	6.287	A
C-D	0.99	0.99			0.99				
C-A	250.21	250.21			250.21				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15.00	15.00	134.24	0.112	15.00	0.1	0.1	7.546	A
B-AD	0.00	0.00	60.91	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	209.34	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	135.00	135.00			135.00				
D-ABC	0.00	0.00	55.75	0.000	0.00	0.0	0.0	0.000	A
C-ABD	11.14	11.14	148.16	0.075	11.19	0.1	0.1	6.573	A
C-D	0.00	0.00			0.00				
C-A	200.86	200.86			200.86				

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	205.00	0.00
	B - Eastergate Lane	0.00	0.00	20.00	0.00
	C - A29 Fontwell Avenue South	191.00	26.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.88
	D - Northfield Farmhouse	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	265.00	0.00
	B - Eastergate Lane	0.00	0.00	11.00	0.00
	C - A29 Fontwell Avenue South	156.00	21.00	0.00	2.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.87
	D - Northfield Farmhouse	0.25

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	257.00	0.00
	B - Eastergate Lane	0.00	0.00	27.00	0.00
	C - A29 Fontwell Avenue South	123.00	21.00	0.00	1.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.85
	D - Northfield Farmhouse	0.25

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	225.00	0.00
	B - Eastergate Lane	0.00	0.00	7.00	0.00
	C - A29 Fontwell Avenue South	141.00	21.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.87
	D - Northfield Farmhouse	0.25

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	1	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - A29 Fontwell Avenue North	205.00	205.00
	B - Eastergate Lane	20.00	20.00
	C - A29 Fontwell Avenue South	217.00	217.00
	D - Northfield Farmhouse	0.00	0.00
17:15-17:30	A - A29 Fontwell Avenue North	265.00	265.00
	B - Eastergate Lane	11.00	11.00
	C - A29 Fontwell Avenue South	179.00	179.00
	D - Northfield Farmhouse	0.00	0.00
17:30-17:45	A - A29 Fontwell Avenue North	257.00	257.00
	B - Eastergate Lane	27.00	27.00
	C - A29 Fontwell Avenue South	145.00	145.00
	D - Northfield Farmhouse	0.00	0.00
17:45-18:00	A - A29 Fontwell Avenue North	225.00	225.00
	B - Eastergate Lane	7.00	7.00
	C - A29 Fontwell Avenue South	162.00	162.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.27	12.15	0.4	B	16.25	65.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					238.00	952.00
D-ABC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.23	9.10	0.4	A	29.35	117.41
C-D					0.72	2.86
C-A					145.68	582.73

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20.00	20.00	115.32	0.173	19.79	0.0	0.2	9.532	A
B-AD	0.00	0.00	40.42	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	203.28	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	205.00	205.00			205.00				
D-ABC	0.00	0.00	44.91	0.000	0.00	0.0	0.0	0.000	A
C-ABD	36.10	36.10	158.59	0.228	35.70	0.0	0.4	7.385	A
C-D	0.00	0.00			0.00				
C-A	180.90	180.90			180.90				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11.00	11.00	99.09	0.111	11.08	0.2	0.1	10.340	B
B-AD	0.00	0.00	32.79	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	223.24	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	265.00	265.00			265.00				
D-ABC	0.00	0.00	46.26	0.000	0.00	0.0	0.0	0.000	A
C-ABD	28.39	28.39	132.66	0.214	28.41	0.4	0.4	8.740	A
C-D	1.91	1.91			1.91				
C-A	148.70	148.70			148.70				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.00	27.00	101.26	0.267	26.77	0.1	0.4	12.147	B
B-AD	0.00	0.00	39.74	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	240.39	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	257.00	257.00			257.00				
D-ABC	0.00	0.00	53.92	0.000	0.00	0.0	0.0	0.000	A
C-ABD	26.56	26.56	126.78	0.209	26.59	0.4	0.3	9.096	A
C-D	0.96	0.96			0.96				
C-A	117.49	117.49			117.49				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	7.00	7.00	109.91	0.064	7.29	0.4	0.1	8.897	A
B-AD	0.00	0.00	44.76	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	231.84	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	225.00	225.00			225.00				
D-ABC	0.00	0.00	55.86	0.000	0.00	0.0	0.0	0.000	A
C-ABD	26.37	26.37	136.68	0.193	26.40	0.3	0.3	8.264	A
C-D	0.00	0.00			0.00				
C-A	135.63	135.63			135.63				

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	246.00	0.00
	B - Eastergate Lane	0.00	0.00	3.00	0.00
	C - A29 Fontwell Avenue South	346.00	2.00	0.00	0.00
	D - Northfield Farmhouse	0.00	1.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.99
	D - Northfield Farmhouse	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	208.00	0.00
	B - Eastergate Lane	0.00	0.00	1.00	0.00
	C - A29 Fontwell Avenue South	363.00	2.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.99
	D - Northfield Farmhouse	0.25

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	164.00	0.00
	B - Eastergate Lane	0.00	0.00	1.00	0.00
	C - A29 Fontwell Avenue South	319.00	3.00	0.00	1.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.99
	D - Northfield Farmhouse	0.25

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	165.00	0.00
	B - Eastergate Lane	0.00	0.00	1.00	0.00
	C - A29 Fontwell Avenue South	255.00	2.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.99
	D - Northfield Farmhouse	0.25

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - A29 Fontwell Avenue North	246.00	246.00
	B - Eastergate Lane	3.00	3.00
	C - A29 Fontwell Avenue South	348.00	348.00
	D - Northfield Farmhouse	1.00	1.00
08:15-08:30	A - A29 Fontwell Avenue North	208.00	208.00
	B - Eastergate Lane	1.00	1.00
	C - A29 Fontwell Avenue South	365.00	365.00
	D - Northfield Farmhouse	0.00	0.00
08:30-08:45	A - A29 Fontwell Avenue North	164.00	164.00
	B - Eastergate Lane	1.00	1.00
	C - A29 Fontwell Avenue South	323.00	323.00
	D - Northfield Farmhouse	0.00	0.00
08:45-09:00	A - A29 Fontwell Avenue North	165.00	165.00
	B - Eastergate Lane	1.00	1.00
	C - A29 Fontwell Avenue South	257.00	257.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.03	9.01	0.0	A	1.50	6.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					195.75	783.00
D-ABC	0.16	167.64	0.2	F	0.25	1.00
C-ABD	0.02	8.35	0.0	A	2.37	9.49
C-D					0.25	1.00
C-A					320.63	1282.51

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3.00	3.00	104.23	0.029	2.97	0.0	0.0	9.011	A
B-AD	0.00	0.00	15.40	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	142.44	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	246.00	246.00			246.00				
D-ABC	1.00	1.00	6.10	0.164	0.84	0.0	0.2	167.641	F
C-ABD	2.13	2.13	109.94	0.019	2.11	0.0	0.0	8.346	A
C-D	0.00	0.00			0.00				
C-A	345.87	345.87			345.87				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	114.50	0.009	1.02	0.0	0.0	8.017	A
B-AD	0.00	0.00	22.02	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	133.86	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	208.00	208.00			208.00				
D-ABC	0.00	0.00	7.56	0.000	0.16	0.2	0.0	0.000	A
C-ABD	2.11	2.11	119.82	0.018	2.11	0.0	0.0	7.648	A
C-D	0.00	0.00			0.00				
C-A	362.89	362.89			362.89				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	126.40	0.008	1.00	0.0	0.0	7.179	A
B-AD	0.00	0.00	38.75	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	154.81	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	164.00	164.00			164.00				
D-ABC	0.00	0.00	27.07	0.000	0.00	0.0	0.0	0.000	A
C-ABD	3.18	3.18	132.87	0.024	3.18	0.0	0.0	6.939	A
C-D	1.00	1.00			1.00				
C-A	318.82	318.82			318.82				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	126.13	0.008	1.00	0.0	0.0	7.191	A
B-AD	0.00	0.00	48.54	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	188.29	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	165.00	165.00			165.00				
D-ABC	0.00	0.00	42.34	0.000	0.00	0.0	0.0	0.000	A
C-ABD	2.07	2.07	129.01	0.016	2.07	0.0	0.0	7.089	A
C-D	0.00	0.00			0.00				
C-A	254.93	254.93			254.93				

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - A29 Fontwell Avenue North - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - A29 Fontwell Avenue South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 Fontwell Avenue North		DIRECT	✓	100.000
B - Eastergate Lane		DIRECT	✓	100.000
C - A29 Fontwell Avenue South		DIRECT	✓	100.000
D - Northfield Farmhouse		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	247.00	0.00
	B - Eastergate Lane	0.00	0.00	6.00	0.00
	C - A29 Fontwell Avenue South	206.00	6.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.97
	D - Northfield Farmhouse	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	318.00	0.00
	B - Eastergate Lane	0.00	0.00	3.00	0.00
	C - A29 Fontwell Avenue South	167.00	5.00	0.00	2.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.96
	D - Northfield Farmhouse	0.25

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	309.00	0.00
	B - Eastergate Lane	0.00	0.00	8.00	0.00
	C - A29 Fontwell Avenue South	132.00	5.00	0.00	1.00
	D - Northfield Farmhouse	2.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.96
	D - Northfield Farmhouse	1.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0.00	0.00	270.00	0.00
	B - Eastergate Lane	0.00	0.00	2.00	0.00
	C - A29 Fontwell Avenue South	152.00	5.00	0.00	0.00
	D - Northfield Farmhouse	0.00	0.00	0.00	0.00

Proportions

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	0.00
	B - Eastergate Lane	0.00
	C - A29 Fontwell Avenue South	0.97
	D - Northfield Farmhouse	0.25

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	1	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Fontwell Avenue North	B - Eastergate Lane	C - A29 Fontwell Avenue South	D - Northfield Farmhouse
From	A - A29 Fontwell Avenue North	0	0	0	0
	B - Eastergate Lane	0	0	0	0
	C - A29 Fontwell Avenue South	0	0	0	0
	D - Northfield Farmhouse	0	0	0	0

Average PCU Per Veh

		To
		A - A2 Fontwe Avenu North
From	A - A29 Fontwell Avenue North	1.000
	B - Eastergate Lane	1.000
	C - A29 Fontwell Avenue South	1.000
	D - Northfield Farmhouse	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - A29 Fontwell Avenue North	247.00	247.00
	B - Eastergate Lane	6.00	6.00
	C - A29 Fontwell Avenue South	212.00	212.00
	D - Northfield Farmhouse	0.00	0.00
17:15-17:30	A - A29 Fontwell Avenue North	318.00	318.00
	B - Eastergate Lane	3.00	3.00
	C - A29 Fontwell Avenue South	174.00	174.00
	D - Northfield Farmhouse	0.00	0.00
17:30-17:45	A - A29 Fontwell Avenue North	309.00	309.00
	B - Eastergate Lane	8.00	8.00
	C - A29 Fontwell Avenue South	138.00	138.00
	D - Northfield Farmhouse	2.00	2.00
17:45-18:00	A - A29 Fontwell Avenue North	270.00	270.00
	B - Eastergate Lane	2.00	2.00
	C - A29 Fontwell Avenue South	157.00	157.00
	D - Northfield Farmhouse	0.00	0.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.09	11.45	0.1	B	4.75	19.00
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					286.00	1144.00
D-ABC	0.02	7.95	0.0	A	0.50	2.00
C-ABD	0.06	10.18	0.1	B	5.79	23.15
C-D					0.75	2.99
C-A					163.72	654.86

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.00	6.00	103.96	0.058	5.94	0.0	0.1	9.304	A
B-AD	0.00	0.00	34.96	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	210.12	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	247.00	247.00			247.00				
D-ABC	0.00	0.00	41.08	0.000	0.00	0.0	0.0	0.000	A
C-ABD	6.70	6.70	114.97	0.058	6.63	0.0	0.1	8.303	A
C-D	0.00	0.00			0.00				
C-A	205.30	205.30			205.30				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	3.00	3.00	84.76	0.035	3.02	0.1	0.0	11.121	B
B-AD	0.00	0.00	24.02	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	229.44	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	318.00	318.00			318.00				
D-ABC	0.00	0.00	40.39	0.000	0.00	0.0	0.0	0.000	A
C-ABD	5.60	5.60	94.02	0.060	5.60	0.1	0.1	10.181	B
C-D	1.99	1.99			1.99				
C-A	166.41	166.41			166.41				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8.00	8.00	87.20	0.092	7.94	0.0	0.1	11.448	B
B-AD	0.00	0.00	31.27	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	247.58	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	309.00	309.00			309.00				
D-ABC	2.00	2.00	115.24	0.017	1.98	0.0	0.0	7.946	A
C-ABD	5.45	5.45	94.07	0.058	5.45	0.1	0.1	10.157	B
C-D	1.00	1.00			1.00				
C-A	131.56	131.56			131.56				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	2.00	2.00	97.74	0.020	2.08	0.1	0.0	9.524	A
B-AD	0.00	0.00	37.90	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	238.00	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	270.00	270.00			270.00				
D-ABC	0.00	0.00	110.71	0.000	0.02	0.0	0.0	0.000	A
C-ABD	5.41	5.41	104.66	0.052	5.41	0.1	0.1	9.069	A
C-D	0.00	0.00			0.00				
C-A	151.59	151.59			151.59				

Appendix M Fontwell Avenue / Barnham Road

ARUN DISTRICT COUNCIL BN/11/22/OUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 3 - Fontwell Avenue_Barnham Road_Lane Sim_RevA.j9
Path: \\Lon-file-01\engineering\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 3 - Fontwell Avenue_Barnham Road
Report generation date: 20/04/2021 11:53:41

»2019 Base, AM
»2019 Base, PM
»2031 DM No Cala, AM
»2031 DM No Cala, PM
»2031 DM, AM
»2031 DM, PM
»2031 DS No Cala, AM
»2031 DS No Cala, PM
»2031 DS, AM
»2031 DS, PM
»2038 DM, AM
»2038 DM, PM
»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
[Lane Simulation] - 2019 Base														
1 - A29 Fontwell Avenue	D1	1.7	6.0	9.88		A	9.51	D2	11.4	34.6	49.02		E	23.32
2 - Barnham Road		2.3	8.0	9.92		A			1.0	3.3	6.75		A	
3 - Nyton Road		2.6	8.0	8.98		A			1.7	5.1	7.11		A	
[Lane Simulation] - 2031 DM No Cala														
1 - A29 Fontwell Avenue	D3	1.5	5.0	11.35		B	11.45	D4	4.3	13.3	20.21		C	11.39
2 - Barnham Road		1.9	5.0	8.71		A			0.9	3.4	6.50		A	
3 - Nyton Road		3.8	12.8	13.16		B			2.0	5.9	7.21		A	
[Lane Simulation] - 2031 DM														
1 - A29 Fontwell Avenue	D5	2.3	7.8	11.63		B	12.64	D6	4.6	15.5	23.52		C	12.74
2 - Barnham Road		1.6	5.2	8.11		A			0.9	2.6	6.59		A	
3 - Nyton Road		4.8	15.3	15.76		C			2.2	7.0	7.27		A	
[Lane Simulation] - 2031 DS No Cala														
1 - A29 Fontwell Avenue	D7	2.0	6.6	11.62		B	10.94	D8	5.6	17.4	24.69		C	13.15
2 - Barnham Road		1.9	5.8	10.58		B			1.1	4.2	6.78		A	
3 - Nyton Road		3.4	10.2	10.82		B			2.5	6.6	8.40		A	
[Lane Simulation] - 2031 DS														
1 - A29 Fontwell Avenue	D9	1.4	4.8	8.58		A	11.15	D10	3.0	12.9	16.98		C	10.17
2 - Barnham Road		2.2	7.6	9.87		A			0.5	2.4	5.85		A	
3 - Nyton Road		3.8	9.6	13.78		B			1.6	4.0	6.56		A	
[Lane Simulation] - 2038 DM														
1 - A29 Fontwell Avenue	D11	3.5	10.1	15.74		C	15.34	D12	5.6	18.0	25.31		D	13.50
2 - Barnham Road		1.5	5.1	9.56		A			0.8	2.8	6.50		A	
3 - Nyton Road		5.4	16.4	18.37		C			2.3	5.7	7.69		A	
[Lane Simulation] - 2038 DS														
1 - A29 Fontwell Avenue	D13	0.4	1.7	4.96		A	6.36	D14	0.7	4.0	7.15		A	5.79
2 - Barnham Road		1.2	4.0	6.30		A			0.7	3.0	4.71		A	
3 - Nyton Road		1.1	3.7	7.06		A			1.1	3.0	5.63		A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	
Location	
Site number	
Date	03/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\csmith
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			1008590566	101	3.82

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D4	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D5	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓
D6	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓
D7	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D8	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓
D10	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓
D11	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓
D12	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓
D13	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓
D14	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	9.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A29 Fontwell Avenue	
2	Barnham Road	
3	Nyton Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A29 Fontwell Avenue	4.09	5.15	0.1	8.0	25.0	39.0	
2 - Barnham Road	3.41	4.23	19.0	280.0	25.0	6.5	
3 - Nyton Road	4.83	6.48	36.6	147.0	25.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A29 Fontwell Avenue	0.509	279.476
2 - Barnham Road	0.642	352.606
3 - Nyton Road	0.782	528.146

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - A29 Fontwell Avenue	Evenly split	10.00
2 - Barnham Road	Evenly split	10.00
3 - Nyton Road	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Minimum capacity (PCU/TS)	Maximum capacity (PCU/TS)	Signalised
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1		Infinity		0.00	24999.75	
	Exit	1	1			Infinity				
2 - Barnham Road	Entry	1	1	3, 2, 1		Infinity		0.00	24999.75	
	Exit	1	1			Infinity				
3 - Nyton Road	Entry	1	1	1	✓	8.00		0.00	24999.75	
			2	3, 2	✓	8.00		0.00	24999.75	
		2	1	(3, 1, 2)		Infinity				
	Exit	1	1			Infinity				

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/TS)
1 - A29 Fontwell Avenue	Entry	1	1	0.509	279.476
2 - Barnham Road	Entry	1	1	0.642	352.606
3 - Nyton Road	Entry	1	1	0.391	264.073
			2	0.391	264.073

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm		
			Nyton Road	A29 Fontwell Avenue	Barnham Road
3 - Nyton Road	1	1		✓	
		2	✓		✓
	2	1	✓	✓	✓
1 - A29 Fontwell Avenue	1	1	✓	✓	✓
2 - Barnham Road	1	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	43.00	95.00
	2 - Barnham Road	36.00	0.00	160.00
	3 - Nyton Road	138.00	90.00	2.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	32.00	75.00
	2 - Barnham Road	49.00	0.00	166.00
	3 - Nyton Road	156.00	83.00	3.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	1.00	32.00	74.00
	2 - Barnham Road	35.00	0.00	157.00
	3 - Nyton Road	105.00	87.00	3.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	20.00	71.00
	2 - Barnham Road	24.00	0.00	129.00
	3 - Nyton Road	115.00	94.00	2.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	8	6
	2 - Barnham Road	0	0	2
	3 - Nyton Road	2	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	4
	2 - Barnham Road	2	0	1
	3 - Nyton Road	5	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	3	1
	2 - Barnham Road	0	0	3
	3 - Nyton Road	3	4	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	3
	2 - Barnham Road	0	0	2
	3 - Nyton Road	5	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	9.88	1.7	6.0	A	109.73	438.92
2 - Barnham Road	9.92	2.3	8.0	A	188.75	755.01
3 - Nyton Road	8.98	2.6	8.0	A	217.63	870.50

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	136.28	136.28	88.49	136.66	133.18	169.04	0.0	1.7	9.877	A
2 - Barnham Road	193.34	193.34	98.11	191.58	191.52	127.04	0.0	2.2	8.739	A
3 - Nyton Road	223.25	223.25	35.20	222.33	225.33	254.50	0.0	2.0	7.284	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	106.78	106.78	87.06	107.79	107.83	203.76	1.7	0.8	7.415	A
2 - Barnham Road	213.89	213.89	80.08	213.09	211.60	114.77	2.2	2.3	9.919	A
3 - Nyton Road	241.87	241.87	49.81	241.01	238.53	243.36	2.0	2.6	8.978	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	106.10	106.10	92.67	106.04	105.28	136.37	0.8	1.0	7.015	A
2 - Barnham Road	192.03	192.03	78.09	191.41	193.77	120.66	2.3	1.8	8.430	A
3 - Nyton Road	195.12	195.12	33.74	195.33	193.96	235.75	2.6	1.2	6.204	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	89.76	89.76	98.08	89.89	91.11	135.91	1.0	0.8	6.759	A
2 - Barnham Road	155.75	155.75	71.94	156.06	154.58	116.05	1.8	1.1	6.363	A
3 - Nyton Road	210.27	210.27	25.75	208.28	209.20	202.25	1.2	1.8	6.270	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.65	0.00	0.48	3.30	5.95
2 - Barnham Road	2.19	0.00	1.22	4.45	6.98
3 - Nyton Road	1.97	0.00	1.14	4.36	4.99

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.76	0.00	0.00	1.76	2.24
2 - Barnham Road	2.29	0.00	0.89	5.30	7.95
3 - Nyton Road	2.59	0.00	1.34	6.18	7.95

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.95	0.00	0.00	1.98	2.95
2 - Barnham Road	1.79	0.00	0.38	4.98	5.98
3 - Nyton Road	1.22	0.00	0.43	2.63	3.24

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.77	0.00	0.00	1.54	1.95
2 - Barnham Road	1.15	0.00	0.28	2.49	3.32
3 - Nyton Road	1.82	0.00	0.72	3.97	6.32

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	136.28	234.40	0.581	136.66	133.18	0.0	1.7	9.877	A
	Exit	1	1		169.04			169.04	170.90	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	193.34	289.63	0.668	191.58	191.52	0.0	2.2	8.739	A
	Exit	1	1		127.04			127.04	128.51	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	135.24	250.32	0.540	133.84	135.63	0.0	1.5	8.185	A
			2	3, 2	88.22	250.32	0.352	88.49	89.69	0.0	0.5	5.715	A
		2	1	(3, 1, 2)	223.25			223.43	227.30	0.0	0.0	0.080	A
	Exit	1	1		254.50			254.50	250.61	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	106.78	235.12	0.454	107.79	107.83	1.7	0.8	7.415	A
	Exit	1	1		203.76			203.76	200.78	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	213.89	301.20	0.710	213.09	211.60	2.2	2.3	9.919	A
	Exit	1	1		114.77			114.77	115.00	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	155.11	244.60	0.634	153.95	151.68	1.5	2.0	10.063	B
			2	3, 2	86.85	244.60	0.355	87.06	86.85	0.5	0.5	5.673	A
		2	1	(3, 1, 2)	241.87			241.96	239.07	0.0	0.1	0.538	A
	Exit	1	1		243.36			243.36	242.19	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	106.10	232.25	0.457	106.04	105.28	0.8	1.0	7.015	A
	Exit	1	1		136.37			136.37	139.71	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	192.03	302.48	0.635	191.41	193.77	2.3	1.8	8.430	A
	Exit	1	1		120.66			120.66	118.99	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	102.47	250.88	0.408	102.62	103.89	2.0	0.7	6.483	A
			2	3, 2	92.61	250.88	0.369	92.67	90.07	0.5	0.5	5.850	A
		2	1	(3, 1, 2)	195.12			195.12	192.67	0.1	0.0	0.020	A
	Exit	1	1		235.75			235.75	234.31	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	89.76	229.51	0.391	89.89	91.11	1.0	0.8	6.759	A
	Exit	1	1		135.91			135.91	137.51	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	155.75	306.43	0.508	156.06	154.58	1.8	1.1	6.363	A
	Exit	1	1		116.05			116.05	114.68	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	111.59	254.01	0.439	110.20	112.60	0.7	1.0	6.603	A
			2	3, 2	98.70	254.01	0.389	98.08	96.59	0.5	0.8	5.760	A
		2	1	(3, 1, 2)	210.27			210.27	209.80	0.0	0.0	0.065	A
	Exit	1	1		202.25			202.25	202.69	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.65	0.00	0.48	3.30	5.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	2.19	0.00	1.22	4.45	6.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.50	0.00	0.54	3.54	4.19
			2	0.47	0.00	0.00	0.92	3.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.76	0.00	0.00	1.76	2.24
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	2.29	0.00	0.89	5.30	7.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	2.03	0.00	0.81	4.84	6.99
			2	0.48	0.00	0.00	1.29	1.80
		2	1	0.09	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.95	0.00	0.00	1.98	2.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.79	0.00	0.38	4.98	5.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.69	0.00	0.00	1.74	2.49
			2	0.52	0.00	0.00	1.29	1.80
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.77	0.00	0.00	1.54	1.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.15	0.00	0.28	2.49	3.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.00	0.00	0.00	2.82	3.79
			2	0.82	0.00	0.00	2.13	2.85
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	23.32	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	33.00	119.00
	2 - Barnham Road	25.00	0.00	110.00
	3 - Nyton Road	64.00	142.00	1.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	52.00	151.00
	2 - Barnham Road	14.00	0.00	88.00
	3 - Nyton Road	63.00	121.00	1.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	61.00	149.00
	2 - Barnham Road	15.00	0.00	110.00
	3 - Nyton Road	55.00	104.00	5.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	54.00	119.00
	2 - Barnham Road	19.00	0.00	65.00
	3 - Nyton Road	54.00	102.00	5.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	0
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	1	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	0
	2 - Barnham Road	0	0	2
	3 - Nyton Road	7	2	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	1	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	2	1
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	2	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	49.02	11.4	34.6	E	184.55	738.19
2 - Barnham Road	6.75	1.0	3.3	A	112.04	448.15
3 - Nyton Road	7.11	1.7	5.1	A	177.96	711.86

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	150.87	150.87	144.11	151.37	149.61	89.16	0.0	2.6	15.282	C
2 - Barnham Road	135.84	135.84	119.47	135.93	133.51	176.03	0.0	1.0	6.285	A
3 - Nyton Road	208.58	208.58	25.20	208.08	208.01	230.19	0.0	1.7	7.113	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	204.84	204.84	121.01	199.83	192.98	74.54	2.6	10.8	38.207	E
2 - Barnham Road	102.63	102.63	148.65	102.93	103.19	172.22	1.0	0.6	5.823	A
3 - Nyton Road	180.86	180.86	14.54	181.03	183.43	237.03	1.7	1.1	6.384	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	209.26	209.26	109.70	210.55	207.47	71.09	10.8	11.4	49.020	E
2 - Barnham Road	124.78	124.78	153.94	125.16	123.42	166.33	0.6	0.8	6.750	A
3 - Nyton Road	164.74	164.74	15.93	164.86	165.42	263.18	1.1	1.0	5.605	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	173.21	173.21	104.26	176.19	179.77	73.18	11.4	3.3	26.565	D
2 - Barnham Road	84.89	84.89	126.17	85.11	85.13	154.33	0.8	0.4	4.916	A
3 - Nyton Road	157.68	157.68	19.63	157.82	159.35	191.62	1.0	1.0	5.488	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	2.57	0.00	1.27	6.08	7.65
2 - Barnham Road	0.98	0.00	0.03	2.17	3.25
3 - Nyton Road	1.70	0.00	0.68	3.70	5.05

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	10.75	0.00	6.77	24.50	29.25
2 - Barnham Road	0.61	0.00	0.00	1.43	1.83
3 - Nyton Road	1.15	0.00	0.24	2.36	3.61

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	11.43	-0.03	7.88	24.00	34.56
2 - Barnham Road	0.78	0.00	0.00	1.80	2.61
3 - Nyton Road	1.05	0.00	0.25	2.13	2.85

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	3.31	0.00	1.30	7.50	11.13
2 - Barnham Road	0.41	0.00	0.00	1.03	1.58
3 - Nyton Road	0.98	0.00	0.26	1.93	2.63

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	150.87	206.05	0.732	151.37	149.61	0.0	2.6	15.282	C
	Exit	1	1		89.16			89.16	89.50	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	135.84	275.92	0.492	135.93	133.51	0.0	1.0	6.285	A
	Exit	1	1		176.03			176.03	174.41	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	64.29	254.22	0.253	63.96	64.69	0.0	0.4	4.719	A
			2	3, 2	144.10	254.22	0.567	144.11	143.32	0.0	1.3	8.083	A
		2	1	(3, 1, 2)	208.58			208.39	209.65	0.0	0.1	0.080	A
	Exit	1	1		230.19			230.19	227.23	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	204.84	217.82	0.940	199.83	192.98	2.6	10.8	38.207	E
	Exit	1	1		74.54			74.54	75.50	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	102.63	257.19	0.399	102.93	103.19	1.0	0.6	5.823	A
	Exit	1	1		172.22			172.22	170.51	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	59.97	258.39	0.232	60.00	60.96	0.4	0.3	5.010	A
			2	3, 2	120.89	258.39	0.468	121.01	122.47	1.3	0.8	6.966	A
		2	1	(3, 1, 2)	180.86			180.82	182.93	0.1	0.0	0.053	A
	Exit	1	1		237.03			237.03	233.58	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	209.26	223.59	0.936	210.55	207.47	10.8	11.4	49.020	E
	Exit	1	1		71.09			71.09	70.66	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	124.78	253.79	0.492	125.16	123.42	0.6	0.8	6.750	A
	Exit	1	1		166.33			166.33	165.12	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	54.94	257.85	0.213	55.17	55.59	0.3	0.3	4.566	A
			2	3, 2	109.80	257.85	0.426	109.70	109.82	0.8	0.8	6.107	A
		2	1	(3, 1, 2)	164.74			164.74	165.33	0.0	0.0	0.020	A
	Exit	1	1		263.18			263.18	260.54	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	173.21	226.36	0.765	176.19	179.77	11.4	3.3	26.565	D
	Exit	1	1		73.18			73.18	73.03	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	84.89	271.64	0.313	85.11	85.13	0.8	0.4	4.916	A
	Exit	1	1		154.33			154.33	155.77	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	53.79	256.40	0.210	53.55	53.90	0.3	0.3	4.414	A
			2	3, 2	103.89	256.40	0.405	104.26	105.45	0.8	0.7	6.034	A
		2	1	(3, 1, 2)	157.68			157.68	159.29	0.0	0.0	0.009	A
	Exit	1	1		191.62			191.62	195.45	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	2.57	0.00	1.27	6.08	7.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.98	0.00	0.03	2.17	3.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.35	0.00	0.00	0.81	1.18
			2	1.28	0.00	0.19	2.88	4.61
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	10.75	0.00	6.77	24.50	29.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.61	0.00	0.00	1.43	1.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.35	0.00	0.00	1.03	1.62
			2	0.79	0.00	0.00	1.84	2.89
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	11.43	-0.03	7.88	24.00	34.56
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.78	0.00	0.00	1.80	2.61
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.29	0.00	0.00	0.71	0.98
			2	0.75	0.00	0.00	1.72	2.53
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	3.31	0.00	1.30	7.50	11.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.41	0.00	0.00	1.03	1.58
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.30	0.00	0.00	0.70	0.95
			2	0.69	0.00	0.00	1.66	2.25
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2031 DM No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	11.45	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	11.00	146.00
	2 - Barnham Road	24.00	0.00	128.00
	3 - Nyton Road	173.00	82.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	8.00	114.00
	2 - Barnham Road	32.00	0.00	133.00
	3 - Nyton Road	196.00	75.00	1.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	8.00	113.00
	2 - Barnham Road	23.00	0.00	126.00
	3 - Nyton Road	131.00	79.00	1.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	5.00	109.00
	2 - Barnham Road	16.00	0.00	103.00
	3 - Nyton Road	143.00	85.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	1

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	1

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	2	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	11.35	1.5	5.0	B	128.84	515.38
2 - Barnham Road	8.71	1.9	5.0	A	145.40	581.58
3 - Nyton Road	13.16	3.8	12.8	B	239.54	958.16

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	156.18	156.18	79.31	158.33	154.27	196.96	0.0	1.5	11.350	B
2 - Barnham Road	148.01	148.01	147.30	147.89	149.62	90.33	0.0	1.3	8.334	A
3 - Nyton Road	252.18	252.18	24.00	252.27	249.39	271.19	0.0	2.8	9.370	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	120.86	120.86	74.58	120.80	121.58	230.79	1.5	1.0	7.688	A
2 - Barnham Road	166.63	166.63	113.11	164.79	164.72	82.28	1.3	1.9	8.714	A
3 - Nyton Road	269.23	269.23	32.97	272.41	269.46	244.93	2.8	3.8	13.156	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	120.59	120.59	79.68	120.06	120.92	153.25	1.0	1.1	7.817	A
2 - Barnham Road	150.18	150.18	112.49	150.95	148.90	87.24	1.9	1.0	7.050	A
3 - Nyton Road	209.38	209.38	23.41	209.52	213.38	240.05	3.8	1.5	6.931	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	117.74	117.74	85.04	117.71	116.22	157.71	1.1	0.9	7.803	A
2 - Barnham Road	116.76	116.76	113.02	116.76	118.96	89.75	1.0	0.7	5.704	A
3 - Nyton Road	227.38	227.38	15.48	227.26	228.58	214.31	1.5	1.9	7.072	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.51	0.00	0.30	3.32	4.98
2 - Barnham Road	1.28	0.00	0.00	3.18	4.24
3 - Nyton Road	2.80	0.00	1.19	7.63	8.95

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.99	0.00	0.00	2.48	3.99
2 - Barnham Road	1.86	0.00	0.73	4.43	4.95
3 - Nyton Road	3.80	0.00	2.03	7.90	12.80

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.12	0.00	0.06	2.65	4.32
2 - Barnham Road	1.03	0.00	0.00	2.61	3.65
3 - Nyton Road	1.51	0.00	0.45	4.18	5.32

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.90	0.00	0.00	2.35	2.81
2 - Barnham Road	0.72	0.00	0.00	1.89	2.66
3 - Nyton Road	1.86	0.00	1.05	3.86	4.95

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	156.18	239.07	0.653	158.33	154.27	0.0	1.5	11.350	B
	Exit	1	1		196.96			196.96	194.77	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	148.01	258.06	0.574	147.89	149.62	0.0	1.3	8.334	A
	Exit	1	1		90.33			90.33	89.86	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	172.90	254.69	0.679	172.96	170.30	0.0	2.2	10.499	B
			2	3, 2	79.22	254.69	0.311	79.31	79.09	0.0	0.4	5.205	A
		2	1	(3, 1, 2)	252.18			252.09	251.95	0.0	0.2	0.529	A
	Exit	1	1		271.19			271.19	268.64	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	120.86	241.48	0.501	120.80	121.58	1.5	1.0	7.688	A
	Exit	1	1		230.79			230.79	227.11	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	166.63	280.00	0.595	164.79	164.72	1.3	1.9	8.714	A
	Exit	1	1		82.28			82.28	81.56	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	195.65	251.19	0.779	197.82	195.00	2.2	2.7	13.644	B
			2	3, 2	74.59	251.19	0.297	74.58	74.46	0.4	0.4	5.170	A
		2	1	(3, 1, 2)	269.23			270.24	270.05	0.2	0.6	1.839	A
	Exit	1	1		244.93			244.93	247.09	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	120.59	238.89	0.505	120.06	120.92	1.0	1.1	7.817	A
	Exit	1	1		153.25			153.25	156.98	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	150.18	280.40	0.536	150.95	148.90	1.9	1.0	7.050	A
	Exit	1	1		87.24			87.24	87.26	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	129.92	254.92	0.510	129.86	133.72	2.7	1.1	7.867	A
			2	3, 2	79.47	254.92	0.312	79.68	79.65	0.4	0.4	5.173	A
		2	1	(3, 1, 2)	209.38			209.38	211.73	0.6	0.0	0.121	A
	Exit	1	1		240.05			240.05	238.96	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	117.74	236.15	0.499	117.71	116.22	1.1	0.9	7.803	A
	Exit	1	1		157.71			157.71	158.54	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	116.76	280.06	0.417	116.76	118.96	1.0	0.7	5.704	A
	Exit	1	1		89.75			89.75	91.38	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	142.37	258.02	0.552	142.22	142.19	1.1	1.4	7.895	A
			2	3, 2	85.01	258.02	0.329	85.04	86.40	0.4	0.5	5.437	A
		2	1	(3, 1, 2)	227.38			227.38	228.92	0.0	0.0	0.100	A
	Exit	1	1		214.31			214.31	213.84	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.51	0.00	0.30	3.32	4.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.28	0.00	0.00	3.18	4.24
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	2.19	0.00	0.81	6.48	7.42
			2	0.38	0.00	0.00	0.93	1.66
		2	1	0.24	0.00	0.00	0.00	0.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.99	0.00	0.00	2.48	3.99
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.86	0.00	0.73	4.43	4.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	2.71	0.00	1.48	8.00	8.00
			2	0.45	0.00	0.00	0.99	1.62
		2	1	0.64	0.00	0.00	-0.05	4.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.12	0.00	0.06	2.65	4.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.03	0.00	0.00	2.61	3.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.07	0.00	0.00	2.56	3.98
			2	0.45	0.00	0.00	0.87	2.24
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.90	0.00	0.00	2.35	2.81
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.72	0.00	0.00	1.89	2.66
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.36	0.00	0.37	2.98	3.95
			2	0.50	0.00	0.00	1.26	1.72
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2031 DM No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	11.39	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 period length (min)	Time segment length (min)	Run automatically
D4	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	13.00	125.00
	2 - Barnham Road	31.00	0.00	93.00
	3 - Nyton Road	117.00	134.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	21.00	158.00
	2 - Barnham Road	17.00	0.00	74.00
	3 - Nyton Road	113.00	114.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	24.00	156.00
	2 - Barnham Road	19.00	0.00	93.00
	3 - Nyton Road	100.00	98.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	21.00	124.00
	2 - Barnham Road	23.00	0.00	55.00
	3 - Nyton Road	98.00	96.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	0	1

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	1	0	1

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	20.21	4.3	13.3	C	158.41	633.66
2 - Barnham Road	6.50	0.9	3.4	A	101.10	404.40
3 - Nyton Road	7.21	2.0	5.9	A	215.52	862.09

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	135.83	135.83	132.21	136.14	136.42	148.38	0.0	1.7	13.026	B
2 - Barnham Road	125.38	125.38	123.03	125.16	123.99	145.31	0.0	0.9	6.054	A
3 - Nyton Road	249.33	249.33	31.38	249.21	248.30	216.81	0.0	2.0	7.208	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	175.83	175.83	113.43	175.36	174.97	128.03	1.7	4.3	20.152	C
2 - Barnham Road	90.28	90.28	153.60	90.79	91.03	135.17	0.9	0.5	5.704	A
3 - Nyton Road	223.86	223.86	17.31	224.16	227.26	227.09	2.0	1.5	6.456	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	177.21	177.21	98.41	178.67	179.51	117.72	4.3	3.5	20.206	C
2 - Barnham Road	111.91	111.91	154.93	111.55	111.91	122.16	0.5	0.9	6.500	A
3 - Nyton Road	198.19	198.19	17.60	198.53	198.45	248.88	1.5	1.3	5.854	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	144.79	144.79	95.79	146.21	146.64	117.55	3.5	1.6	11.722	B
2 - Barnham Road	76.83	76.83	125.29	76.52	78.17	116.71	0.9	0.5	4.768	A
3 - Nyton Road	190.71	190.71	22.29	191.04	193.21	179.52	1.3	1.1	5.760	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.67	0.00	0.45	3.77	6.30
2 - Barnham Road	0.87	0.00	0.00	2.29	3.38
3 - Nyton Road	2.02	0.00	0.96	4.45	5.86

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	4.33	0.00	2.47	9.32	13.30
2 - Barnham Road	0.48	0.00	0.00	1.15	1.66
3 - Nyton Road	1.47	0.00	0.66	3.13	3.86

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	3.52	0.00	1.86	8.58	10.58
2 - Barnham Road	0.86	0.00	0.00	2.07	3.08
3 - Nyton Road	1.26	0.00	0.42	2.87	3.57

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.61	0.00	0.58	3.56	4.10
2 - Barnham Road	0.46	0.00	0.00	0.94	1.63
3 - Nyton Road	1.15	0.00	0.22	2.75	3.29

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	135.83	212.12	0.640	136.14	136.42	0.0	1.7	13.026	B
	Exit	1	1		148.38			148.38	147.64	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	125.38	273.63	0.458	125.16	123.99	0.0	0.9	6.054	A
	Exit	1	1		145.31			145.31	144.99	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	116.57	251.81	0.463	117.01	116.07	0.0	0.8	6.643	A
			2	3, 2	132.74	251.81	0.527	132.21	132.22	0.0	1.2	7.569	A
		2	1	(3, 1, 2)	249.33			249.31	250.29	0.0	0.0	0.068	A
	Exit	1	1		216.81			216.81	216.07	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	175.83	221.69	0.793	175.36	174.97	1.7	4.3	20.152	C
	Exit	1	1		128.03			128.03	130.83	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	90.28	254.01	0.355	90.79	91.03	0.9	0.5	5.704	A
	Exit	1	1		135.17			135.17	135.32	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	111.12	257.31	0.432	110.73	113.41	0.8	0.8	6.507	A
			2	3, 2	112.78	257.31	0.438	113.43	113.85	1.2	0.7	6.337	A
		2	1	(3, 1, 2)	223.86			223.91	226.73	0.0	0.0	0.035	A
	Exit	1	1		227.09			227.09	227.10	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	177.21	229.34	0.773	178.67	179.51	4.3	3.5	20.206	C
	Exit	1	1		117.72			117.72	119.37	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	111.91	253.15	0.442	111.55	111.91	0.5	0.9	6.500	A
	Exit	1	1		122.16			122.16	121.84	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	99.86	257.19	0.388	100.12	100.65	0.8	0.5	5.843	A
			2	3, 2	98.38	257.19	0.383	98.41	97.80	0.7	0.7	5.828	A
		2	1	(3, 1, 2)	198.19			198.24	198.25	0.0	0.0	0.019	A
	Exit	1	1		248.88			248.88	248.67	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	144.79	230.67	0.628	146.21	146.64	3.5	1.6	11.722	B
	Exit	1	1		117.55			117.55	119.47	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	76.83	272.18	0.282	76.52	78.17	0.9	0.5	4.768	A
	Exit	1	1		116.71			116.71	118.11	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	95.12	255.36	0.373	95.26	96.58	0.5	0.6	5.819	A
			2	3, 2	95.59	255.36	0.374	95.79	96.63	0.7	0.6	5.685	A
		2	1	(3, 1, 2)	190.71			190.71	193.09	0.0	0.0	0.008	A
	Exit	1	1		179.52			179.52	180.44	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.67	0.00	0.45	3.77	6.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.87	0.00	0.00	2.29	3.38
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.76	0.00	0.00	1.95	3.08
			2	1.24	0.00	0.33	2.69	3.88
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	4.33	0.00	2.47	9.32	13.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.48	0.00	0.00	1.15	1.66
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.80	0.00	0.00	1.97	2.64
			2	0.66	0.00	0.00	1.60	2.33
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	3.52	0.00	1.86	8.58	10.58
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.86	0.00	0.00	2.07	3.08
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.53	0.00	0.00	1.16	2.04
			2	0.73	0.00	0.00	1.77	2.66
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.61	0.00	0.58	3.56	4.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.46	0.00	0.00	0.94	1.63
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.58	0.00	0.00	1.66	2.37
			2	0.57	0.00	0.00	1.54	2.33
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2031 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	12.64	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 period length (min)	Time segment length (min)	Run automatically
D5	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	11.00	147.00
	2 - Barnham Road	24.00	0.00	124.00
	3 - Nyton Road	179.00	83.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	8.00	115.00
	2 - Barnham Road	32.00	0.00	129.00
	3 - Nyton Road	203.00	76.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	8.00	114.00
	2 - Barnham Road	23.00	0.00	122.00
	3 - Nyton Road	136.00	80.00	1.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	5.00	110.00
	2 - Barnham Road	16.00	0.00	100.00
	3 - Nyton Road	149.00	86.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	1

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	1

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	2	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	11.63	2.3	7.8	B	128.71	514.85
2 - Barnham Road	8.11	1.6	5.2	A	142.59	570.34
3 - Nyton Road	15.76	4.8	15.3	C	247.77	991.07

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	159.04	159.04	81.71	159.14	156.15	203.52	0.0	2.3	11.630	B
2 - Barnham Road	148.58	148.58	148.18	147.62	146.64	92.66	0.0	1.5	7.997	A
3 - Nyton Road	261.49	261.49	24.04	261.16	258.74	271.75	0.0	3.2	9.951	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	119.08	119.08	76.41	118.76	122.37	237.56	2.3	1.1	8.096	A
2 - Barnham Road	158.88	158.88	111.00	158.79	159.38	84.18	1.5	1.6	8.105	A
3 - Nyton Road	279.11	279.11	31.82	282.18	277.58	237.98	3.2	4.8	15.765	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	119.98	119.98	80.36	120.21	122.04	161.66	1.1	1.0	7.820	A
2 - Barnham Road	145.16	145.16	112.59	145.08	144.31	87.96	1.6	1.0	6.841	A
3 - Nyton Road	220.30	220.30	22.08	219.99	221.43	235.59	4.8	1.5	7.468	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	116.75	116.75	84.47	116.63	115.75	161.86	1.0	1.0	7.379	A
2 - Barnham Road	117.72	117.72	111.09	117.72	116.68	90.00	1.0	0.7	5.412	A
3 - Nyton Road	230.16	230.16	16.13	230.19	233.42	212.68	1.5	1.8	7.297	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	2.30	0.00	0.94	5.60	7.75
2 - Barnham Road	1.48	0.00	0.37	3.63	5.17
3 - Nyton Road	3.19	0.00	1.77	6.67	9.67

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.06	0.00	0.19	2.50	3.50
2 - Barnham Road	1.59	0.00	0.67	3.54	4.50
3 - Nyton Road	4.82	0.00	2.35	12.50	15.25

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.03	0.00	0.11	2.50	3.32
2 - Barnham Road	0.98	0.00	0.00	2.58	3.44
3 - Nyton Road	1.52	0.00	0.54	3.43	5.08

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.99	0.00	0.00	2.58	3.70
2 - Barnham Road	0.74	0.00	0.00	1.75	2.70
3 - Nyton Road	1.79	0.00	0.65	4.44	5.58

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	159.04	237.85	0.669	159.14	156.15	0.0	2.3	11.630	B
	Exit	1	1		203.52			203.52	199.85	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	148.58	257.49	0.577	147.62	146.64	0.0	1.5	7.997	A
	Exit	1	1		92.66			92.66	93.58	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	179.84	254.67	0.706	179.48	176.16	0.0	2.4	11.080	B
			2	3, 2	81.89	254.67	0.322	81.71	82.58	0.0	0.5	5.414	A
		2	1	(3, 1, 2)	261.49			261.72	261.62	0.0	0.3	0.655	A
	Exit	1	1		271.75			271.75	268.11	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	119.08	240.55	0.495	118.76	122.37	2.3	1.1	8.096	A
	Exit	1	1		237.56			237.56	232.54	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	158.88	281.35	0.565	158.79	159.38	1.5	1.6	8.105	A
	Exit	1	1		84.18			84.18	84.75	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	204.53	251.64	0.813	205.75	201.12	2.4	3.3	14.938	B
			2	3, 2	76.47	251.64	0.304	76.41	76.46	0.5	0.4	5.216	A
		2	1	(3, 1, 2)	279.11			280.99	278.36	0.3	1.1	3.447	A
	Exit	1	1		237.98			237.98	242.04	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	119.98	238.53	0.503	120.21	122.04	1.1	1.0	7.820	A
	Exit	1	1		161.66			161.66	163.09	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	145.16	280.33	0.518	145.08	144.31	1.6	1.0	6.841	A
	Exit	1	1		87.96			87.96	88.30	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	140.05	255.44	0.548	139.62	140.46	3.3	1.1	8.367	A
			2	3, 2	80.29	255.44	0.314	80.36	80.97	0.4	0.4	5.327	A
		2	1	(3, 1, 2)	220.30			220.30	219.28	1.1	0.0	0.326	A
	Exit	1	1		235.59			235.59	236.38	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	116.75	236.45	0.494	116.63	115.75	1.0	1.0	7.379	A
	Exit	1	1		161.86			161.86	164.46	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	117.72	281.30	0.419	117.72	116.68	1.0	0.7	5.412	A
	Exit	1	1		90.00			90.00	89.92	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	145.59	257.77	0.565	145.73	148.72	1.1	1.3	8.271	A
			2	3, 2	84.67	257.77	0.328	84.47	84.71	0.4	0.5	5.292	A
		2	1	(3, 1, 2)	230.16			230.23	233.69	0.0	0.0	0.100	A
	Exit	1	1		212.68			212.68	211.47	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	2.30	0.00	0.94	5.60	7.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.48	0.00	0.37	3.63	5.17
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	2.38	0.00	1.06	5.78	8.00
			2	0.51	0.00	0.00	1.00	1.85
		2	1	0.31	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.06	0.00	0.19	2.50	3.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.59	0.00	0.67	3.54	4.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	3.28	0.00	1.90	7.45	7.74
			2	0.39	0.00	0.00	0.88	1.50
		2	1	1.15	0.00	0.00	4.33	7.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.03	0.00	0.11	2.50	3.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.98	0.00	0.00	2.58	3.44
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.08	0.00	0.02	2.79	3.79
			2	0.44	0.00	0.00	0.97	1.83
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.99	0.00	0.00	2.58	3.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.74	0.00	0.00	1.75	2.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.28	0.00	0.13	3.25	4.50
			2	0.52	0.00	0.00	1.40	1.90
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2031 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
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Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	12.74	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 period length (min)	Time segment length (min)	Run automatically
D6	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	14.00	126.00
	2 - Barnham Road	31.00	0.00	91.00
	3 - Nyton Road	117.00	131.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	22.00	160.00
	2 - Barnham Road	17.00	0.00	73.00
	3 - Nyton Road	113.00	111.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	26.00	158.00
	2 - Barnham Road	19.00	0.00	91.00
	3 - Nyton Road	100.00	96.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	23.00	126.00
	2 - Barnham Road	23.00	0.00	54.00
	3 - Nyton Road	98.00	94.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	0	1

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	1	0	1

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	23.52	4.6	15.5	C	165.70	662.79
2 - Barnham Road	6.59	0.9	2.6	A	98.73	394.90
3 - Nyton Road	7.27	2.2	7.0	A	215.37	861.46

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	142.18	142.18	132.76	141.38	137.81	146.30	0.0	1.9	11.384	B
2 - Barnham Road	118.64	118.64	127.01	117.96	118.89	147.14	0.0	0.9	6.020	A
3 - Nyton Road	249.26	249.26	29.82	249.24	247.49	215.14	0.0	2.2	7.269	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	183.65	183.65	112.26	182.40	179.20	128.72	1.9	4.4	20.895	C
2 - Barnham Road	90.44	90.44	160.94	90.12	90.11	133.72	0.9	0.6	5.551	A
3 - Nyton Road	224.34	224.34	16.92	224.06	226.34	234.16	2.2	1.7	6.315	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	186.32	186.32	94.02	186.92	183.37	121.96	4.4	4.6	23.519	C
2 - Barnham Road	110.02	110.02	160.19	110.30	108.17	120.72	0.6	0.8	6.591	A
3 - Nyton Road	194.96	194.96	19.64	196.34	197.70	250.88	1.7	1.1	5.786	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	150.64	150.64	94.36	150.66	151.65	120.64	4.6	1.9	13.145	B
2 - Barnham Road	75.80	75.80	127.14	76.04	77.73	117.88	0.8	0.4	4.877	A
3 - Nyton Road	192.90	192.90	22.40	192.58	191.07	180.78	1.1	1.3	5.671	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.94	0.00	0.81	3.90	6.25
2 - Barnham Road	0.91	0.00	0.05	1.89	2.56
3 - Nyton Road	2.17	0.00	0.83	4.67	7.00

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	4.38	0.00	2.00	8.67	15.50
2 - Barnham Road	0.57	0.00	0.00	1.44	1.86
3 - Nyton Road	1.73	0.00	0.82	3.73	4.90

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	4.63	0.00	2.09	11.00	14.50
2 - Barnham Road	0.81	0.00	0.00	1.75	2.30
3 - Nyton Road	1.07	0.00	0.26	2.22	3.25

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.95	0.00	0.58	5.22	6.25
2 - Barnham Road	0.40	0.00	0.00	0.87	1.31
3 - Nyton Road	1.27	0.00	0.50	2.80	3.45

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	142.18	211.84	0.671	141.38	137.81	0.0	1.9	11.384	B
	Exit	1	1		146.30			146.30	147.02	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	118.64	271.08	0.438	117.96	118.89	0.0	0.9	6.020	A
	Exit	1	1		147.14			147.14	143.98	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	116.64	252.42	0.462	116.48	116.93	0.0	0.9	6.687	A
			2	3, 2	132.54	252.42	0.525	132.76	130.57	0.0	1.2	7.551	A
		2	1	(3, 1, 2)	249.26			249.18	249.59	0.0	0.1	0.121	A
	Exit	1	1		215.14			215.14	213.19	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	183.65	222.28	0.826	182.40	179.20	1.9	4.4	20.895	C
	Exit	1	1		128.72			128.72	130.17	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	90.44	249.30	0.363	90.12	90.11	0.9	0.6	5.551	A
	Exit	1	1		133.72			133.72	134.20	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	112.06	257.46	0.435	111.80	113.34	0.9	0.9	6.459	A
			2	3, 2	112.28	257.46	0.436	112.26	113.00	1.2	0.8	6.133	A
		2	1	(3, 1, 2)	224.34			224.29	225.97	0.1	0.0	0.022	A
	Exit	1	1		234.16			234.16	231.27	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	186.32	231.58	0.805	186.92	183.37	4.4	4.6	23.519	C
	Exit	1	1		121.96			121.96	120.79	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	110.02	249.76	0.441	110.30	108.17	0.6	0.8	6.591	A
	Exit	1	1		120.72			120.72	121.87	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	101.72	256.40	0.397	102.32	101.63	0.9	0.6	5.828	A
			2	3, 2	93.26	256.40	0.364	94.02	96.07	0.8	0.5	5.731	A
		2	1	(3, 1, 2)	194.96			194.98	197.05	0.0	0.0	0.006	A
	Exit	1	1		250.88			250.88	246.58	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	150.64	231.40	0.651	150.66	151.65	4.6	1.9	13.145	B
	Exit	1	1		120.64			120.64	120.56	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	75.80	270.99	0.280	76.04	77.73	0.8	0.4	4.877	A
	Exit	1	1		117.88			117.88	117.01	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	97.80	255.32	0.383	98.24	97.89	0.6	0.5	5.772	A
			2	3, 2	95.10	255.32	0.372	94.36	93.18	0.5	0.7	5.554	A
		2	1	(3, 1, 2)	192.90			192.90	191.27	0.0	0.0	0.006	A
	Exit	1	1		180.78			180.78	182.88	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.94	0.00	0.81	3.90	6.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.91	0.00	0.05	1.89	2.56
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.86	0.00	0.00	1.88	3.17
			2	1.23	0.00	0.06	3.29	4.63
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	4.38	0.00	2.00	8.67	15.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.57	0.00	0.00	1.44	1.86
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.90	0.00	0.00	2.25	3.50
			2	0.83	0.00	0.00	1.95	2.81
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	4.63	0.00	2.09	11.00	14.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.81	0.00	0.00	1.75	2.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.57	0.00	0.00	1.46	2.10
			2	0.50	0.00	0.00	1.15	1.73
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.95	0.00	0.58	5.22	6.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.40	0.00	0.00	0.87	1.31
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.53	0.00	0.00	1.00	1.94
			2	0.75	0.00	0.00	1.83	2.75
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2031 DS No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	10.94	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 period length (min)	Time segment length (min)	Run automatically
D7	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	10.00	147.00
	2 - Barnham Road	21.00	0.00	153.00
	3 - Nyton Road	166.00	100.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	7.00	115.00
	2 - Barnham Road	29.00	0.00	158.00
	3 - Nyton Road	189.00	92.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	7.00	114.00
	2 - Barnham Road	20.00	0.00	150.00
	3 - Nyton Road	127.00	97.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	5.00	110.00
	2 - Barnham Road	14.00	0.00	123.00
	3 - Nyton Road	138.00	105.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	1

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	1

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	1	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	11.62	2.0	6.6	B	128.65	514.60
2 - Barnham Road	10.58	1.9	5.8	B	166.35	665.41
3 - Nyton Road	10.82	3.4	10.2	B	248.89	995.55

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	153.08	153.08	97.11	153.06	153.13	185.29	0.0	2.0	11.618	B
2 - Barnham Road	171.59	171.59	142.58	173.38	171.43	107.61	0.0	1.9	10.321	B
3 - Nyton Road	263.33	263.33	20.57	261.79	260.01	295.43	0.0	2.8	8.156	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	123.47	123.47	88.62	123.32	124.82	212.92	2.0	1.1	8.770	A
2 - Barnham Road	186.36	186.36	115.89	187.45	186.17	96.04	1.9	1.7	10.580	B
3 - Nyton Road	273.32	273.32	30.64	270.91	274.04	272.72	2.8	3.4	10.825	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	122.61	122.61	91.74	124.50	122.18	146.25	1.1	0.7	8.426	A
2 - Barnham Road	165.43	165.43	117.29	166.58	168.63	98.96	1.7	1.1	7.677	A
3 - Nyton Road	219.02	219.02	20.45	217.54	220.57	263.41	3.4	1.9	6.188	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	115.44	115.44	104.61	115.11	115.05	149.13	0.7	1.0	7.860	A
2 - Barnham Road	142.03	142.03	110.49	141.28	138.05	109.22	1.1	1.1	6.445	A
3 - Nyton Road	239.89	239.89	13.22	240.52	243.71	238.54	1.9	1.4	7.012	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.96	0.00	0.67	4.70	6.60
2 - Barnham Road	1.88	0.00	0.79	4.80	5.80
3 - Nyton Road	2.82	0.00	0.96	7.20	9.40

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.13	0.00	0.06	2.57	4.20
2 - Barnham Road	1.70	0.00	0.31	4.28	5.20
3 - Nyton Road	3.43	0.00	1.65	7.70	10.20

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.74	0.00	0.00	2.10	3.07
2 - Barnham Road	1.08	0.00	0.13	2.49	2.91
3 - Nyton Road	1.88	0.00	0.82	4.28	5.10

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.96	0.00	0.17	1.81	2.60
2 - Barnham Road	1.07	0.00	0.00	3.10	4.07
3 - Nyton Road	1.39	0.00	0.47	3.07	3.70

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	153.08	230.00	0.666	153.06	153.13	0.0	2.0	11.618	B
	Exit	1	1		185.29			185.29	183.03	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	171.59	261.08	0.657	173.38	171.43	0.0	1.9	10.321	B
	Exit	1	1		107.61			107.61	107.68	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	165.99	256.02	0.648	164.68	162.24	0.0	2.1	9.245	A
			2	3, 2	96.55	256.02	0.377	97.11	97.78	0.0	0.5	5.816	A
		2	1	(3, 1, 2)	263.33			262.54	262.57	0.0	0.3	0.181	A
	Exit	1	1		295.43			295.43	293.87	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	123.47	234.33	0.527	123.32	124.82	2.0	1.1	8.770	A
	Exit	1	1		212.92			212.92	214.67	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	186.36	278.21	0.670	187.45	186.17	1.9	1.7	10.580	B
	Exit	1	1		96.04			96.04	95.61	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	182.83	252.10	0.725	182.29	185.92	2.1	2.4	11.839	B
			2	3, 2	89.17	252.10	0.354	88.62	88.12	0.5	0.6	5.619	A
		2	1	(3, 1, 2)	273.32			271.97	274.46	0.3	0.5	0.983	A
	Exit	1	1		272.72			272.72	274.75	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	122.61	232.74	0.527	124.50	122.18	1.1	0.7	8.426	A
	Exit	1	1		146.25			146.25	146.46	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	165.43	277.33	0.597	166.58	168.63	1.7	1.1	7.677	A
	Exit	1	1		98.96			98.96	101.99	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	126.99	256.08	0.496	125.80	125.99	2.4	1.2	6.670	A
			2	3, 2	92.01	256.08	0.359	91.74	94.58	0.6	0.7	5.527	A
		2	1	(3, 1, 2)	219.02			219.02	219.47	0.5	0.0	0.039	A
	Exit	1	1		263.41			263.41	262.93	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	115.44	226.18	0.510	115.11	115.05	0.7	1.0	7.860	A
	Exit	1	1		149.13			149.13	152.63	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	142.03	281.68	0.504	141.28	138.05	1.1	1.1	6.445	A
	Exit	1	1		109.22			109.22	109.38	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	135.12	258.90	0.522	135.87	139.05	1.2	0.8	7.787	A
			2	3, 2	104.70	258.90	0.404	104.61	104.66	0.7	0.6	5.891	A
		2	1	(3, 1, 2)	239.89			239.89	243.22	0.0	0.0	0.041	A
	Exit	1	1		238.54			238.54	234.80	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.96	0.00	0.67	4.70	6.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.88	0.00	0.79	4.80	5.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	2.05	0.00	0.65	6.47	8.00
			2	0.50	0.00	0.00	1.07	1.70
		2	1	0.26	0.00	0.00	0.00	0.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.13	0.00	0.06	2.57	4.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.70	0.00	0.31	4.28	5.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	2.36	0.00	1.19	6.13	8.00
			2	0.62	0.00	0.00	1.23	1.87
		2	1	0.46	0.00	0.00	0.00	0.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.74	0.00	0.00	2.10	3.07
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.08	0.00	0.13	2.49	2.91
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.22	0.00	0.20	3.20	3.74
			2	0.66	0.00	0.00	1.43	1.90
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.96	0.00	0.17	1.81	2.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.07	0.00	0.00	3.10	4.07
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.82	0.00	0.00	2.40	4.00
			2	0.58	0.00	0.00	1.80	3.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	13.15	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 period length (min)	Time segment length (min)	Run automatically
D8	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	13.00	124.00
	2 - Barnham Road	30.00	0.00	105.00
	3 - Nyton Road	116.00	159.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	20.00	157.00
	2 - Barnham Road	17.00	0.00	85.00
	3 - Nyton Road	112.00	135.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	24.00	155.00
	2 - Barnham Road	19.00	0.00	105.00
	3 - Nyton Road	99.00	117.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	21.00	123.00
	2 - Barnham Road	23.00	0.00	62.00
	3 - Nyton Road	97.00	115.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	0
	3 - Nyton Road	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	0	1

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	1	0	1

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	24.69	5.6	17.4	C	159.30	637.19
2 - Barnham Road	6.78	1.1	4.2	A	112.19	448.77
3 - Nyton Road	8.40	2.5	6.6	A	236.60	946.41

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	137.32	137.32	160.43	137.66	134.47	147.03	0.0	2.3	14.208	B
2 - Barnham Road	136.91	136.91	124.26	136.77	135.03	173.83	0.0	1.1	6.606	A
3 - Nyton Road	274.34	274.34	32.15	275.29	272.12	228.86	0.0	2.5	8.398	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	177.11	177.11	133.91	176.77	172.86	127.96	2.3	5.6	24.690	C
2 - Barnham Road	103.09	103.09	158.16	102.71	102.22	152.51	1.1	0.8	5.873	A
3 - Nyton Road	244.81	244.81	16.51	245.34	245.90	244.37	2.5	1.8	6.780	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	178.86	178.86	115.03	179.80	179.51	117.34	5.6	4.3	23.358	C
2 - Barnham Road	124.91	124.91	156.14	124.03	123.29	138.69	0.8	1.0	6.784	A
3 - Nyton Road	213.77	213.77	18.77	213.60	214.59	261.40	1.8	1.3	5.909	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	143.90	143.90	116.71	141.78	145.92	120.31	4.3	2.3	13.529	B
2 - Barnham Road	83.86	83.86	119.23	83.37	84.74	139.26	1.0	0.5	5.026	A
3 - Nyton Road	213.49	213.49	22.37	214.66	211.84	180.23	1.3	1.2	5.940	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	2.30	0.00	1.03	4.92	7.75
2 - Barnham Road	1.13	0.00	0.00	3.25	4.19
3 - Nyton Road	2.48	0.00	1.17	4.94	6.58

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	5.65	0.00	3.22	14.17	17.38
2 - Barnham Road	0.83	0.00	0.00	2.42	3.44
3 - Nyton Road	1.83	0.00	1.10	3.56	4.35

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	4.32	0.00	1.75	11.25	15.25
2 - Barnham Road	1.05	0.00	0.16	2.50	3.46
3 - Nyton Road	1.26	0.00	0.40	2.85	3.54

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	2.32	0.00	1.19	5.25	8.00
2 - Barnham Road	0.53	0.00	0.00	1.35	1.75
3 - Nyton Road	1.23	0.00	0.47	2.50	3.25

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	137.32	197.74	0.694	137.66	134.47	0.0	2.3	14.208	B
	Exit	1	1		147.03			147.03	144.90	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	136.91	272.84	0.502	136.77	135.03	0.0	1.1	6.606	A
	Exit	1	1		173.83			173.83	170.85	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	114.11	251.50	0.454	114.86	114.08	0.0	0.8	6.401	A
			2	3, 2	160.03	251.50	0.636	160.43	158.05	0.0	1.6	9.411	A
		2	1	(3, 1, 2)	274.34			274.14	274.51	0.0	0.1	0.230	A
	Exit	1	1		228.86			228.86	225.88	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	177.11	211.25	0.838	176.77	172.86	2.3	5.6	24.690	C
	Exit	1	1		127.96			127.96	128.18	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	103.09	251.07	0.411	102.71	102.22	1.1	0.8	5.873	A
	Exit	1	1		152.51			152.51	154.14	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	111.11	257.62	0.431	111.40	111.36	0.8	0.9	6.181	A
			2	3, 2	133.63	257.62	0.519	133.91	134.54	1.6	1.0	7.161	A
		2	1	(3, 1, 2)	244.81			244.81	245.34	0.1	0.0	0.073	A
	Exit	1	1		244.37			244.37	238.66	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	178.86	220.87	0.810	179.80	179.51	5.6	4.3	23.358	C
	Exit	1	1		117.34			117.34	116.75	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	124.91	252.38	0.495	124.03	123.29	0.8	1.0	6.784	A
	Exit	1	1		138.69			138.69	140.74	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	98.14	256.74	0.382	98.58	97.61	0.9	0.4	5.447	A
			2	3, 2	115.63	256.74	0.450	115.03	116.98	1.0	0.9	6.240	A
		2	1	(3, 1, 2)	213.77			213.77	214.02	0.0	0.0	0.027	A
	Exit	1	1		261.40			261.40	259.90	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	143.90	220.01	0.654	141.78	145.92	4.3	2.3	13.529	B
	Exit	1	1		120.31			120.31	119.61	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	83.86	276.07	0.304	83.37	84.74	1.0	0.5	5.026	A
	Exit	1	1		139.26			139.26	137.66	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	97.55	255.33	0.382	97.94	96.52	0.4	0.5	5.630	A
			2	3, 2	115.94	255.33	0.454	116.71	115.31	0.9	0.7	6.194	A
		2	1	(3, 1, 2)	213.49			213.49	211.81	0.0	0.0	0.002	A
	Exit	1	1		180.23			180.23	185.24	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	2.30	0.00	1.03	4.92	7.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.13	0.00	0.00	3.25	4.19
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.79	0.00	0.00	2.08	2.92
			2	1.60	0.00	0.58	3.70	4.92
		2	1	0.09	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	5.65	0.00	3.22	14.17	17.38
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.83	0.00	0.00	2.42	3.44
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.86	0.00	0.00	2.07	2.82
			2	0.97	0.00	0.02	2.21	2.92
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	4.32	0.00	1.75	11.25	15.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.05	0.00	0.16	2.50	3.46
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.39	0.00	0.00	0.88	1.55
			2	0.87	0.00	0.00	2.07	2.82
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	2.32	0.00	1.19	5.25	8.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.53	0.00	0.00	1.35	1.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.51	0.00	0.00	1.46	1.90
			2	0.71	0.00	0.00	1.79	2.75
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	11.15	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 period length (min)	Time segment length (min)	Run automatically
D9	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	10.00	147.00
	2 - Barnham Road	21.00	0.00	143.00
	3 - Nyton Road	173.00	42.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	7.00	115.00
	2 - Barnham Road	29.00	0.00	148.00
	3 - Nyton Road	196.00	38.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	7.00	114.00
	2 - Barnham Road	20.00	0.00	140.00
	3 - Nyton Road	132.00	40.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	5.00	110.00
	2 - Barnham Road	14.00	0.00	115.00
	3 - Nyton Road	144.00	44.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	1	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	1	1	1

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	1	2	1

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	0	0	0
	3 - Nyton Road	1	2	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	8.58	1.4	4.8	A	128.41	513.63
2 - Barnham Road	9.87	2.2	7.6	A	156.48	625.93
3 - Nyton Road	13.78	3.8	9.6	B	201.53	806.11

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	155.12	155.12	40.50	155.70	153.48	192.06	0.0	1.4	8.579	A
2 - Barnham Road	166.73	166.73	146.53	165.50	163.97	49.60	0.0	2.2	9.867	A
3 - Nyton Road	211.46	211.46	20.97	211.57	212.11	291.06	0.0	2.3	9.796	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	123.85	123.85	37.21	122.59	121.60	225.39	1.4	1.2	6.716	A
2 - Barnham Road	174.66	174.66	116.12	175.73	177.38	43.65	2.2	1.7	9.534	A
3 - Nyton Road	236.75	236.75	27.00	235.51	233.67	264.85	2.3	3.8	13.784	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	120.61	120.61	39.01	119.89	119.98	153.06	1.2	1.1	6.809	A
2 - Barnham Road	157.93	157.93	112.93	158.45	158.54	46.02	1.7	1.4	7.699	A
3 - Nyton Road	171.30	171.30	20.42	171.69	173.04	250.95	3.8	1.1	6.822	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	114.06	114.06	44.09	113.29	113.12	154.68	1.1	1.0	6.186	A
2 - Barnham Road	126.61	126.61	108.58	126.61	130.03	48.83	1.4	0.8	5.947	A
3 - Nyton Road	186.61	186.61	12.19	186.59	186.46	222.99	1.1	1.5	6.738	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.39	0.00	0.45	2.93	4.51
2 - Barnham Road	2.20	0.00	0.94	4.42	7.55
3 - Nyton Road	2.34	0.00	1.28	5.03	6.55

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.17	0.00	0.00	2.70	4.78
2 - Barnham Road	1.72	0.00	0.55	4.37	6.28
3 - Nyton Road	3.78	0.00	2.13	7.82	9.55

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.10	0.00	0.00	2.59	3.64
2 - Barnham Road	1.39	0.00	0.30	3.57	4.52
3 - Nyton Road	1.12	0.00	0.02	3.01	3.79

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.97	0.00	0.02	1.94	3.18
2 - Barnham Road	0.79	0.00	0.00	1.79	2.51
3 - Nyton Road	1.52	0.00	0.50	3.61	4.39

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	155.12	258.85	0.599	155.70	153.48	0.0	1.4	8.579	A
	Exit	1	1		192.06			192.06	191.94	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	166.73	258.55	0.645	165.50	163.97	0.0	2.2	9.867	A
	Exit	1	1		49.60			49.60	50.85	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	171.03	255.88	0.668	171.08	170.72	0.0	2.1	10.379	B
			2	3, 2	40.39	255.88	0.158	40.50	41.39	0.0	0.1	4.279	A
		2	1	(3, 1, 2)	211.46			211.43	214.35	0.0	0.1	0.582	A
	Exit	1	1		291.06			291.06	286.77	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	123.85	260.53	0.475	122.59	121.60	1.4	1.2	6.716	A
	Exit	1	1		225.39			225.39	224.63	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	174.66	278.07	0.628	175.73	177.38	2.2	1.7	9.534	A
	Exit	1	1		43.65			43.65	44.61	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	199.15	253.52	0.786	198.36	196.06	2.1	3.1	13.569	B
			2	3, 2	37.24	253.52	0.147	37.21	37.61	0.1	0.2	4.307	A
		2	1	(3, 1, 2)	236.75			236.37	234.72	0.1	0.5	1.675	A
	Exit	1	1		264.85			264.85	263.39	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	120.61	259.58	0.465	119.89	119.98	1.2	1.1	6.809	A
	Exit	1	1		153.06			153.06	153.63	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	157.93	280.12	0.564	158.45	158.54	1.7	1.4	7.699	A
	Exit	1	1		46.02			46.02	46.44	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	132.03	256.09	0.516	132.63	133.39	3.1	0.9	7.431	A
			2	3, 2	39.17	256.09	0.153	39.01	39.65	0.2	0.2	4.206	A
		2	1	(3, 1, 2)	171.30			171.19	170.83	0.5	0.0	0.187	A
	Exit	1	1		250.95			250.95	251.49	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	114.06	257.01	0.444	113.29	113.12	1.1	1.0	6.186	A
	Exit	1	1		154.68			154.68	157.70	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	126.61	282.91	0.448	126.61	130.03	1.4	0.8	5.947	A
	Exit	1	1		48.83			48.83	47.37	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	142.62	259.31	0.550	142.49	144.05	0.9	1.3	7.450	A
			2	3, 2	43.93	259.31	0.169	44.09	42.41	0.2	0.2	4.159	A
		2	1	(3, 1, 2)	186.61			186.55	186.87	0.0	0.0	0.037	A
	Exit	1	1		222.99			222.99	224.54	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.39	0.00	0.45	2.93	4.51
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	2.20	0.00	0.94	4.42	7.55
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	2.11	0.00	1.15	4.85	8.00
			2	0.13	0.00	0.00	0.11	0.66
		2	1	0.10	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.17	0.00	0.00	2.70	4.78
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.72	0.00	0.55	4.37	6.28
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	3.10	0.00	2.04	8.00	8.00
			2	0.19	0.00	0.00	0.48	0.77
		2	1	0.49	0.00	0.00	0.00	0.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.10	0.00	0.00	2.59	3.64
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.39	0.00	0.30	3.57	4.52
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.94	0.00	0.00	2.28	3.64
			2	0.16	0.00	0.00	0.23	0.84
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.97	0.00	0.02	1.94	3.18
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.79	0.00	0.00	1.79	2.51
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.33	0.00	0.30	3.34	3.78
			2	0.17	0.00	0.00	0.37	0.87
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	10.17	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 period length (min)	Time segment length (min)	Run automatically
D10	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	12.00	126.00
	2 - Barnham Road	32.00	0.00	78.00
	3 - Nyton Road	117.00	98.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	18.00	159.00
	2 - Barnham Road	18.00	0.00	63.00
	3 - Nyton Road	113.00	83.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	21.00	157.00
	2 - Barnham Road	20.00	0.00	78.00
	3 - Nyton Road	100.00	72.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	19.00	125.00
	2 - Barnham Road	24.00	0.00	46.00
	3 - Nyton Road	98.00	71.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	0
	3 - Nyton Road	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	0	1

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	0	0	1

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	16.98	3.0	12.9	C	156.18	624.71
2 - Barnham Road	5.85	0.5	2.4	A	89.71	358.83
3 - Nyton Road	6.56	1.6	4.0	A	187.18	748.71

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	137.38	137.38	94.43	136.86	134.67	152.38	0.0	1.7	9.663	A
2 - Barnham Road	110.86	110.86	124.90	110.86	109.62	106.43	0.0	0.5	5.441	A
3 - Nyton Road	215.52	215.52	32.14	214.67	213.62	203.62	0.0	1.6	6.562	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	171.00	171.00	83.24	172.29	173.60	131.05	1.7	3.0	16.983	C
2 - Barnham Road	80.67	80.67	154.29	81.52	82.08	101.24	0.5	0.4	5.153	A
3 - Nyton Road	194.90	194.90	19.19	195.05	193.65	216.62	1.6	1.2	5.770	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	175.48	175.48	70.00	177.14	177.44	119.38	3.0	2.2	13.749	B
2 - Barnham Road	97.74	97.74	155.33	97.29	96.38	91.81	0.4	0.5	5.852	A
3 - Nyton Road	168.81	168.81	20.57	168.81	172.81	232.05	1.2	1.1	5.410	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	140.86	140.86	73.19	139.14	141.67	118.86	2.2	1.9	9.283	A
2 - Barnham Road	69.57	69.57	120.19	69.62	72.05	92.14	0.5	0.3	4.627	A
3 - Nyton Road	169.48	169.48	23.38	168.67	169.40	166.43	1.1	1.2	5.142	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.67	0.00	0.63	3.85	5.43
2 - Barnham Road	0.54	0.00	0.00	1.23	2.43
3 - Nyton Road	1.59	0.00	0.76	2.90	3.85

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	3.02	0.00	1.06	6.35	12.85
2 - Barnham Road	0.37	0.00	0.00	0.79	0.93
3 - Nyton Road	1.18	0.00	0.43	2.54	3.28

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	2.16	0.00	0.68	5.68	7.93
2 - Barnham Road	0.54	0.00	0.00	1.18	1.85
3 - Nyton Road	1.11	0.00	0.32	2.53	4.00

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.90	0.00	0.62	4.85	6.43
2 - Barnham Road	0.30	0.00	0.00	0.71	0.92
3 - Nyton Road	1.16	0.00	0.40	2.23	3.43

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	137.38	231.37	0.594	136.86	134.67	0.0	1.7	9.663	A
	Exit	1	1		152.38			152.38	149.43	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	110.86	272.43	0.407	110.86	109.62	0.0	0.5	5.441	A
	Exit	1	1		106.43			106.43	108.11	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	121.05	251.51	0.481	120.24	117.48	0.0	1.0	7.072	A
			2	3, 2	94.48	251.51	0.376	94.43	96.14	0.0	0.6	5.931	A
		2	1	(3, 1, 2)	215.52			215.52	215.21	0.0	0.0	0.006	A
	Exit	1	1		203.62			203.62	200.37	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	171.00	237.07	0.721	172.29	173.60	1.7	3.0	16.983	C
	Exit	1	1		131.05			131.05	130.78	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	80.67	253.57	0.318	81.52	82.08	0.5	0.4	5.153	A
	Exit	1	1		101.24			101.24	99.83	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	111.76	256.57	0.436	111.81	111.78	1.0	0.8	6.241	A
			2	3, 2	83.14	256.57	0.324	83.24	81.87	0.6	0.4	5.106	A
		2	1	(3, 1, 2)	194.90			194.90	193.24	0.0	0.0	0.011	A
	Exit	1	1		216.62			216.62	218.73	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	175.48	243.81	0.720	177.14	177.44	3.0	2.2	13.749	B
	Exit	1	1		119.38			119.38	121.65	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	97.74	252.90	0.386	97.29	96.38	0.4	0.5	5.852	A
	Exit	1	1		91.81			91.81	91.81	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	98.48	256.03	0.385	98.81	101.86	0.8	0.7	5.790	A
			2	3, 2	70.33	256.03	0.275	70.00	70.95	0.4	0.5	4.872	A
		2	1	(3, 1, 2)	168.81			168.81	172.75	0.0	0.0	0.000	A
	Exit	1	1		232.05			232.05	233.17	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	140.86	242.19	0.582	139.14	141.67	2.2	1.9	9.283	A
	Exit	1	1		118.86			118.86	122.22	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	69.57	275.46	0.253	69.62	72.05	0.5	0.3	4.627	A
	Exit	1	1		92.14			92.14	90.10	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	96.14	254.93	0.377	95.48	98.06	0.7	0.9	5.475	A
			2	3, 2	73.33	254.93	0.288	73.19	71.33	0.5	0.3	4.683	A
		2	1	(3, 1, 2)	169.48			169.48	169.44	0.0	0.0	0.000	A
	Exit	1	1		166.43			166.43	170.79	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.67	0.00	0.63	3.85	5.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.54	0.00	0.00	1.23	2.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.98	0.00	0.20	2.14	2.77
			2	0.60	0.00	0.00	0.90	1.85
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	3.02	0.00	1.06	6.35	12.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.37	0.00	0.00	0.79	0.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.79	0.00	-0.03	1.78	4.00
			2	0.38	0.00	0.00	0.90	1.46
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	2.16	0.00	0.68	5.68	7.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.54	0.00	0.00	1.18	1.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.65	0.00	0.00	1.78	2.46
			2	0.46	0.00	0.00	0.89	1.28
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.90	0.00	0.62	4.85	6.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.30	0.00	0.00	0.71	0.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.86	0.00	0.03	1.81	2.93
			2	0.30	0.00	0.00	0.79	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	15.34	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	12.00	170.00
	2 - Barnham Road	25.00	0.00	125.00
	3 - Nyton Road	185.00	83.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	9.00	134.00
	2 - Barnham Road	33.00	0.00	129.00
	3 - Nyton Road	210.00	76.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	9.00	132.00
	2 - Barnham Road	24.00	0.00	122.00
	3 - Nyton Road	141.00	80.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	6.00	128.00
	2 - Barnham Road	16.00	0.00	100.00
	3 - Nyton Road	154.00	86.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	1

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	1	1

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	1	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	15.74	3.5	10.1	C	147.67	590.66
2 - Barnham Road	9.56	1.5	5.1	A	142.55	570.20
3 - Nyton Road	18.37	5.4	16.4	C	252.16	1008.63

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	177.65	177.65	81.67	177.04	176.76	207.04	0.0	3.5	15.738	C
2 - Barnham Road	150.93	150.93	165.16	152.13	148.51	93.55	0.0	1.5	9.557	A
3 - Nyton Road	264.30	264.30	26.04	262.68	262.98	291.29	0.0	3.5	10.431	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	140.70	140.70	78.44	141.97	144.37	240.93	3.5	1.4	9.850	A
2 - Barnham Road	159.38	159.38	132.87	159.76	161.24	87.53	1.5	1.5	8.690	A
3 - Nyton Road	286.14	286.14	32.07	287.29	283.72	260.57	3.5	5.4	18.366	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	139.38	139.38	79.68	139.40	140.61	163.40	1.4	1.5	9.478	A
2 - Barnham Road	144.10	144.10	131.09	145.50	146.05	87.99	1.5	1.1	7.519	A
3 - Nyton Road	219.16	219.16	23.80	219.24	223.30	252.79	5.4	1.8	7.552	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	132.93	132.93	85.88	133.64	132.49	167.63	1.5	1.1	8.706	A
2 - Barnham Road	115.80	115.80	127.28	115.76	115.24	92.21	1.1	0.7	5.870	A
3 - Nyton Road	239.03	239.03	15.99	237.51	238.38	227.05	1.8	2.3	7.710	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	3.53	0.00	1.91	8.47	10.13
2 - Barnham Road	1.53	0.00	0.48	3.48	5.13
3 - Nyton Road	3.49	0.00	1.70	7.56	10.40

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.37	0.00	0.24	3.47	5.47
2 - Barnham Road	1.52	0.00	0.39	3.48	5.10
3 - Nyton Road	5.39	0.00	3.36	12.45	16.40

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.46	0.00	0.32	3.30	4.68
2 - Barnham Road	1.09	0.00	0.03	2.57	3.48
3 - Nyton Road	1.79	0.00	0.83	3.91	5.35

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	1.08	0.00	0.06	2.52	3.07
2 - Barnham Road	0.70	0.00	0.00	2.18	2.94
3 - Nyton Road	2.35	0.00	1.44	4.87	5.58

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	177.65	237.87	0.747	177.04	176.76	0.0	3.5	15.738	C
	Exit	1	1		207.04			207.04	206.61	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	150.93	246.59	0.612	152.13	148.51	0.0	1.5	9.557	A
	Exit	1	1		93.55			93.55	93.32	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	182.05	253.90	0.717	181.01	181.29	0.0	2.6	11.468	B
			2	3, 2	81.51	253.90	0.321	81.67	81.69	0.0	0.4	5.466	A
		2	1	(3, 1, 2)	264.30			263.59	265.97	0.0	0.5	0.799	A
	Exit	1	1		291.29			291.29	288.32	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	140.70	239.52	0.587	141.97	144.37	3.5	1.4	9.850	A
	Exit	1	1		240.93			240.93	241.05	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	159.38	267.32	0.596	159.76	161.24	1.5	1.5	8.690	A
	Exit	1	1		87.53			87.53	85.10	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	208.01	251.54	0.827	208.85	207.99	2.6	3.7	16.422	C
			2	3, 2	78.39	251.54	0.312	78.44	75.72	0.4	0.4	5.379	A
		2	1	(3, 1, 2)	286.14			286.40	284.87	0.5	1.3	4.857	A
	Exit	1	1		260.57			260.57	263.18	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	139.38	238.88	0.583	139.40	140.61	1.4	1.5	9.478	A
	Exit	1	1		163.40			163.40	167.18	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	144.10	268.46	0.537	145.50	146.05	1.5	1.1	7.519	A
	Exit	1	1		87.99			87.99	88.65	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	138.97	254.77	0.545	139.61	143.34	3.7	1.2	8.588	A
			2	3, 2	80.20	254.77	0.315	79.68	79.95	0.4	0.6	5.280	A
		2	1	(3, 1, 2)	219.16			219.16	220.94	1.3	0.0	0.243	A
	Exit	1	1		252.79			252.79	254.13	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	132.93	235.72	0.564	133.64	132.49	1.5	1.1	8.706	A
	Exit	1	1		167.63			167.63	168.97	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	115.80	270.90	0.427	115.76	115.24	1.1	0.7	5.870	A
	Exit	1	1		92.21			92.21	91.92	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	153.05	257.82	0.594	151.64	152.68	1.2	1.8	8.736	A
			2	3, 2	85.93	257.82	0.333	85.88	85.70	0.6	0.5	5.423	A
		2	1	(3, 1, 2)	239.03			239.01	238.89	0.0	0.0	0.162	A
	Exit	1	1		227.05			227.05	225.22	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	3.53	0.00	1.91	8.47	10.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.53	0.00	0.48	3.48	5.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	2.56	0.00	1.26	8.00	8.00
			2	0.43	0.00	0.00	0.86	1.23
		2	1	0.49	0.00	0.00	0.00	2.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.37	0.00	0.24	3.47	5.47
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.52	0.00	0.39	3.48	5.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	3.74	0.00	2.92	8.00	8.00
			2	0.40	0.00	0.00	0.87	1.57
		2	1	1.25	0.00	0.00	4.27	8.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.46	0.00	0.32	3.30	4.68
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.09	0.00	0.03	2.57	3.48
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.19	0.00	0.13	2.80	4.70
			2	0.60	0.00	0.00	1.58	2.07
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	1.08	0.00	0.06	2.52	3.07
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.70	0.00	0.00	2.18	2.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.84	0.00	0.91	4.23	5.20
			2	0.47	0.00	0.00	1.16	1.85
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	13.50	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 period length (min)	Time segment length (min)	Run automatically
D12	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	14.00	133.00
	2 - Barnham Road	31.00	0.00	86.00
	3 - Nyton Road	139.00	129.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	22.00	169.00
	2 - Barnham Road	18.00	0.00	69.00
	3 - Nyton Road	135.00	109.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	26.00	167.00
	2 - Barnham Road	19.00	0.00	86.00
	3 - Nyton Road	119.00	94.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	23.00	133.00
	2 - Barnham Road	24.00	0.00	51.00
	3 - Nyton Road	116.00	93.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	1
	3 - Nyton Road	0	0	1

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	0	0	1

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	25.31	5.6	18.0	D	170.97	683.88
2 - Barnham Road	6.50	0.8	2.8	A	95.19	380.75
3 - Nyton Road	7.69	2.3	5.7	A	232.38	929.54

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	148.58	148.58	129.00	149.13	145.79	170.60	0.0	2.2	13.305	B
2 - Barnham Road	115.87	115.87	134.96	116.20	116.44	143.15	0.0	0.8	5.940	A
3 - Nyton Road	269.88	269.88	30.85	268.74	264.94	220.30	0.0	2.3	7.687	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	191.06	191.06	107.66	189.68	186.79	154.60	2.2	5.6	23.989	C
2 - Barnham Road	86.60	86.60	167.51	86.92	85.60	129.83	0.8	0.5	5.727	A
3 - Nyton Road	243.72	243.72	19.45	242.81	243.90	235.02	2.3	2.0	6.748	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	191.09	191.09	91.04	193.26	192.33	137.26	5.6	5.2	25.310	D
2 - Barnham Road	103.55	103.55	167.68	103.21	104.82	116.62	0.5	0.8	6.499	A
3 - Nyton Road	209.47	209.47	18.89	209.40	213.59	252.00	2.0	1.4	6.115	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	153.15	153.15	92.70	152.74	158.77	136.26	5.2	2.1	12.917	B
2 - Barnham Road	74.72	74.72	129.83	75.11	76.28	115.62	0.8	0.4	4.881	A
3 - Nyton Road	206.47	206.47	22.85	206.09	207.26	182.06	1.4	1.4	5.979	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	2.25	0.00	1.06	4.79	6.48
2 - Barnham Road	0.75	0.00	0.00	1.83	2.62
3 - Nyton Road	2.28	0.00	1.36	4.38	5.66

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	5.57	0.00	3.21	13.63	17.98
2 - Barnham Road	0.54	0.00	0.00	1.19	1.90
3 - Nyton Road	1.96	0.00	1.06	3.85	4.83

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	5.22	0.00	2.71	11.95	15.95
2 - Barnham Road	0.84	0.00	0.00	1.90	2.83
3 - Nyton Road	1.40	0.00	0.62	2.89	3.98

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	2.08	0.00	0.67	4.78	6.74
2 - Barnham Road	0.38	0.00	0.00	0.96	1.60
3 - Nyton Road	1.38	0.00	0.65	2.79	3.71

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	148.58	213.75	0.695	149.13	145.79	0.0	2.2	13.305	B
	Exit	1	1		170.60			170.60	166.93	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	115.87	265.98	0.436	116.20	116.44	0.0	0.8	5.940	A
	Exit	1	1		143.15			143.15	142.48	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	140.57	252.01	0.558	139.74	136.51	0.0	1.3	7.730	A
			2	3, 2	129.23	252.01	0.513	129.00	128.43	0.0	1.0	7.353	A
		2	1	(3, 1, 2)	269.88			269.81	267.21	0.0	0.0	0.141	A
	Exit	1	1		220.30			220.30	217.77	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	191.06	224.63	0.851	189.68	186.79	2.2	5.6	23.989	C
	Exit	1	1		154.60			154.60	153.74	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	86.60	245.08	0.353	86.92	85.60	0.8	0.5	5.727	A
	Exit	1	1		129.83			129.83	130.96	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	135.68	256.47	0.529	135.15	135.23	1.3	1.1	7.183	A
			2	3, 2	108.15	256.47	0.422	107.66	108.67	1.0	0.8	6.136	A
		2	1	(3, 1, 2)	243.72			243.83	243.60	0.0	0.0	0.032	A
	Exit	1	1		235.02			235.02	231.59	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	191.09	233.09	0.820	193.26	192.33	5.6	5.2	25.310	D
	Exit	1	1		137.26			137.26	138.33	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	103.55	244.97	0.423	103.21	104.82	0.5	0.8	6.499	A
	Exit	1	1		116.62			116.62	119.86	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	118.32	256.69	0.461	118.36	119.22	1.1	0.8	6.417	A
			2	3, 2	91.15	256.69	0.355	91.04	94.37	0.8	0.6	5.704	A
		2	1	(3, 1, 2)	209.47			209.47	213.03	0.0	0.0	0.013	A
	Exit	1	1		252.00			252.00	252.55	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	153.15	232.25	0.659	152.74	158.77	5.2	2.1	12.917	B
	Exit	1	1		136.26			136.26	139.78	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	74.72	269.27	0.278	75.11	76.28	0.8	0.4	4.881	A
	Exit	1	1		115.62			115.62	115.15	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	113.66	255.13	0.445	113.38	115.70	0.8	0.8	6.391	A
			2	3, 2	92.85	255.13	0.364	92.70	91.56	0.6	0.6	5.440	A
		2	1	(3, 1, 2)	206.47			206.51	207.23	0.0	0.0	0.008	A
	Exit	1	1		182.06			182.06	187.38	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	2.25	0.00	1.06	4.79	6.48
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.75	0.00	0.00	1.83	2.62
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.28	0.00	0.39	2.93	3.60
			2	0.98	0.00	0.00	2.18	4.49
		2	1	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	5.57	0.00	3.21	13.63	17.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.54	0.00	0.00	1.19	1.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	1.14	0.00	0.37	2.32	3.32
			2	0.82	0.00	0.00	1.88	2.98
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	5.22	0.00	2.71	11.95	15.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.84	0.00	0.00	1.90	2.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.77	0.00	0.00	1.70	2.24
			2	0.64	0.00	0.00	1.49	1.99
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	2.08	0.00	0.67	4.78	6.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.38	0.00	0.00	0.96	1.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.82	0.00	0.00	1.87	2.79
			2	0.56	0.00	0.00	1.28	1.78
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	6.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	14.00	66.00
	2 - Barnham Road	22.00	0.00	139.00
	3 - Nyton Road	118.00	34.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	10.00	52.00
	2 - Barnham Road	30.00	0.00	144.00
	3 - Nyton Road	133.00	31.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	10.00	51.00
	2 - Barnham Road	22.00	0.00	137.00
	3 - Nyton Road	90.00	33.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	6.00	49.00
	2 - Barnham Road	15.00	0.00	112.00
	3 - Nyton Road	98.00	36.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	1	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	1	1	1

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	1	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	1	1	1

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	0	0	0
	3 - Nyton Road	1	1	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	4.96	0.4	1.7	A	65.30	261.20
2 - Barnham Road	6.30	1.2	4.0	A	155.42	621.68
3 - Nyton Road	7.06	1.1	3.7	A	142.79	571.16

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	81.06	81.06	34.96	81.16	80.21	141.74	0.0	0.4	4.964	A
2 - Barnham Road	161.38	161.38	66.09	161.61	162.03	50.02	0.0	0.9	6.128	A
3 - Nyton Road	153.06	153.06	23.47	153.23	152.41	204.24	0.0	1.1	6.085	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	63.42	63.42	28.99	63.65	62.95	163.78	0.4	0.3	4.723	A
2 - Barnham Road	173.11	173.11	53.61	172.96	171.99	39.03	0.9	1.2	6.302	A
3 - Nyton Road	161.14	161.14	30.03	162.74	163.36	196.54	1.1	0.9	7.056	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	60.82	60.82	33.81	60.50	59.62	111.30	0.3	0.4	4.500	A
2 - Barnham Road	155.82	155.82	50.60	156.95	157.79	43.69	1.2	0.6	5.599	A
3 - Nyton Road	124.16	124.16	20.88	124.22	123.68	186.65	0.9	0.6	5.049	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	55.90	55.90	35.17	56.03	55.87	112.91	0.4	0.2	4.387	A
2 - Barnham Road	131.38	131.38	50.62	131.79	129.31	40.54	0.6	0.6	4.627	A
3 - Nyton Road	132.80	132.80	15.62	132.42	132.49	166.78	0.6	0.8	5.270	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.43	0.00	0.00	0.99	1.71
2 - Barnham Road	0.92	0.00	0.00	1.83	2.65
3 - Nyton Road	1.12	0.00	0.16	2.82	3.66

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.28	0.00	0.00	0.68	0.98
2 - Barnham Road	1.17	0.00	0.22	2.48	3.98
3 - Nyton Road	0.92	0.00	0.00	1.91	2.98

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.40	0.00	0.00	0.84	1.32
2 - Barnham Road	0.64	0.00	0.00	1.58	2.49
3 - Nyton Road	0.60	0.00	0.00	1.39	1.90

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.24	0.00	0.00	0.61	0.89
2 - Barnham Road	0.63	0.00	0.00	1.84	2.79
3 - Nyton Road	0.79	0.00	0.00	1.87	2.49

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	81.06	261.66	0.310	81.16	80.21	0.0	0.4	4.964	A
	Exit	1	1		141.74			141.74	140.10	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	161.38	310.18	0.520	161.61	162.03	0.0	0.9	6.128	A
	Exit	1	1		50.02			50.02	48.72	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	117.89	254.90	0.463	118.26	118.10	0.0	0.9	6.639	A
			2	3, 2	35.18	254.90	0.138	34.96	34.31	0.0	0.2	4.092	A
		2	1	(3, 1, 2)	153.06			153.06	153.52	0.0	0.0	0.018	A
	Exit	1	1		204.24			204.24	205.82	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	63.42	264.71	0.240	63.65	62.95	0.4	0.3	4.723	A
	Exit	1	1		163.78			163.78	162.68	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	173.11	318.19	0.544	172.96	171.99	0.9	1.2	6.302	A
	Exit	1	1		39.03			39.03	40.71	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	132.30	252.34	0.524	133.77	132.89	0.9	0.8	7.652	A
			2	3, 2	28.84	252.34	0.114	28.99	30.47	0.2	0.1	3.919	A
		2	1	(3, 1, 2)	161.14			161.14	163.16	0.0	0.0	0.098	A
	Exit	1	1		196.54			196.54	194.90	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	60.82	262.25	0.232	60.50	59.62	0.3	0.4	4.500	A
	Exit	1	1		111.30			111.30	112.82	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	155.82	320.12	0.487	156.95	157.79	1.2	0.6	5.599	A
	Exit	1	1		43.69			43.69	41.66	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	90.39	255.90	0.353	90.39	91.30	0.8	0.4	5.376	A
			2	3, 2	33.75	255.90	0.132	33.81	32.39	0.1	0.2	4.131	A
		2	1	(3, 1, 2)	124.16			124.16	123.37	0.0	0.0	0.000	A
	Exit	1	1		186.65			186.65	186.61	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	55.90	261.57	0.214	56.03	55.87	0.4	0.2	4.387	A
	Exit	1	1		112.91			112.91	112.41	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	131.38	320.12	0.410	131.79	129.31	0.6	0.6	4.627	A
	Exit	1	1		40.54			40.54	41.58	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	97.49	257.97	0.378	97.28	96.88	0.4	0.7	5.643	A
			2	3, 2	35.35	257.97	0.137	35.17	35.60	0.2	0.1	4.248	A
		2	1	(3, 1, 2)	132.80			132.80	132.67	0.0	0.0	0.001	A
	Exit	1	1		166.78			166.78	163.67	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.43	0.00	0.00	0.99	1.71
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.92	0.00	0.00	1.83	2.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.91	0.00	0.00	2.32	3.24
			2	0.21	0.00	0.00	0.41	0.83
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.28	0.00	0.00	0.68	0.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	1.17	0.00	0.22	2.48	3.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.83	0.00	0.00	1.89	2.98
			2	0.09	0.00	0.00	0.00	0.42
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.40	0.00	0.00	0.84	1.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.64	0.00	0.00	1.58	2.49
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.41	0.00	0.00	0.95	1.49
			2	0.20	0.00	0.00	0.32	0.88
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.24	0.00	0.00	0.61	0.89
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.63	0.00	0.00	1.84	2.79
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.65	0.00	0.00	1.76	2.39
			2	0.14	0.00	0.00	0.19	0.70
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	3 - Nyton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		3, 1, 2	5.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A29 Fontwell Avenue		DIRECT	✓	100.000
2 - Barnham Road		DIRECT	✓	100.000
3 - Nyton Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	12.00	69.00
	2 - Barnham Road	34.00	0.00	80.00
	3 - Nyton Road	73.00	99.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	19.00	87.00
	2 - Barnham Road	19.00	0.00	64.00
	3 - Nyton Road	71.00	84.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	22.00	86.00
	2 - Barnham Road	21.00	0.00	80.00
	3 - Nyton Road	63.00	72.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0.00	20.00	68.00
	2 - Barnham Road	26.00	0.00	47.00
	3 - Nyton Road	61.00	71.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	1
	3 - Nyton Road	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	2
	2 - Barnham Road	0	0	0
	3 - Nyton Road	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	2
	2 - Barnham Road	0	0	1
	3 - Nyton Road	1	0	1

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		1 - A29 Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - A29 Fontwell Avenue	0	0	1
	2 - Barnham Road	1	0	0
	3 - Nyton Road	1	0	1

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A29 Fontwell Avenue	7.15	0.7	4.0	A	93.42	373.69
2 - Barnham Road	4.71	0.7	3.0	A	93.81	375.25
3 - Nyton Road	5.63	1.1	3.0	A	146.81	587.25

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	81.00	81.00	101.69	80.50	79.81	108.44	0.0	0.7	6.360	A
2 - Barnham Road	120.06	120.06	68.31	119.50	114.65	113.88	0.0	0.7	4.706	A
3 - Nyton Road	174.56	174.56	35.32	174.75	177.29	152.44	0.0	1.1	5.626	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	104.06	104.06	83.50	104.00	106.94	89.13	0.7	0.5	7.147	A
2 - Barnham Road	81.56	81.56	85.56	81.25	83.29	101.94	0.7	0.5	4.143	A
3 - Nyton Road	153.75	153.75	18.50	154.13	154.83	148.31	1.1	0.7	4.879	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	103.75	103.75	73.00	104.06	107.48	83.50	0.5	0.7	6.890	A
2 - Barnham Road	102.69	102.69	82.31	102.94	100.69	94.81	0.5	0.6	4.658	A
3 - Nyton Road	133.75	133.75	22.38	134.13	133.81	162.88	0.7	0.6	4.928	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Throughput (PCU/TS)	Average throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	84.88	84.88	66.75	84.82	86.38	82.38	0.7	0.4	5.614	A
2 - Barnham Road	70.94	70.94	63.50	70.75	73.21	88.06	0.6	0.4	3.647	A
3 - Nyton Road	125.19	125.19	24.32	124.81	127.63	109.94	0.6	0.8	4.849	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.73	0.00	0.00	1.69	1.20
2 - Barnham Road	0.71	0.00	0.00	1.74	3.00
3 - Nyton Road	1.06	0.00	0.15	2.44	2.60

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.50	0.00	0.00	0.94	1.60
2 - Barnham Road	0.48	0.00	0.00	2.00	2.00
3 - Nyton Road	0.73	0.00	0.06	1.44	1.60

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.69	0.00	0.00	1.70	4.00
2 - Barnham Road	0.58	0.00	0.00	1.37	1.77
3 - Nyton Road	0.58	0.00	0.00	1.24	1.72

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	0.38	0.00	0.00	0.84	1.30
2 - Barnham Road	0.35	0.00	0.00	0.82	1.30
3 - Nyton Road	0.77	0.00	0.07	1.65	3.00

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	81.00	227.67	0.356	80.50	79.81	0.0	0.7	6.360	A
	Exit	1	1		108.44			108.44	108.13	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	120.06	308.76	0.389	119.50	114.65	0.0	0.7	4.706	A
	Exit	1	1		113.88			113.88	115.48	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	72.96	250.25	0.292	73.06	73.67	0.0	0.4	4.967	A
			2	3, 2	101.63	250.25	0.406	101.69	103.63	0.0	0.7	6.086	A
		2	1	(3, 1, 2)	174.56			174.56	178.35	0.0	0.0	0.002	A
	Exit	1	1		152.44			152.44	148.15	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	104.06	236.93	0.439	104.00	106.94	0.7	0.5	7.147	A
	Exit	1	1		89.13			89.13	88.83	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	81.56	297.68	0.274	81.25	83.29	0.7	0.5	4.143	A
	Exit	1	1		101.94			101.94	104.29	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	70.27	256.84	0.274	70.58	69.58	0.4	0.3	4.726	A
			2	3, 2	83.50	256.84	0.325	83.50	85.25	0.7	0.5	5.002	A
		2	1	(3, 1, 2)	153.75			153.75	154.50	0.0	0.0	0.000	A
	Exit	1	1		148.31			148.31	151.94	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	103.75	242.28	0.428	104.06	107.48	0.5	0.7	6.890	A
	Exit	1	1		83.50			83.50	83.25	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	102.69	299.77	0.343	102.94	100.69	0.5	0.6	4.658	A
	Exit	1	1		94.81			94.81	94.65	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	61.13	255.33	0.239	61.13	61.58	0.3	0.3	4.942	A
			2	3, 2	72.63	255.33	0.284	73.00	72.23	0.5	0.3	4.916	A
		2	1	(3, 1, 2)	133.75			133.75	133.67	0.0	0.0	0.000	A
	Exit	1	1		162.88			162.88	164.08	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Average throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Fontwell Avenue	Entry	1	1	3, 2, 1	84.88	245.47	0.346	84.82	86.38	0.7	0.4	5.614	A
	Exit	1	1		82.38			82.38	82.52	0.0	0.0	0.000	A
2 - Barnham Road	Entry	1	1	3, 2, 1	70.94	311.85	0.227	70.75	73.21	0.6	0.4	3.647	A
	Exit	1	1		88.06			88.06	90.06	0.0	0.0	0.000	A
3 - Nyton Road	Entry	1	1	1	58.19	254.57	0.229	58.06	58.06	0.3	0.2	4.790	A
			2	3, 2	67.00	254.57	0.263	66.75	69.56	0.3	0.6	4.898	A
		2	1	(3, 1, 2)	125.19			125.19	127.81	0.0	0.0	0.000	A
	Exit	1	1		109.94			109.94	114.63	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.73	0.00	0.00	1.69	1.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.71	0.00	0.00	1.74	3.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.40	0.00	0.00	0.92	1.53
			2	0.67	0.00	0.00	1.73	2.60
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.50	0.00	0.00	0.94	1.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.48	0.00	0.00	2.00	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.27	0.00	0.00	0.65	0.87
			2	0.46	0.00	0.00	0.87	1.30
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.69	0.00	0.00	1.70	4.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.58	0.00	0.00	1.37	1.77
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.31	0.00	0.00	0.89	2.00
			2	0.27	0.00	0.00	0.69	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - A29 Fontwell Avenue	Entry	1	1	0.38	0.00	0.00	0.84	1.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Barnham Road	Entry	1	1	0.35	0.00	0.00	0.82	1.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - Nyton Road	Entry	1	1	0.21	0.00	0.00	1.00	1.00
			2	0.56	0.00	0.00	0.96	1.53
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Appendix N Nyton Road / Westergate Street

ARUN DISTRICT COUNCIL BN/11/22/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 5a - Nyton Road_Westergate Street_RevB.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 5 - Nyton Road_Westergate Street
Report generation date: 07/04/2021 10:29:24

»2019 Base, AM
»2019 Base, PM
»2031 DM No Cala, AM
»2031 DM No Cala, PM
»2031 DM, AM
»2031 DM, PM
»2031 DS No Cala, AM
»2031 DS No Cala, PM
»2031 DS, AM
»2031 DS, PM
»2038 DM, AM
»2038 DM, PM
»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base									
Stream B-C	D1	1.0	13.47	0.47	B	D2	2.8	20.89	0.75	C
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		6.4	33.98	0.90	D		0.7	8.07	0.41	A
	2031 DM No Cala									
Stream B-C	D3	1.3	16.38	0.57	C	D4	3.2	24.72	0.79	C
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		3.1	21.80	0.77	C		0.6	7.87	0.36	A
	2031 DM									
Stream B-C	D5	1.3	16.59	0.57	C	D6	2.7	22.30	0.75	C
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		2.8	20.68	0.75	C		0.5	7.71	0.34	A
	2031 DS No Cala									
Stream B-C	D7	1.4	17.31	0.58	C	D8	4.0	29.70	0.83	D
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		4.0	26.26	0.82	D		0.6	8.15	0.36	A
	2031 DS									
Stream B-C	D9	1.3	14.31	0.57	B	D10	3.9	26.08	0.82	D
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		5.1	28.19	0.87	D		0.7	8.25	0.42	A
	2038 DM									
Stream B-C	D11	1.5	17.86	0.60	C	D12	3.4	26.73	0.80	D
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		2.9	21.11	0.76	C		0.4	7.53	0.29	A
	2038 DS									
Stream B-C	D13	0.9	10.63	0.47	B	D14	4.1	24.99	0.83	C
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		7.6	34.22	0.92	D		0.9	8.59	0.47	A

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

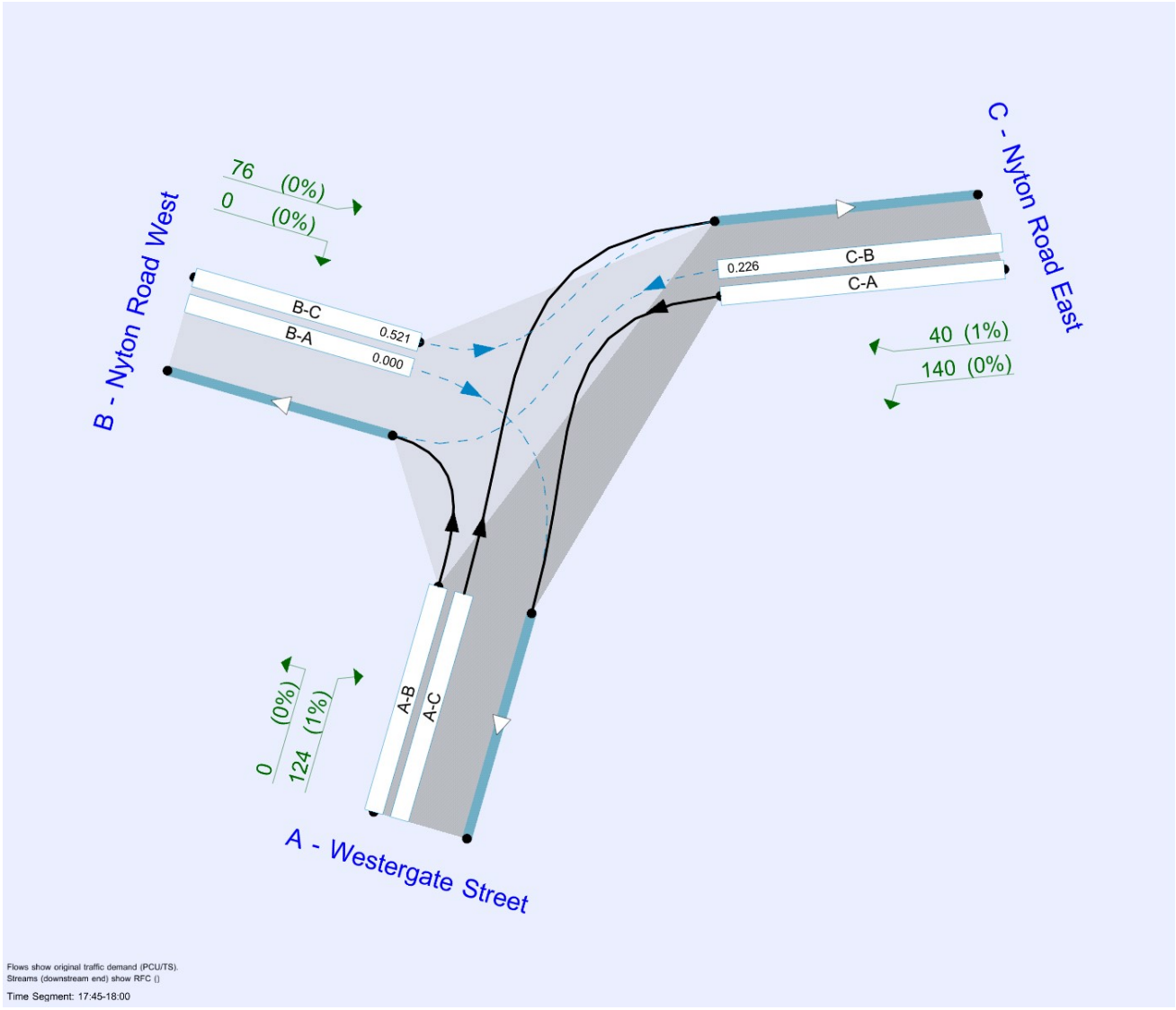
File summary

File Description

Title	
Location	
Site number	
Date	03/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\csmith
Description	

Units

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



The junction diagram reflects the last run of Junctions.

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 period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D4	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D5	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓
D6	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓
D7	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D8	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓
D10	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓
D11	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓
D12	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓
D13	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓
D14	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.35	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Westergate Street		Major
B	Nyton Road West		Minor
C	Nyton Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Nyton Road East	6.90		✓	2.96	80.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Nyton Road West	One lane plus flare	10.00	4.16	3.57	3.11	2.73		1.00	69	69

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
C-B	✓		40.00

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	160.343	0.112	0.284	0.178	0.405
B-C	178.770	0.105	0.266	-	-
C-B	167.900	0.250	0.250	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	170.00
B - Nyton Road West	0.00	0.00	52.00
C - Nyton Road East	106.00	149.00	0.00

Proportions

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	1.00
B - Nyton Road West	0.00	0.00	1.00
C - Nyton Road East	0.42	0.58	0.00

08:15 - 08:30

Demand (PCU/TS)

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	180.00
B - Nyton Road West	0.00	0.00	60.00
C - Nyton Road East	134.00	131.00	0.00

Proportions

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	1.00
B - Nyton Road West	0.00	0.00	1.00
C - Nyton Road East	0.51	0.49	0.00

08:30 - 08:45

Demand (PCU/TS)

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	136.00
B - Nyton Road West	0.00	0.00	67.00
C - Nyton Road East	108.00	125.00	0.00

Proportions

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	1.00
B - Nyton Road West	0.00	0.00	1.00
C - Nyton Road East	0.46	0.54	0.00

08:45 - 09:00

Demand (PCU/TS)

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	139.00
B - Nyton Road West	0.00	0.00	49.00
C - Nyton Road East	108.00	116.00	0.00

Proportions

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	1.00
B - Nyton Road West	0.00	0.00	1.00
C - Nyton Road East	0.48	0.52	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0	0	1
B - Nyton Road West	0	0	4
C - Nyton Road East	4	1	0

Average PCU Per Veh

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	1.000	1.000	1.014
B - Nyton Road West	1.000	1.000	1.056
C - Nyton Road East	1.056	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0	0	2
B - Nyton Road West	0	0	9
C - Nyton Road East	3	2	0

Average PCU Per Veh

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	1.000	1.000	1.028
B - Nyton Road West	1.000	1.000	1.126
C - Nyton Road East	1.042	1.028	1.000

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0	0	3
B - Nyton Road West	0	0	10
C - Nyton Road East	1	3	0

Average PCU Per Veh

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	1.000	1.000	1.042
B - Nyton Road West	1.000	1.000	1.140
C - Nyton Road East	1.014	1.042	1.000

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0	0	2
B - Nyton Road West	0	0	2
C - Nyton Road East	2	4	0

Average PCU Per Veh

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	1.000	1.000	1.028
B - Nyton Road West	1.000	1.000	1.028
C - Nyton Road East	1.028	1.056	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Westergate Street	170.00	170.00
	B - Nyton Road West	52.00	52.00
	C - Nyton Road East	255.00	255.00
08:15-08:30	A - Westergate Street	180.00	180.00
	B - Nyton Road West	60.00	60.00
	C - Nyton Road East	265.00	265.00
08:30-08:45	A - Westergate Street	136.00	136.00
	B - Nyton Road West	67.00	67.00
	C - Nyton Road East	233.00	233.00
08:45-09:00	A - Westergate Street	139.00	139.00
	B - Nyton Road West	49.00	49.00
	C - Nyton Road East	224.00	224.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.47	13.47	1.0	B	57.00	228.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					114.00	456.00
C-B	0.90	33.98	6.4	D	130.25	521.00
A-B					0.00	0.00
A-C					156.25	625.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52.00	52.00	133.51	0.389	51.34	0.0	0.7	11.495	B
B-A	0.00	0.00	32.80	0.000	0.00	0.0	0.0	0.000	A
C-A	106.00	106.00			106.00				
C-B	149.00	149.00	165.40	0.901	142.64	0.0	6.4	33.980	D
A-B	0.00	0.00			0.00				
A-C	170.00	170.00			170.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60.00	60.00	130.85	0.459	59.78	0.7	0.9	13.466	B
B-A	0.00	0.00	29.69	0.000	0.00	0.0	0.0	0.000	A
C-A	134.00	134.00			134.00				
C-B	131.00	131.00	162.90	0.804	132.81	6.4	4.5	31.298	D
A-B	0.00	0.00			0.00				
A-C	180.00	180.00			180.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67.00	67.00	142.57	0.470	66.90	0.9	1.0	13.393	B
B-A	0.00	0.00	49.98	0.000	0.00	0.0	0.0	0.000	A
C-A	108.00	108.00			108.00				
C-B	125.00	125.00	173.90	0.719	126.78	4.5	2.8	20.109	C
A-B	0.00	0.00			0.00				
A-C	136.00	136.00			136.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49.00	49.00	141.77	0.346	49.37	1.0	0.6	10.993	B
B-A	0.00	0.00	53.50	0.000	0.00	0.0	0.0	0.000	A
C-A	108.00	108.00			108.00				
C-B	116.00	116.00	173.15	0.670	116.57	2.8	2.2	16.650	C
A-B	0.00	0.00			0.00				
A-C	139.00	139.00			139.00				

2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	91.00
	B - Nyton Road West	0.00	0.00	116.00
	C - Nyton Road East	165.00	70.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.70	0.30	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	94.00
	B - Nyton Road West	0.00	0.00	89.00
	C - Nyton Road East	178.00	50.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.78	0.22	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	72.00
	B - Nyton Road West	0.00	0.00	93.00
	C - Nyton Road East	171.00	77.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.69	0.31	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	82.00
	B - Nyton Road West	0.00	0.00	79.00
	C - Nyton Road East	134.00	47.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.74	0.26	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	0
	B - Nyton Road West	0	0	1
	C - Nyton Road East	0	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.000
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	5
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	2	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.070
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.028	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	0
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.000
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	3
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.042
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - Westergate Street	91.00	91.00
	B - Nyton Road West	116.00	116.00
	C - Nyton Road East	235.00	235.00
17:15-17:30	A - Westergate Street	94.00	94.00
	B - Nyton Road West	89.00	89.00
	C - Nyton Road East	228.00	228.00
17:30-17:45	A - Westergate Street	72.00	72.00
	B - Nyton Road West	93.00	93.00
	C - Nyton Road East	248.00	248.00
17:45-18:00	A - Westergate Street	82.00	82.00
	B - Nyton Road West	79.00	79.00
	C - Nyton Road East	181.00	181.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.75	20.89	2.8	C	94.25	377.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					162.00	648.00
C-B	0.41	8.07	0.7	A	61.00	244.00
A-B					0.00	0.00
A-C					84.75	339.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116.00	116.00	154.54	0.751	113.22	0.0	2.8	20.890	C
B-A	0.00	0.00	76.70	0.000	0.00	0.0	0.0	0.000	A
C-A	165.00	165.00			165.00				
C-B	70.00	70.00	185.15	0.378	69.39	0.0	0.6	7.844	A
A-B	0.00	0.00			0.00				
A-C	91.00	91.00			91.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.00	89.00	153.75	0.579	90.34	2.8	1.4	14.679	B
B-A	0.00	0.00	81.39	0.000	0.00	0.0	0.0	0.000	A
C-A	178.00	178.00			178.00				
C-B	50.00	50.00	184.40	0.271	50.23	0.6	0.4	6.831	A
A-B	0.00	0.00			0.00				
A-C	94.00	94.00			94.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93.00	93.00	159.60	0.583	93.01	1.4	1.4	13.711	B
B-A	0.00	0.00	78.03	0.000	0.00	0.0	0.0	0.000	A
C-A	171.00	171.00			171.00				
C-B	77.00	77.00	189.90	0.405	76.70	0.4	0.7	8.073	A
A-B	0.00	0.00			0.00				
A-C	72.00	72.00			72.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79.00	79.00	156.94	0.503	79.38	1.4	1.1	11.827	B
B-A	0.00	0.00	93.84	0.000	0.00	0.0	0.0	0.000	A
C-A	134.00	134.00			134.00				
C-B	47.00	47.00	187.40	0.251	47.35	0.7	0.3	6.443	A
A-B	0.00	0.00			0.00				
A-C	82.00	82.00			82.00				

2031 DM No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	191.00
	B - Nyton Road West	0.00	0.00	61.00
	C - Nyton Road East	126.00	124.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.50	0.50	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	202.00
	B - Nyton Road West	0.00	0.00	70.00
	C - Nyton Road East	159.00	109.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.59	0.41	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	152.00
	B - Nyton Road West	0.00	0.00	79.00
	C - Nyton Road East	129.00	104.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.55	0.45	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	156.00
	B - Nyton Road West	0.00	0.00	57.00
	C - Nyton Road East	129.00	97.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.57	0.43	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Westergate Street	191.00	191.00
	B - Nyton Road West	61.00	61.00
	C - Nyton Road East	250.00	250.00
08:15-08:30	A - Westergate Street	202.00	202.00
	B - Nyton Road West	70.00	70.00
	C - Nyton Road East	268.00	268.00
08:30-08:45	A - Westergate Street	152.00	152.00
	B - Nyton Road West	79.00	79.00
	C - Nyton Road East	233.00	233.00
08:45-09:00	A - Westergate Street	156.00	156.00
	B - Nyton Road West	57.00	57.00
	C - Nyton Road East	226.00	226.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.57	16.38	1.3	C	66.75	267.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					135.75	543.00
C-B	0.77	21.80	3.1	C	108.50	434.00
A-B					0.00	0.00
A-C					175.25	701.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.00	61.00	127.92	0.477	60.10	0.0	0.9	13.289	B
B-A	0.00	0.00	33.41	0.000	0.00	0.0	0.0	0.000	A
C-A	126.00	126.00			126.00				
C-B	124.00	124.00	160.15	0.774	120.88	0.0	3.1	21.795	C
A-B	0.00	0.00			0.00				
A-C	191.00	191.00			191.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70.00	70.00	125.00	0.560	69.66	0.9	1.2	16.378	C
B-A	0.00	0.00	29.21	0.000	0.00	0.0	0.0	0.000	A
C-A	159.00	159.00			159.00				
C-B	109.00	109.00	157.39	0.693	109.68	3.1	2.4	19.611	C
A-B	0.00	0.00			0.00				
A-C	202.00	202.00			202.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79.00	79.00	138.31	0.571	78.93	1.2	1.3	15.336	C
B-A	0.00	0.00	51.06	0.000	0.00	0.0	0.0	0.000	A
C-A	129.00	129.00			129.00				
C-B	104.00	104.00	169.90	0.612	104.80	2.4	1.6	13.995	B
A-B	0.00	0.00			0.00				
A-C	152.00	152.00			152.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57.00	57.00	137.24	0.415	57.58	1.3	0.7	11.538	B
B-A	0.00	0.00	53.08	0.000	0.00	0.0	0.0	0.000	A
C-A	129.00	129.00			129.00				
C-B	97.00	97.00	168.90	0.574	97.25	1.6	1.4	12.611	B
A-B	0.00	0.00			0.00				
A-C	156.00	156.00			156.00				

2031 DM No Cala, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	136.00
	B - Nyton Road West	0.00	0.00	112.00
	C - Nyton Road East	172.00	59.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.74	0.26	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	140.00
	B - Nyton Road West	0.00	0.00	86.00
	C - Nyton Road East	185.00	42.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.81	0.19	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	108.00
	B - Nyton Road West	0.00	0.00	89.00
	C - Nyton Road East	178.00	65.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.73	0.27	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	124.00
	B - Nyton Road West	0.00	0.00	76.00
	C - Nyton Road East	140.00	40.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.78	0.22	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	0	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.000	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - Westergate Street	136.00	136.00
	B - Nyton Road West	112.00	112.00
	C - Nyton Road East	231.00	231.00
17:15-17:30	A - Westergate Street	140.00	140.00
	B - Nyton Road West	86.00	86.00
	C - Nyton Road East	227.00	227.00
17:30-17:45	A - Westergate Street	108.00	108.00
	B - Nyton Road West	89.00	89.00
	C - Nyton Road East	243.00	243.00
17:45-18:00	A - Westergate Street	124.00	124.00
	B - Nyton Road West	76.00	76.00
	C - Nyton Road East	180.00	180.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.79	24.72	3.2	C	90.75	363.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					168.75	675.00
C-B	0.36	7.87	0.6	A	51.50	206.00
A-B					0.00	0.00
A-C					127.00	508.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112.00	112.00	142.57	0.786	108.78	0.0	3.2	24.725	C
B-A	0.00	0.00	67.15	0.000	0.00	0.0	0.0	0.000	A
C-A	172.00	172.00			172.00				
C-B	59.00	59.00	173.90	0.339	58.49	0.0	0.5	7.874	A
A-B	0.00	0.00			0.00				
A-C	136.00	136.00			136.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.00	86.00	141.50	0.608	87.60	3.2	1.6	17.158	C
B-A	0.00	0.00	70.37	0.000	0.00	0.0	0.0	0.000	A
C-A	185.00	185.00			185.00				
C-B	42.00	42.00	172.90	0.243	42.19	0.5	0.3	6.990	A
A-B	0.00	0.00			0.00				
A-C	140.00	140.00			140.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.00	89.00	150.02	0.593	89.11	1.6	1.5	14.819	B
B-A	0.00	0.00	71.45	0.000	0.00	0.0	0.0	0.000	A
C-A	178.00	178.00			178.00				
C-B	65.00	65.00	180.90	0.359	64.77	0.3	0.6	7.843	A
A-B	0.00	0.00			0.00				
A-C	108.00	108.00			108.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76.00	76.00	145.76	0.521	76.38	1.5	1.1	13.048	B
B-A	0.00	0.00	83.74	0.000	0.00	0.0	0.0	0.000	A
C-A	140.00	140.00			140.00				
C-B	40.00	40.00	176.90	0.226	40.26	0.6	0.3	6.693	A
A-B	0.00	0.00			0.00				
A-C	124.00	124.00			124.00				

2031 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.58	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 period length (min)	Time segment length (min)	Run automatically
D5	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	200.00
	B - Nyton Road West	0.00	0.00	60.00
	C - Nyton Road East	128.00	119.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.52	0.48	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	212.00
	B - Nyton Road West	0.00	0.00	68.00
	C - Nyton Road East	161.00	104.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.61	0.39	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	160.00
	B - Nyton Road West	0.00	0.00	78.00
	C - Nyton Road East	130.00	99.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.57	0.43	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	164.00
	B - Nyton Road West	0.00	0.00	56.00
	C - Nyton Road East	131.00	92.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.59	0.41	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Westergate Street	200.00	200.00
	B - Nyton Road West	60.00	60.00
	C - Nyton Road East	247.00	247.00
08:15-08:30	A - Westergate Street	212.00	212.00
	B - Nyton Road West	68.00	68.00
	C - Nyton Road East	265.00	265.00
08:30-08:45	A - Westergate Street	160.00	160.00
	B - Nyton Road West	78.00	78.00
	C - Nyton Road East	229.00	229.00
08:45-09:00	A - Westergate Street	164.00	164.00
	B - Nyton Road West	56.00	56.00
	C - Nyton Road East	223.00	223.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.57	16.59	1.3	C	65.50	262.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					137.50	550.00
C-B	0.75	20.68	2.8	C	103.50	414.00
A-B					0.00	0.00
A-C					184.00	736.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60.00	60.00	125.53	0.478	59.10	0.0	0.9	13.564	B
B-A	0.00	0.00	32.53	0.000	0.00	0.0	0.0	0.000	A
C-A	128.00	128.00			128.00				
C-B	119.00	119.00	157.89	0.754	116.18	0.0	2.8	20.683	C
A-B	0.00	0.00			0.00				
A-C	200.00	200.00			200.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68.00	68.00	122.33	0.556	67.68	0.9	1.2	16.589	C
B-A	0.00	0.00	28.17	0.000	0.00	0.0	0.0	0.000	A
C-A	161.00	161.00			161.00				
C-B	104.00	104.00	154.89	0.671	104.65	2.8	2.2	18.414	C
A-B	0.00	0.00			0.00				
A-C	212.00	212.00			212.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78.00	78.00	136.18	0.573	77.90	1.2	1.3	15.619	C
B-A	0.00	0.00	50.74	0.000	0.00	0.0	0.0	0.000	A
C-A	130.00	130.00			130.00				
C-B	99.00	99.00	167.90	0.590	99.67	2.2	1.5	13.547	B
A-B	0.00	0.00			0.00				
A-C	160.00	160.00			160.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56.00	56.00	135.11	0.414	56.59	1.3	0.7	11.705	B
B-A	0.00	0.00	52.53	0.000	0.00	0.0	0.0	0.000	A
C-A	131.00	131.00			131.00				
C-B	92.00	92.00	166.90	0.551	92.25	1.5	1.3	12.104	B
A-B	0.00	0.00			0.00				
A-C	164.00	164.00			164.00				

2031 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	137.00
	B - Nyton Road West	0.00	0.00	107.00
	C - Nyton Road East	174.00	56.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.76	0.24	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	141.00
	B - Nyton Road West	0.00	0.00	82.00
	C - Nyton Road East	188.00	40.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.82	0.18	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	109.00
	B - Nyton Road West	0.00	0.00	86.00
	C - Nyton Road East	181.00	62.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.74	0.26	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	124.00
	B - Nyton Road West	0.00	0.00	73.00
	C - Nyton Road East	142.00	38.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.79	0.21	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	2	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.028	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	0	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.000	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - Westergate Street	137.00	137.00
	B - Nyton Road West	107.00	107.00
	C - Nyton Road East	230.00	230.00
17:15-17:30	A - Westergate Street	141.00	141.00
	B - Nyton Road West	82.00	82.00
	C - Nyton Road East	228.00	228.00
17:30-17:45	A - Westergate Street	109.00	109.00
	B - Nyton Road West	86.00	86.00
	C - Nyton Road East	243.00	243.00
17:45-18:00	A - Westergate Street	124.00	124.00
	B - Nyton Road West	73.00	73.00
	C - Nyton Road East	180.00	180.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.75	22.30	2.7	C	87.00	348.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					171.25	685.00
C-B	0.34	7.71	0.5	A	49.00	196.00
A-B					0.00	0.00
A-C					127.75	511.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107.00	107.00	142.30	0.752	104.26	0.0	2.7	22.303	C
B-A	0.00	0.00	67.72	0.000	0.00	0.0	0.0	0.000	A
C-A	174.00	174.00			174.00				
C-B	56.00	56.00	173.65	0.322	55.52	0.0	0.5	7.696	A
A-B	0.00	0.00			0.00				
A-C	137.00	137.00			137.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82.00	82.00	141.23	0.581	83.30	2.7	1.4	15.863	C
B-A	0.00	0.00	70.38	0.000	0.00	0.0	0.0	0.000	A
C-A	188.00	188.00			188.00				
C-B	40.00	40.00	172.65	0.232	40.17	0.5	0.3	6.896	A
A-B	0.00	0.00			0.00				
A-C	141.00	141.00			141.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.00	86.00	149.75	0.574	86.06	1.4	1.4	14.155	B
B-A	0.00	0.00	71.86	0.000	0.00	0.0	0.0	0.000	A
C-A	181.00	181.00			181.00				
C-B	62.00	62.00	180.65	0.343	61.78	0.3	0.5	7.706	A
A-B	0.00	0.00			0.00				
A-C	109.00	109.00			109.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73.00	73.00	145.76	0.501	73.35	1.4	1.0	12.491	B
B-A	0.00	0.00	84.20	0.000	0.00	0.0	0.0	0.000	A
C-A	142.00	142.00			142.00				
C-B	38.00	38.00	176.90	0.215	38.24	0.5	0.3	6.666	A
A-B	0.00	0.00			0.00				
A-C	124.00	124.00			124.00				

2031 DS No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	205.00
	B - Nyton Road West	0.00	0.00	61.00
	C - Nyton Road East	145.00	129.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.53	0.47	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	217.00
	B - Nyton Road West	0.00	0.00	69.00
	C - Nyton Road East	183.00	113.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.62	0.38	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	163.00
	B - Nyton Road West	0.00	0.00	79.00
	C - Nyton Road East	148.00	108.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.58	0.42	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	168.00
	B - Nyton Road West	0.00	0.00	57.00
	C - Nyton Road East	148.00	100.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.60	0.40	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Westergate Street	205.00	205.00
	B - Nyton Road West	61.00	61.00
	C - Nyton Road East	274.00	274.00
08:15-08:30	A - Westergate Street	217.00	217.00
	B - Nyton Road West	69.00	69.00
	C - Nyton Road East	296.00	296.00
08:30-08:45	A - Westergate Street	163.00	163.00
	B - Nyton Road West	79.00	79.00
	C - Nyton Road East	256.00	256.00
08:45-09:00	A - Westergate Street	168.00	168.00
	B - Nyton Road West	57.00	57.00
	C - Nyton Road East	248.00	248.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.58	17.31	1.4	C	66.50	266.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					156.00	624.00
C-B	0.82	26.26	4.0	D	112.50	450.00
A-B					0.00	0.00
A-C					188.25	753.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.00	61.00	124.20	0.491	60.05	0.0	0.9	14.030	B
B-A	0.00	0.00	24.02	0.000	0.00	0.0	0.0	0.000	A
C-A	145.00	145.00			145.00				
C-B	129.00	129.00	156.64	0.824	125.00	0.0	4.0	26.257	D
A-B	0.00	0.00			0.00				
A-C	205.00	205.00			205.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69.00	69.00	121.00	0.570	68.66	0.9	1.3	17.307	C
B-A	0.00	0.00	18.69	0.000	0.00	0.0	0.0	0.000	A
C-A	183.00	183.00			183.00				
C-B	113.00	113.00	153.64	0.735	113.93	4.0	3.1	23.871	C
A-B	0.00	0.00			0.00				
A-C	217.00	217.00			217.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79.00	79.00	135.38	0.584	78.91	1.3	1.4	16.120	C
B-A	0.00	0.00	42.66	0.000	0.00	0.0	0.0	0.000	A
C-A	148.00	148.00			148.00				
C-B	108.00	108.00	167.15	0.646	109.17	3.1	1.9	15.827	C
A-B	0.00	0.00			0.00				
A-C	163.00	163.00			163.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57.00	57.00	134.05	0.425	57.61	1.4	0.8	12.034	B
B-A	0.00	0.00	44.96	0.000	0.00	0.0	0.0	0.000	A
C-A	148.00	148.00			148.00				
C-B	100.00	100.00	165.90	0.603	100.34	1.9	1.6	13.810	B
A-B	0.00	0.00			0.00				
A-C	168.00	168.00			168.00				

2031 DS No Cala, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	156.00
	B - Nyton Road West	0.00	0.00	114.00
	C - Nyton Road East	182.00	58.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.76	0.24	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	161.00
	B - Nyton Road West	0.00	0.00	87.00
	C - Nyton Road East	196.00	41.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.83	0.17	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	124.00
	B - Nyton Road West	0.00	0.00	91.00
	C - Nyton Road East	189.00	64.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.75	0.25	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	142.00
	B - Nyton Road West	0.00	0.00	77.00
	C - Nyton Road East	148.00	39.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.79	0.21	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	0
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.000
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	0	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - Westergate Street	156.00	156.00
	B - Nyton Road West	114.00	114.00
	C - Nyton Road East	240.00	240.00
17:15-17:30	A - Westergate Street	161.00	161.00
	B - Nyton Road West	87.00	87.00
	C - Nyton Road East	237.00	237.00
17:30-17:45	A - Westergate Street	124.00	124.00
	B - Nyton Road West	91.00	91.00
	C - Nyton Road East	253.00	253.00
17:45-18:00	A - Westergate Street	142.00	142.00
	B - Nyton Road West	77.00	77.00
	C - Nyton Road East	187.00	187.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.83	29.70	4.0	D	92.25	369.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					178.75	715.00
C-B	0.36	8.15	0.6	A	50.50	202.00
A-B					0.00	0.00
A-C					145.75	583.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114.00	114.00	137.24	0.831	109.97	0.0	4.0	29.702	D
B-A	0.00	0.00	60.09	0.000	0.00	0.0	0.0	0.000	A
C-A	182.00	182.00			182.00				
C-B	58.00	58.00	168.90	0.343	57.48	0.0	0.5	8.153	A
A-B	0.00	0.00			0.00				
A-C	156.00	156.00			156.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.00	87.00	135.91	0.640	89.16	4.0	1.9	20.044	C
B-A	0.00	0.00	62.85	0.000	0.00	0.0	0.0	0.000	A
C-A	196.00	196.00			196.00				
C-B	41.00	41.00	167.65	0.245	41.19	0.5	0.3	7.206	A
A-B	0.00	0.00			0.00				
A-C	161.00	161.00			161.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.00	91.00	145.76	0.624	91.15	1.9	1.7	16.553	C
B-A	0.00	0.00	65.36	0.000	0.00	0.0	0.0	0.000	A
C-A	189.00	189.00			189.00				
C-B	64.00	64.00	176.90	0.362	63.77	0.3	0.6	7.983	A
A-B	0.00	0.00			0.00				
A-C	124.00	124.00			124.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77.00	77.00	140.97	0.546	77.48	1.7	1.2	14.284	B
B-A	0.00	0.00	77.61	0.000	0.00	0.0	0.0	0.000	A
C-A	148.00	148.00			148.00				
C-B	39.00	39.00	172.40	0.226	39.26	0.6	0.3	6.847	A
A-B	0.00	0.00			0.00				
A-C	142.00	142.00			142.00				

2031 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.15	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 period length (min)	Time segment length (min)	Run automatically
D9	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	143.00
	B - Nyton Road West	0.00	0.00	65.00
	C - Nyton Road East	120.00	149.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.45	0.55	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	152.00
	B - Nyton Road West	0.00	0.00	75.00
	C - Nyton Road East	151.00	130.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.54	0.46	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	114.00
	B - Nyton Road West	0.00	0.00	85.00
	C - Nyton Road East	122.00	125.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.49	0.51	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	117.00
	B - Nyton Road West	0.00	0.00	61.00
	C - Nyton Road East	122.00	116.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.51	0.49	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	1
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.014
	C - Nyton Road East	1.014	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Westergate Street	143.00	143.00
	B - Nyton Road West	65.00	65.00
	C - Nyton Road East	269.00	269.00
08:15-08:30	A - Westergate Street	152.00	152.00
	B - Nyton Road West	75.00	75.00
	C - Nyton Road East	281.00	281.00
08:30-08:45	A - Westergate Street	114.00	114.00
	B - Nyton Road West	85.00	85.00
	C - Nyton Road East	247.00	247.00
08:45-09:00	A - Westergate Street	117.00	117.00
	B - Nyton Road West	61.00	61.00
	C - Nyton Road East	238.00	238.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.57	14.31	1.3	B	71.50	286.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					128.75	515.00
C-B	0.87	28.19	5.1	D	130.00	520.00
A-B					0.00	0.00
A-C					131.50	526.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65.00	65.00	140.70	0.462	64.15	0.0	0.8	11.797	B
B-A	0.00	0.00	37.97	0.000	0.00	0.0	0.0	0.000	A
C-A	120.00	120.00			120.00				
C-B	149.00	149.00	172.15	0.866	143.90	0.0	5.1	28.187	D
A-B	0.00	0.00			0.00				
A-C	143.00	143.00			143.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75.00	75.00	138.31	0.542	74.69	0.8	1.2	14.268	B
B-A	0.00	0.00	35.51	0.000	0.00	0.0	0.0	0.000	A
C-A	151.00	151.00			151.00				
C-B	130.00	130.00	169.90	0.765	131.55	5.1	3.5	24.384	C
A-B	0.00	0.00			0.00				
A-C	152.00	152.00			152.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85.00	85.00	148.42	0.573	84.85	1.2	1.3	14.306	B
B-A	0.00	0.00	54.13	0.000	0.00	0.0	0.0	0.000	A
C-A	122.00	122.00			122.00				
C-B	125.00	125.00	179.40	0.697	126.12	3.5	2.4	17.244	C
A-B	0.00	0.00			0.00				
A-C	114.00	114.00			114.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.00	61.00	147.62	0.413	61.59	1.3	0.7	10.680	B
B-A	0.00	0.00	57.38	0.000	0.00	0.0	0.0	0.000	A
C-A	122.00	122.00			122.00				
C-B	116.00	116.00	178.65	0.649	116.50	2.4	1.9	14.611	B
A-B	0.00	0.00			0.00				
A-C	117.00	117.00			117.00				

2031 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.10	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 period length (min)	Time segment length (min)	Run automatically
D10	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	91.00
	B - Nyton Road West	0.00	0.00	127.00
	C - Nyton Road East	148.00	72.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.67	0.33	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	94.00
	B - Nyton Road West	0.00	0.00	97.00
	C - Nyton Road East	159.00	51.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.76	0.24	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	72.00
	B - Nyton Road West	0.00	0.00	102.00
	C - Nyton Road East	153.00	80.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.66	0.34	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	83.00
	B - Nyton Road West	0.00	0.00	86.00
	C - Nyton Road East	120.00	49.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.71	0.29	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	0	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.000	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - Westergate Street	91.00	91.00
	B - Nyton Road West	127.00	127.00
	C - Nyton Road East	220.00	220.00
17:15-17:30	A - Westergate Street	94.00	94.00
	B - Nyton Road West	97.00	97.00
	C - Nyton Road East	210.00	210.00
17:30-17:45	A - Westergate Street	72.00	72.00
	B - Nyton Road West	102.00	102.00
	C - Nyton Road East	233.00	233.00
17:45-18:00	A - Westergate Street	83.00	83.00
	B - Nyton Road West	86.00	86.00
	C - Nyton Road East	169.00	169.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.82	26.08	3.9	D	103.00	412.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					145.00	580.00
C-B	0.42	8.25	0.7	A	63.00	252.00
A-B					0.00	0.00
A-C					85.00	340.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127.00	127.00	154.54	0.822	123.09	0.0	3.9	26.084	D
B-A	0.00	0.00	78.93	0.000	0.00	0.0	0.0	0.000	A
C-A	148.00	148.00			148.00				
C-B	72.00	72.00	185.15	0.389	71.36	0.0	0.6	7.977	A
A-B	0.00	0.00			0.00				
A-C	91.00	91.00			91.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97.00	97.00	153.75	0.631	99.13	3.9	1.8	17.062	C
B-A	0.00	0.00	84.37	0.000	0.00	0.0	0.0	0.000	A
C-A	159.00	159.00			159.00				
C-B	51.00	51.00	184.40	0.277	51.24	0.6	0.4	6.865	A
A-B	0.00	0.00			0.00				
A-C	94.00	94.00			94.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102.00	102.00	159.60	0.639	102.00	1.8	1.8	15.633	C
B-A	0.00	0.00	80.03	0.000	0.00	0.0	0.0	0.000	A
C-A	153.00	153.00			153.00				
C-B	80.00	80.00	189.90	0.421	79.66	0.4	0.7	8.253	A
A-B	0.00	0.00			0.00				
A-C	72.00	72.00			72.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.00	86.00	156.67	0.549	86.53	1.8	1.3	12.928	B
B-A	0.00	0.00	95.22	0.000	0.00	0.0	0.0	0.000	A
C-A	120.00	120.00			120.00				
C-B	49.00	49.00	187.15	0.262	49.36	0.7	0.4	6.639	A
A-B	0.00	0.00			0.00				
A-C	83.00	83.00			83.00				

2038 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	204.00
	B - Nyton Road West	0.00	0.00	62.00
	C - Nyton Road East	146.00	119.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.55	0.45	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	216.00
	B - Nyton Road West	0.00	0.00	71.00
	C - Nyton Road East	184.00	104.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.64	0.36	0.00

08:30 - 08:45

Demand (PCU/TS)

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	162.00
B - Nyton Road West	0.00	0.00	81.00
C - Nyton Road East	149.00	100.00	0.00

Proportions

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	1.00
B - Nyton Road West	0.00	0.00	1.00
C - Nyton Road East	0.60	0.40	0.00

08:45 - 09:00

Demand (PCU/TS)

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	167.00
B - Nyton Road West	0.00	0.00	58.00
C - Nyton Road East	149.00	93.00	0.00

Proportions

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0.00	0.00	1.00
B - Nyton Road West	0.00	0.00	1.00
C - Nyton Road East	0.62	0.38	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0	0	1
B - Nyton Road West	0	0	1
C - Nyton Road East	1	1	0

Average PCU Per Veh

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	1.000	1.000	1.014
B - Nyton Road West	1.000	1.000	1.014
C - Nyton Road East	1.014	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0	0	1
B - Nyton Road West	0	0	1
C - Nyton Road East	1	1	0

Average PCU Per Veh

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	1.000	1.000	1.014
B - Nyton Road West	1.000	1.000	1.014
C - Nyton Road East	1.014	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0	0	1
B - Nyton Road West	0	0	1
C - Nyton Road East	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	1.000	1.000	1.014
B - Nyton Road West	1.000	1.000	1.014
C - Nyton Road East	1.014	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	0	0	1
B - Nyton Road West	0	0	1
C - Nyton Road East	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street	B - Nyton Road West	C - Nyton Road East
A - Westergate Street	1.000	1.000	1.014
B - Nyton Road West	1.000	1.000	1.014
C - Nyton Road East	1.014	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Westergate Street	204.00	204.00
	B - Nyton Road West	62.00	62.00
	C - Nyton Road East	265.00	265.00
08:15-08:30	A - Westergate Street	216.00	216.00
	B - Nyton Road West	71.00	71.00
	C - Nyton Road East	288.00	288.00
08:30-08:45	A - Westergate Street	162.00	162.00
	B - Nyton Road West	81.00	81.00
	C - Nyton Road East	249.00	249.00
08:45-09:00	A - Westergate Street	167.00	167.00
	B - Nyton Road West	58.00	58.00
	C - Nyton Road East	242.00	242.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.60	17.86	1.5	C	68.00	272.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					157.00	628.00
C-B	0.76	21.11	2.9	C	104.00	416.00
A-B					0.00	0.00
A-C					187.25	749.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62.00	62.00	124.46	0.498	61.02	0.0	1.0	14.181	B
B-A	0.00	0.00	28.18	0.000	0.00	0.0	0.0	0.000	A
C-A	146.00	146.00			146.00				
C-B	119.00	119.00	156.89	0.758	116.11	0.0	2.9	21.111	C
A-B	0.00	0.00			0.00				
A-C	204.00	204.00			204.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71.00	71.00	121.27	0.585	70.60	1.0	1.4	17.858	C
B-A	0.00	0.00	22.90	0.000	0.00	0.0	0.0	0.000	A
C-A	184.00	184.00			184.00				
C-B	104.00	104.00	153.89	0.676	104.66	2.9	2.2	18.806	C
A-B	0.00	0.00			0.00				
A-C	216.00	216.00			216.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81.00	81.00	135.64	0.597	80.91	1.4	1.5	16.628	C
B-A	0.00	0.00	46.36	0.000	0.00	0.0	0.0	0.000	A
C-A	149.00	149.00			149.00				
C-B	100.00	100.00	167.40	0.597	100.66	2.2	1.6	13.859	B
A-B	0.00	0.00			0.00				
A-C	162.00	162.00			162.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58.00	58.00	134.31	0.432	58.67	1.5	0.8	12.167	B
B-A	0.00	0.00	48.04	0.000	0.00	0.0	0.0	0.000	A
C-A	149.00	149.00			149.00				
C-B	93.00	93.00	166.15	0.560	93.26	1.6	1.3	12.396	B
A-B	0.00	0.00			0.00				
A-C	167.00	167.00			167.00				

2038 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	155.00
	B - Nyton Road West	0.00	0.00	110.00
	C - Nyton Road East	186.00	47.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.80	0.20	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	159.00
	B - Nyton Road West	0.00	0.00	85.00
	C - Nyton Road East	200.00	34.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.85	0.15	0.00

17:30 - 17:45

Demand (PCU/TS)

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	0.00	0.00	122.00
	B - Nyton Road West	0.00	0.00	88.00
	C - Nyton Road East	193.00	52.00	0.00

Proportions

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.79	0.21	0.00

17:45 - 18:00

Demand (PCU/TS)

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	0.00	0.00	140.00
	B - Nyton Road West	0.00	0.00	75.00
	C - Nyton Road East	151.00	32.00	0.00

Proportions

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.83	0.17	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	2	0

Average PCU Per Veh

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.028	1.000

17:15 - 17:30

Heavy Vehicle Percentages

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	0	0	0
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	2	0

Average PCU Per Veh

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	1.000	1.000	1.000
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.028	1.000

17:45 - 18:00

Heavy Vehicle Percentages

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	0	1	0

Average PCU Per Veh

	To			
From		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.000	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - Westergate Street	155.00	155.00
	B - Nyton Road West	110.00	110.00
	C - Nyton Road East	233.00	233.00
17:15-17:30	A - Westergate Street	159.00	159.00
	B - Nyton Road West	85.00	85.00
	C - Nyton Road East	234.00	234.00
17:30-17:45	A - Westergate Street	122.00	122.00
	B - Nyton Road West	88.00	88.00
	C - Nyton Road East	245.00	245.00
17:45-18:00	A - Westergate Street	140.00	140.00
	B - Nyton Road West	75.00	75.00
	C - Nyton Road East	183.00	183.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.80	26.73	3.4	D	89.50	358.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					182.50	730.00
C-B	0.29	7.53	0.4	A	41.25	165.00
A-B					0.00	0.00
A-C					144.00	576.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110.00	110.00	137.51	0.800	106.56	0.0	3.4	26.727	D
B-A	0.00	0.00	64.12	0.000	0.00	0.0	0.0	0.000	A
C-A	186.00	186.00			186.00				
C-B	47.00	47.00	169.15	0.278	46.61	0.0	0.4	7.526	A
A-B	0.00	0.00			0.00				
A-C	155.00	155.00			155.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85.00	85.00	136.44	0.623	86.71	3.4	1.7	18.667	C
B-A	0.00	0.00	65.60	0.000	0.00	0.0	0.0	0.000	A
C-A	200.00	200.00			200.00				
C-B	34.00	34.00	168.15	0.202	34.13	0.4	0.3	6.883	A
A-B	0.00	0.00			0.00				
A-C	159.00	159.00			159.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.00	88.00	146.29	0.602	88.17	1.7	1.6	15.549	C
B-A	0.00	0.00	70.10	0.000	0.00	0.0	0.0	0.000	A
C-A	193.00	193.00			193.00				
C-B	52.00	52.00	177.40	0.293	51.84	0.3	0.4	7.303	A
A-B	0.00	0.00			0.00				
A-C	122.00	122.00			122.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75.00	75.00	141.50	0.530	75.40	1.6	1.2	13.702	B
B-A	0.00	0.00	80.53	0.000	0.00	0.0	0.0	0.000	A
C-A	151.00	151.00			151.00				
C-B	32.00	32.00	172.90	0.185	32.18	0.4	0.2	6.560	A
A-B	0.00	0.00			0.00				
A-C	140.00	140.00			140.00				

2038 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		17.48	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	87.00
	B - Nyton Road West	0.00	0.00	59.00
	C - Nyton Road East	36.00	172.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.17	0.83	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	92.00
	B - Nyton Road West	0.00	0.00	67.00
	C - Nyton Road East	45.00	150.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.23	0.77	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	69.00
	B - Nyton Road West	0.00	0.00	76.00
	C - Nyton Road East	37.00	144.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.20	0.80	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	71.00
	B - Nyton Road West	0.00	0.00	55.00
	C - Nyton Road East	37.00	134.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.22	0.78	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	2	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.028	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Westergate Street	87.00	87.00
	B - Nyton Road West	59.00	59.00
	C - Nyton Road East	208.00	208.00
08:15-08:30	A - Westergate Street	92.00	92.00
	B - Nyton Road West	67.00	67.00
	C - Nyton Road East	195.00	195.00
08:30-08:45	A - Westergate Street	69.00	69.00
	B - Nyton Road West	76.00	76.00
	C - Nyton Road East	181.00	181.00
08:45-09:00	A - Westergate Street	71.00	71.00
	B - Nyton Road West	55.00	55.00
	C - Nyton Road East	171.00	171.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.47	10.63	0.9	B	64.25	257.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					38.75	155.00
C-B	0.92	34.22	7.6	D	150.00	600.00
A-B					0.00	0.00
A-C					79.75	319.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59.00	59.00	155.61	0.379	58.40	0.0	0.6	9.204	A
B-A	0.00	0.00	59.52	0.000	0.00	0.0	0.0	0.000	A
C-A	36.00	36.00			36.00				
C-B	172.00	172.00	186.15	0.924	164.43	0.0	7.6	34.217	D
A-B	0.00	0.00			0.00				
A-C	87.00	87.00			87.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67.00	67.00	154.28	0.434	66.85	0.6	0.8	10.275	B
B-A	0.00	0.00	62.35	0.000	0.00	0.0	0.0	0.000	A
C-A	45.00	45.00			45.00				
C-B	150.00	150.00	184.90	0.811	152.76	7.6	4.8	29.940	D
A-B	0.00	0.00			0.00				
A-C	92.00	92.00			92.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76.00	76.00	160.40	0.474	75.87	0.8	0.9	10.627	B
B-A	0.00	0.00	73.85	0.000	0.00	0.0	0.0	0.000	A
C-A	37.00	37.00			37.00				
C-B	144.00	144.00	190.65	0.755	145.49	4.8	3.3	20.574	C
A-B	0.00	0.00			0.00				
A-C	69.00	69.00			69.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55.00	55.00	159.87	0.344	55.35	0.9	0.5	8.639	A
B-A	0.00	0.00	77.94	0.000	0.00	0.0	0.0	0.000	A
C-A	37.00	37.00			37.00				
C-B	134.00	134.00	190.15	0.705	134.80	3.3	2.5	16.514	C
A-B	0.00	0.00			0.00				
A-C	71.00	71.00			71.00				

2038 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.85	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 period length (min)	Time segment length (min)	Run automatically
D14	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.40	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street		DIRECT	✓	100.000
B - Nyton Road West		DIRECT	✓	100.000
C - Nyton Road East		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	38.00
	B - Nyton Road West	0.00	0.00	140.00
	C - Nyton Road East	72.00	86.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.46	0.54	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	39.00
	B - Nyton Road West	0.00	0.00	108.00
	C - Nyton Road East	77.00	61.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.56	0.44	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	30.00
	B - Nyton Road West	0.00	0.00	112.00
	C - Nyton Road East	74.00	95.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.44	0.56	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	34.00
	B - Nyton Road West	0.00	0.00	95.00
	C - Nyton Road East	58.00	58.00	0.00

Proportions

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0.00	0.00	1.00
	B - Nyton Road West	0.00	0.00	1.00
	C - Nyton Road East	0.50	0.50	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	0	0	1
	B - Nyton Road West	0	0	0
	C - Nyton Road East	1	1	0

Average PCU Per Veh

		To		
		A - Westergate Street	B - Nyton Road West	C - Nyton Road East
From	A - Westergate Street	1.000	1.000	1.014
	B - Nyton Road West	1.000	1.000	1.000
	C - Nyton Road East	1.014	1.014	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	A - Westergate Street	38.00	38.00
	B - Nyton Road West	140.00	140.00
	C - Nyton Road East	158.00	158.00
17:15-17:30	A - Westergate Street	39.00	39.00
	B - Nyton Road West	108.00	108.00
	C - Nyton Road East	138.00	138.00
17:30-17:45	A - Westergate Street	30.00	30.00
	B - Nyton Road West	112.00	112.00
	C - Nyton Road East	169.00	169.00
17:45-18:00	A - Westergate Street	34.00	34.00
	B - Nyton Road West	95.00	95.00
	C - Nyton Road East	116.00	116.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.83	24.99	4.1	C	113.75	455.00
B-A	0.00	0.00	0.0	A	0.00	0.00
C-A					70.25	281.00
C-B	0.47	8.59	0.9	A	75.00	300.00
A-B					0.00	0.00
A-C					35.25	141.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140.00	140.00	168.65	0.830	135.86	0.0	4.1	24.987	C
B-A	0.00	0.00	101.86	0.000	0.00	0.0	0.0	0.000	A
C-A	72.00	72.00			72.00				
C-B	86.00	86.00	198.40	0.433	85.24	0.0	0.8	8.012	A
A-B	0.00	0.00			0.00				
A-C	38.00	38.00			38.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108.00	108.00	168.39	0.641	110.28	4.1	1.9	16.042	C
B-A	0.00	0.00	110.50	0.000	0.00	0.0	0.0	0.000	A
C-A	77.00	77.00			77.00				
C-B	61.00	61.00	198.15	0.308	61.31	0.8	0.5	6.683	A
A-B	0.00	0.00			0.00				
A-C	39.00	39.00			39.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112.00	112.00	170.78	0.656	111.99	1.9	1.9	15.291	C
B-A	0.00	0.00	99.94	0.000	0.00	0.0	0.0	0.000	A
C-A	74.00	74.00			74.00				
C-B	95.00	95.00	200.40	0.474	94.56	0.5	0.9	8.587	A
A-B	0.00	0.00			0.00				
A-C	30.00	30.00			30.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95.00	95.00	169.72	0.560	95.57	1.9	1.3	12.233	B
B-A	0.00	0.00	116.47	0.000	0.00	0.0	0.0	0.000	A
C-A	58.00	58.00			58.00				
C-B	58.00	58.00	199.40	0.291	58.48	0.9	0.4	6.496	A
A-B	0.00	0.00			0.00				
A-C	34.00	34.00			34.00				