Junctions 9

PICADY 9 - Priority Intersection Module

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Filename: Junction 5b - 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 10:35:24

»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-CD	D1	1.6	16.38	0.62	C	D2	0.2	7.16	0.19	A
Stream B-AD		0.0	13.70	0.02	B		0.0	13.60	0.01	B
Stream A-BCD		0.0	3.85	0.01	A		0.0	6.04	0.01	A
Stream D-ABC		0.0	6.95	0.01	A		0.0	12.62	0.01	B
Stream C-ABD		0.5	8.56	0.23	A		1.9	10.81	0.57	B
2031 DM No Cala										
Stream B-CD	D3	0.7	10.43	0.43	B	D4	0.4	7.84	0.30	A
Stream B-AD		0.0	11.91	0.02	B		0.0	12.34	0.01	B
Stream A-BCD		0.0	4.51	0.01	A		0.0	6.03	0.01	A
Stream D-ABC		0.0	7.09	0.01	A		0.0	12.31	0.01	B
Stream C-ABD		0.5	6.89	0.22	A		1.0	7.43	0.39	A
2031 DM										
Stream B-CD	D5	1.0	11.98	0.51	B	D6	0.5	8.13	0.33	A
Stream B-AD		0.0	12.16	0.02	B		0.0	12.48	0.01	B
Stream A-BCD		0.0	4.59	0.01	A		0.0	6.09	0.01	A
Stream D-ABC		0.0	7.08	0.01	A		0.0	12.33	0.01	B
Stream C-ABD		0.5	7.02	0.24	A		1.0	7.89	0.42	A
2031 DS No Cala										
Stream B-CD	D7	0.8	10.68	0.44	B	D8	0.5	8.02	0.32	A
Stream B-AD		0.0	11.93	0.02	B		0.0	12.22	0.01	B
Stream A-BCD		0.0	4.11	0.01	A		0.0	6.01	0.01	A
Stream D-ABC		0.0	7.09	0.01	A		0.0	12.25	0.01	B
Stream C-ABD		0.5	6.95	0.22	A		0.8	6.96	0.35	A
2031 DS										
Stream B-CD	D9	1.1	13.05	0.53	B	D10	0.5	8.68	0.35	A
Stream B-AD		0.0	13.23	0.02	B		0.0	13.87	0.01	B
Stream A-BCD		0.0	4.24	0.01	A		0.0	5.94	0.01	A
Stream D-ABC		0.0	7.17	0.01	A		0.0	13.35	0.01	B
Stream C-ABD		0.6	7.35	0.26	A		1.5	8.67	0.49	A
2038 DM										
Stream B-CD	D11	1.0	11.98	0.51	B	D12	0.5	8.21	0.34	A
Stream B-AD		0.0	12.20	0.02	B		0.0	12.08	0.01	B
Stream A-BCD		0.0	4.25	0.01	A		0.0	6.24	0.01	A
Stream D-ABC		0.0	7.12	0.01	A		0.0	12.30	0.01	B
Stream C-ABD		0.5	6.88	0.23	A		0.9	7.25	0.38	A
2038 DS										
Stream B-CD	D13	1.9	18.98	0.67	C	D14	0.6	9.24	0.37	A
Stream B-AD		0.0	15.13	0.02	C		0.0	15.26	0.01	C
Stream A-BCD		0.0	3.60	0.01	A		0.0	5.80	0.01	A
Stream D-ABC		0.0	7.06	0.01	A		0.0	14.39	0.02	B
Stream C-ABD		0.6	7.85	0.27	A		2.0	9.85	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.

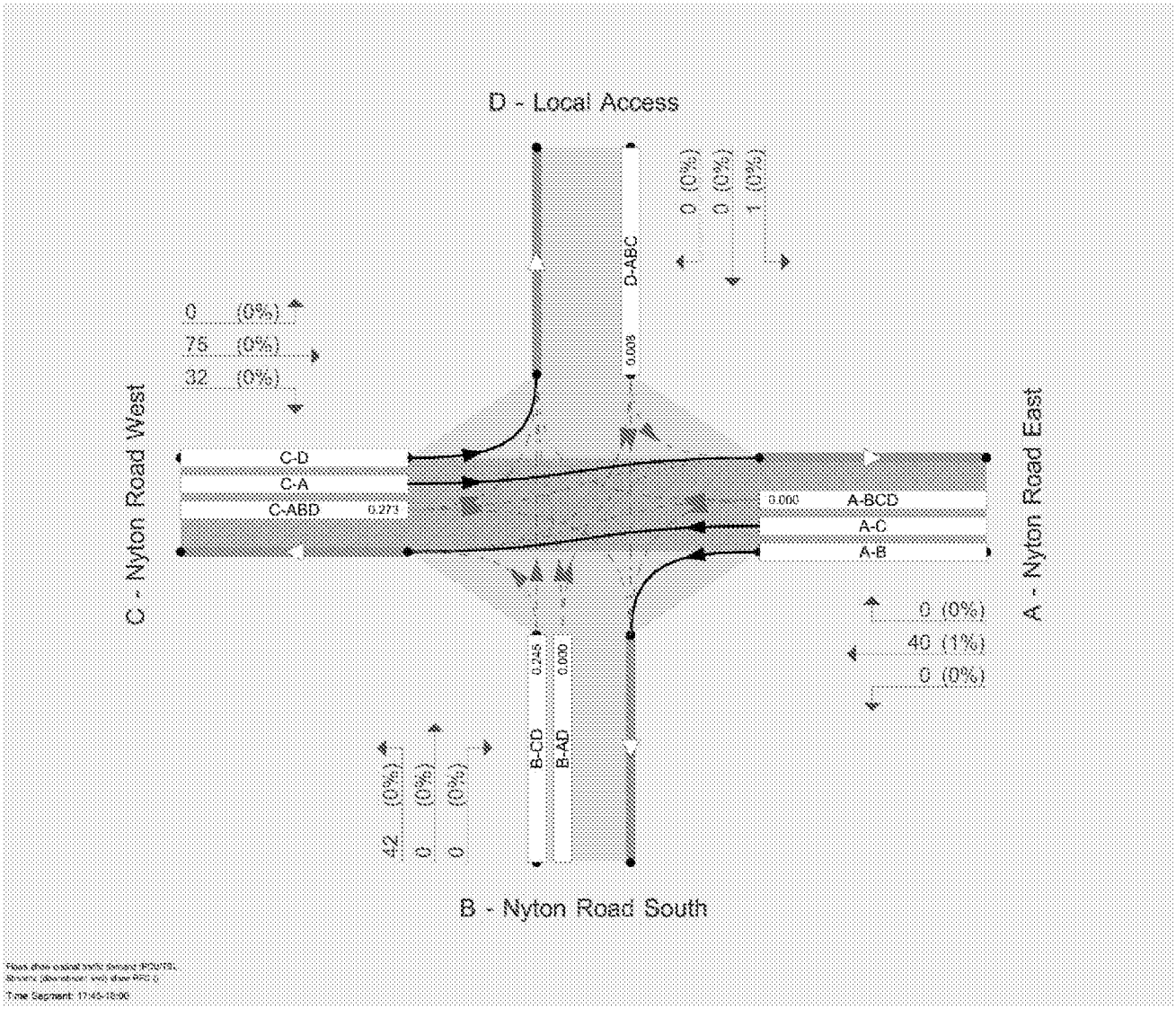
File summary

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	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	Crossroads	Two-way		5.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Nyton Road East		Major
B	Nyton Road South		Minor
C	Nyton Road West		Major
D	Local Access		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 - Nyton Road East	6.30			75.0	✓	0.00
C - Nyton Road West	6.30			48.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	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 South	One lane plus flare		10.00	6.01	5.14	4.21	3.04		1.00	32	22
D - Local Access	One lane	2.20								16	12

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	154.349	-	-	-	-	-	-	0.236	0.337	0.236	-	-	-
B-A	112.832	0.081	0.205	0.205	-	-	-	0.129	0.293	-	0.205	0.205	0.103
B-C	182.593	0.110	0.279	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	142.793	0.103	0.260	0.260	-	-	-	0.163	0.371	0.163	-	-	-
B-D, offside lane	112.832	0.081	0.205	0.205	-	-	-	0.129	0.293	0.129	-	-	-
C-B	150.440	0.230	0.230	0.329	-	-	-	-	-	-	-	-	-
D-A	145.228	-	-	-	-	-	-	0.222	-	0.088	-	-	-
D-B, nearside lane	112.399	0.129	0.129	0.292	-	-	-	0.204	0.204	0.081	-	-	-
D-B, offside lane	112.399	0.129	0.129	0.292	-	-	-	0.204	0.204	0.081	-	-	-
D-C	112.399	-	0.129	0.292	0.102	0.204	0.204	0.204	0.204	0.081	-	-	-

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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	148.00	1.00
	B - Nyton Road South	0.00	0.00	73.00	0.00
	C - Nyton Road West	52.00	22.00	0.00	0.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.99	0.01
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.70	0.30	0.00	0.00
	D - Local Access	0.25	0.25	0.25	0.25

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	131.00	0.00
	B - Nyton Road South	0.00	0.00	90.00	0.00
	C - Nyton Road West	59.00	14.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.81	0.19	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	125.00	0.00
	B - Nyton Road South	0.00	0.00	73.00	0.00
	C - Nyton Road West	66.00	24.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.73	0.27	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	115.00	0.00
	B - Nyton Road South	0.00	0.00	73.00	3.00
	C - Nyton Road West	48.00	19.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.96	0.04
	C - Nyton Road West	0.72	0.28	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	3	0
	C - Nyton Road West	4	16	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.042	1.000
	C - Nyton Road West	1.056	1.224	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	2	0
	B - Nyton Road South	0	0	5	0
	C - Nyton Road West	9	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.028	1.000
	B - Nyton Road South	1.000	1.000	1.070	1.000
	C - Nyton Road West	1.126	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	3	0
	B - Nyton Road South	0	0	6	0
	C - Nyton Road West	10	15	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.042	1.000
	B - Nyton Road South	1.000	1.000	1.084	1.000
	C - Nyton Road West	1.140	1.210	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	4	0
	B - Nyton Road South	0	0	3	0
	C - Nyton Road West	2	12	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.056	1.000
	B - Nyton Road South	1.000	1.000	1.042	1.000
	C - Nyton Road West	1.028	1.168	1.000	1.000
	D - Local Access	1.000	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)
08:00-08:15	A - Nyton Road East	149.00	149.00
	B - Nyton Road South	73.00	73.00
	C - Nyton Road West	74.00	74.00
	D - Local Access	0.00	0.00
08:15-08:30	A - Nyton Road East	131.00	131.00
	B - Nyton Road South	90.00	90.00
	C - Nyton Road West	73.00	73.00
	D - Local Access	1.00	1.00
08:30-08:45	A - Nyton Road East	125.00	125.00
	B - Nyton Road South	73.00	73.00
	C - Nyton Road West	90.00	90.00
	D - Local Access	1.00	1.00
08:45-09:00	A - Nyton Road East	115.00	115.00
	B - Nyton Road South	76.00	76.00
	C - Nyton Road West	67.00	67.00
	D - Local Access	1.00	1.00

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	0.62	16.38	1.6	C	77.63	310.50
B-AD	0.02	13.70	0.0	B	0.38	1.50
A-BCD	0.01	3.85	0.0	A	0.66	2.64
A-B					0.00	0.00
A-C					129.34	517.36
D-ABC	0.01	6.95	0.0	A	0.75	3.00
C-ABD	0.23	8.56	0.5	A	30.49	121.96
C-D					0.00	0.00
C-A					45.51	182.04

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	73.00	73.00	141.26	0.517	71.92	0.0	1.1	13.330	B
B-AD	0.00	0.00	69.12	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.64	2.64	238.37	0.011	2.63	0.0	0.0	3.850	A
A-B	0.00	0.00			0.00				
A-C	146.36	146.36			146.36				
D-ABC	0.00	0.00	81.65	0.000	0.00	0.0	0.0	0.000	A
C-ABD	33.15	33.15	154.64	0.214	32.70	0.0	0.4	8.564	A
C-D	0.00	0.00			0.00				
C-A	40.85	40.85			40.85				

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	90.00	90.00	146.00	0.616	89.48	1.1	1.6	16.383	C
B-AD	0.00	0.00	74.04	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	135.56	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	131.00	131.00			131.00				
D-ABC	1.00	1.00	132.09	0.008	0.99	0.0	0.0	6.864	A
C-ABD	22.07	22.07	163.63	0.135	22.23	0.4	0.3	7.162	A
C-D	0.00	0.00			0.00				
C-A	50.93	50.93			50.93				

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	73.00	73.00	147.68	0.494	73.53	1.6	1.1	13.066	B
B-AD	0.00	0.00	71.48	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	130.59	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	1.00	1.00	130.54	0.008	1.00	0.0	0.0	6.946	A
C-ABD	39.38	39.38	169.91	0.232	39.17	0.3	0.5	7.668	A
C-D	0.00	0.00			0.00				
C-A	50.62	50.62			50.62				

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	74.50	74.50	147.98	0.503	74.50	1.1	1.1	13.251	B
B-AD	1.50	1.50	67.17	0.022	1.48	0.0	0.0	13.695	B
A-BCD	0.00	0.00	136.46	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	115.00	115.00			115.00				
D-ABC	1.00	1.00	134.52	0.007	1.00	0.0	0.0	6.739	A
C-ABD	27.37	27.37	158.89	0.172	27.51	0.5	0.3	7.991	A
C-D	0.00	0.00			0.00				
C-A	39.63	39.63			39.63				

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	Crossroads	Two-way		5.43	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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	70.00	0.00
	B - Nyton Road South	0.00	0.00	18.00	0.00
	C - Nyton Road West	116.00	53.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.68	0.31	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	49.00	1.00
	B - Nyton Road South	0.00	0.00	21.00	0.00
	C - Nyton Road West	89.00	52.00	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.98	0.02
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.63	0.37	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	77.00	0.00
	B - Nyton Road South	0.00	0.00	29.00	1.00
	C - Nyton Road West	93.00	60.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.97	0.03
	C - Nyton Road West	0.60	0.39	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	47.00	0.00
	B - Nyton Road South	0.00	0.00	25.00	0.00
	C - Nyton Road West	78.00	45.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.63	0.37	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	6	0
	C - Nyton Road West	1	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.084	1.000
	C - Nyton Road West	1.014	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	2	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.028	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	4	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.056	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	1	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.014	1.000	1.000	1.000
	D - Local Access	1.000	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 - Nyton Road East	70.00	70.00
	B - Nyton Road South	18.00	18.00
	C - Nyton Road West	170.00	170.00
	D - Local Access	0.00	0.00
17:15-17:30	A - Nyton Road East	50.00	50.00
	B - Nyton Road South	21.00	21.00
	C - Nyton Road West	141.00	141.00
	D - Local Access	1.00	1.00
17:30-17:45	A - Nyton Road East	77.00	77.00
	B - Nyton Road South	30.00	30.00
	C - Nyton Road West	154.00	154.00
	D - Local Access	0.00	0.00
17:45-18:00	A - Nyton Road East	47.00	47.00
	B - Nyton Road South	25.00	25.00
	C - Nyton Road West	123.00	123.00
	D - Local Access	1.00	1.00

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	0.19	7.16	0.2	A	23.38	93.50
B-AD	0.01	13.60	0.0	B	0.13	0.50
A-BCD	0.01	6.04	0.0	A	0.37	1.48
A-B					0.00	0.00
A-C					60.63	242.52
D-ABC	0.01	12.62	0.0	B	0.50	2.00
C-ABD	0.57	10.81	1.9	B	100.08	400.32
C-D					0.22	0.89
C-A					46.70	186.79

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	18.00	18.00	163.04	0.110	17.87	0.0	0.1	6.714	A
B-AD	0.00	0.00	67.92	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	108.85	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	70.00	70.00			70.00				
D-ABC	0.00	0.00	75.75	0.000	0.00	0.0	0.0	0.000	A
C-ABD	115.38	115.38	216.41	0.533	113.61	0.0	1.8	8.783	A
C-D	0.47	0.47			0.47				
C-A	54.15	54.15			54.15				

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	21.00	21.00	168.91	0.124	20.99	0.1	0.1	6.343	A
B-AD	0.00	0.00	75.45	0.000	0.00	0.0	0.0	0.000	A
A-BCD	1.48	1.48	151.74	0.010	1.47	0.0	0.0	6.041	A
A-B	0.00	0.00			0.00				
A-C	48.52	48.52			48.52				
D-ABC	1.00	1.00	72.33	0.014	0.99	0.0	0.0	12.615	B
C-ABD	94.31	94.31	201.04	0.469	94.76	1.8	1.3	8.629	A
C-D	0.00	0.00			0.00				
C-A	46.69	46.69			46.69				

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	29.50	29.50	158.30	0.186	29.41	0.1	0.2	7.161	A
B-AD	0.50	0.50	66.67	0.008	0.49	0.0	0.0	13.597	B
A-BCD	0.00	0.00	111.53	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	77.00	77.00			77.00				
D-ABC	0.00	0.00	64.74	0.000	0.01	0.0	0.0	0.000	A
C-ABD	114.46	114.46	199.41	0.574	113.85	1.3	1.9	10.810	B
C-D	0.42	0.42			0.42				
C-A	39.12	39.12			39.12				

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	25.00	25.00	169.44	0.148	25.05	0.2	0.2	6.449	A
B-AD	0.00	0.00	79.26	0.000	0.01	0.0	0.0	0.000	A
A-BCD	0.00	0.00	120.20	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	47.00	47.00			47.00				
D-ABC	1.00	1.00	127.70	0.008	0.99	0.0	0.0	7.102	A
C-ABD	76.17	76.17	194.06	0.393	77.14	1.9	1.0	7.961	A
C-D	0.00	0.00			0.00				
C-A	46.83	46.83			46.83				

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	Crossroads	Two-way		3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	123.00	1.00
	B - Nyton Road South	0.00	0.00	53.00	0.00
	C - Nyton Road West	61.00	21.00	0.00	0.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.99	0.01
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.74	0.26	0.00	0.00
	D - Local Access	0.25	0.25	0.25	0.25

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	109.00	0.00
	B - Nyton Road South	0.00	0.00	65.00	0.00
	C - Nyton Road West	69.00	13.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.84	0.16	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	104.00	0.00
	B - Nyton Road South	0.00	0.00	53.00	0.00
	C - Nyton Road West	78.00	23.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.77	0.23	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	96.00	1.00
	B - Nyton Road South	0.00	0.00	53.00	3.00
	C - Nyton Road West	56.00	18.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.99	0.01
	B - Nyton Road South	0.00	0.00	0.95	0.05
	C - Nyton Road West	0.76	0.24	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	1	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.014	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	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)
08:00-08:15	A - Nyton Road East	124.00	124.00
	B - Nyton Road South	53.00	53.00
	C - Nyton Road West	82.00	82.00
	D - Local Access	0.00	0.00
08:15-08:30	A - Nyton Road East	109.00	109.00
	B - Nyton Road South	65.00	65.00
	C - Nyton Road West	82.00	82.00
	D - Local Access	1.00	1.00
08:30-08:45	A - Nyton Road East	104.00	104.00
	B - Nyton Road South	53.00	53.00
	C - Nyton Road West	101.00	101.00
	D - Local Access	1.00	1.00
08:45-09:00	A - Nyton Road East	97.00	97.00
	B - Nyton Road South	56.00	56.00
	C - Nyton Road West	74.00	74.00
	D - Local Access	1.00	1.00

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	0.43	10.43	0.7	B	56.38	225.50
B-AD	0.02	11.91	0.0	B	0.38	1.50
A-BCD	0.01	4.51	0.0	A	1.04	4.18
A-B					0.00	0.00
A-C					107.46	429.82
D-ABC	0.01	7.09	0.0	A	0.75	3.00
C-ABD	0.22	6.89	0.5	A	30.54	122.17
C-D					0.00	0.00
C-A					54.21	216.83

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	53.00	53.00	148.24	0.358	52.44	0.0	0.6	9.473	A
B-AD	0.00	0.00	73.38	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.27	2.27	219.55	0.010	2.26	0.0	0.0	4.174	A
A-B	0.00	0.00			0.00				
A-C	121.73	121.73			121.73				
D-ABC	0.00	0.00	84.59	0.000	0.00	0.0	0.0	0.000	A
C-ABD	33.17	33.17	166.30	0.199	32.79	0.0	0.4	6.889	A
C-D	0.00	0.00			0.00				
C-A	48.83	48.83			48.83				

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	65.00	65.00	152.15	0.427	64.81	0.6	0.7	10.426	B
B-AD	0.00	0.00	77.58	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	133.56	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	109.00	109.00			109.00				
D-ABC	1.00	1.00	129.87	0.008	0.99	0.0	0.0	6.982	A
C-ABD	21.61	21.61	175.23	0.123	21.74	0.4	0.2	5.993	A
C-D	0.00	0.00			0.00				
C-A	60.39	60.39			60.39				

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	53.00	53.00	153.55	0.345	53.20	0.7	0.5	9.114	A
B-AD	0.00	0.00	74.55	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	128.10	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	104.00	104.00			104.00				
D-ABC	1.00	1.00	127.88	0.008	1.00	0.0	0.0	7.092	A
C-ABD	40.27	40.27	182.65	0.220	40.06	0.2	0.5	6.433	A
C-D	0.00	0.00			0.00				
C-A	60.73	60.73			60.73				

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	54.50	54.50	152.47	0.357	54.48	0.5	0.6	9.310	A
B-AD	1.50	1.50	77.05	0.019	1.48	0.0	0.0	11.906	B
A-BCD	1.90	1.90	202.14	0.009	1.89	0.0	0.0	4.513	A
A-B	0.00	0.00			0.00				
A-C	95.10	95.10			95.10				
D-ABC	1.00	1.00	132.75	0.008	1.00	0.0	0.0	6.833	A
C-ABD	27.13	27.13	168.23	0.161	27.28	0.5	0.3	6.543	A
C-D	0.00	0.00			0.00				
C-A	46.87	46.87			46.87				

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	Crossroads	Two-way		3.78	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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	59.00	0.00
	B - Nyton Road South	0.00	0.00	31.00	0.00
	C - Nyton Road West	112.00	38.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.74	0.25	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	41.00	1.00
	B - Nyton Road South	0.00	0.00	36.00	0.00
	C - Nyton Road West	86.00	37.00	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.98	0.02
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.70	0.30	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	65.00	0.00
	B - Nyton Road South	0.00	0.00	48.00	1.00
	C - Nyton Road West	89.00	42.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.98	0.02
	C - Nyton Road West	0.67	0.32	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	40.00	0.00
	B - Nyton Road South	0.00	0.00	42.00	0.00
	C - Nyton Road West	75.00	32.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.70	0.30	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	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 - Nyton Road East	59.00	59.00
	B - Nyton Road South	31.00	31.00
	C - Nyton Road West	151.00	151.00
	D - Local Access	0.00	0.00
17:15-17:30	A - Nyton Road East	42.00	42.00
	B - Nyton Road South	36.00	36.00
	C - Nyton Road West	123.00	123.00
	D - Local Access	1.00	1.00
17:30-17:45	A - Nyton Road East	65.00	65.00
	B - Nyton Road South	49.00	49.00
	C - Nyton Road West	132.00	132.00
	D - Local Access	0.00	0.00
17:45-18:00	A - Nyton Road East	40.00	40.00
	B - Nyton Road South	42.00	42.00
	C - Nyton Road West	107.00	107.00
	D - Local Access	1.00	1.00

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	0.30	7.84	0.4	A	39.38	157.50
B-AD	0.01	12.34	0.0	B	0.13	0.50
A-BCD	0.01	6.03	0.0	A	0.34	1.37
A-B					0.00	0.00
A-C					51.16	204.63
D-ABC	0.01	12.31	0.0	B	0.50	2.00
C-ABD	0.39	7.43	1.0	A	68.81	275.23
C-D					0.31	1.24
C-A					59.13	236.53

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	31.00	31.00	166.12	0.187	30.77	0.0	0.2	6.639	A
B-AD	0.00	0.00	75.09	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	114.85	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	59.00	59.00			59.00				
D-ABC	0.00	0.00	79.89	0.000	0.00	0.0	0.0	0.000	A
C-ABD	79.89	79.89	215.50	0.371	78.94	0.0	1.0	6.581	A
C-D	0.63	0.63			0.63				
C-A	70.48	70.48			70.48				

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	36.00	36.00	171.14	0.210	35.96	0.2	0.3	6.656	A
B-AD	0.00	0.00	82.04	0.000	0.00	0.0	0.0	0.000	A
A-BCD	1.37	1.37	151.24	0.009	1.36	0.0	0.0	6.026	A
A-B	0.00	0.00			0.00				
A-C	40.63	40.63			40.63				
D-ABC	1.00	1.00	74.12	0.013	0.99	0.0	0.0	12.305	B
C-ABD	65.34	65.34	200.13	0.327	65.56	1.0	0.7	6.721	A
C-D	0.00	0.00			0.00				
C-A	57.66	57.66			57.66				

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	48.50	48.50	162.96	0.298	48.35	0.3	0.4	7.843	A
B-AD	0.50	0.50	73.44	0.007	0.49	0.0	0.0	12.337	B
A-BCD	0.00	0.00	118.72	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	65.00	65.00			65.00				
D-ABC	0.00	0.00	66.99	0.000	0.01	0.0	0.0	0.000	A
C-ABD	77.25	77.25	198.61	0.389	77.06	0.7	0.9	7.427	A
C-D	0.61	0.61			0.61				
C-A	54.14	54.14			54.14				

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	42.00	42.00	171.41	0.245	42.09	0.4	0.3	6.966	A
B-AD	0.00	0.00	84.08	0.000	0.01	0.0	0.0	0.000	A
A-BCD	0.00	0.00	125.58	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	40.00	40.00			40.00				
D-ABC	1.00	1.00	128.47	0.008	0.99	0.0	0.0	7.059	A
C-ABD	52.74	52.74	192.99	0.273	53.12	0.9	0.6	6.467	A
C-D	0.00	0.00			0.00				
C-A	54.26	54.26			54.26				

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	Crossroads	Two-way		4.08	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
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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	118.00	1.00
	B - Nyton Road South	0.00	0.00	63.00	0.00
	C - Nyton Road West	60.00	23.00	0.00	0.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.99	0.01
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.72	0.28	0.00	0.00
	D - Local Access	0.25	0.25	0.25	0.25

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	104.00	0.00
	B - Nyton Road South	0.00	0.00	78.00	0.00
	C - Nyton Road West	67.00	14.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.83	0.17	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	99.00	0.00
	B - Nyton Road South	0.00	0.00	63.00	0.00
	C - Nyton Road West	77.00	25.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.75	0.25	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	91.00	1.00
	B - Nyton Road South	0.00	0.00	63.00	3.00
	C - Nyton Road West	55.00	19.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.99	0.01
	B - Nyton Road South	0.00	0.00	0.95	0.05
	C - Nyton Road West	0.74	0.26	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	1	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.014	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	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)
08:00-08:15	A - Nyton Road East	119.00	119.00
	B - Nyton Road South	63.00	63.00
	C - Nyton Road West	83.00	83.00
	D - Local Access	0.00	0.00
08:15-08:30	A - Nyton Road East	104.00	104.00
	B - Nyton Road South	78.00	78.00
	C - Nyton Road West	81.00	81.00
	D - Local Access	1.00	1.00
08:30-08:45	A - Nyton Road East	99.00	99.00
	B - Nyton Road South	63.00	63.00
	C - Nyton Road West	102.00	102.00
	D - Local Access	1.00	1.00
08:45-09:00	A - Nyton Road East	92.00	92.00
	B - Nyton Road South	66.00	66.00
	C - Nyton Road West	74.00	74.00
	D - Local Access	1.00	1.00

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	0.51	11.98	1.0	B	67.13	268.50
B-AD	0.02	12.16	0.0	B	0.38	1.50
A-BCD	0.01	4.59	0.0	A	1.01	4.05
A-B					0.00	0.00
A-C					102.49	409.95
D-ABC	0.01	7.08	0.0	A	0.75	3.00
C-ABD	0.24	7.02	0.5	A	32.62	130.49
C-D					0.00	0.00
C-A					52.38	209.51

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	63.00	63.00	149.64	0.421	62.28	0.0	0.7	10.364	B
B-AD	0.00	0.00	73.95	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.21	2.21	215.70	0.010	2.20	0.0	0.0	4.247	A
A-B	0.00	0.00			0.00				
A-C	116.79	116.79			116.79				
D-ABC	0.00	0.00	84.24	0.000	0.00	0.0	0.0	0.000	A
C-ABD	35.95	35.95	166.56	0.216	35.54	0.0	0.4	7.020	A
C-D	0.00	0.00			0.00				
C-A	47.05	47.05			47.05				

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	78.00	78.00	153.55	0.508	77.70	0.7	1.0	11.982	B
B-AD	0.00	0.00	78.56	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	133.69	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	104.00	104.00			104.00				
D-ABC	1.00	1.00	130.31	0.008	0.99	0.0	0.0	6.959	A
C-ABD	22.88	22.88	174.78	0.131	23.03	0.4	0.3	6.064	A
C-D	0.00	0.00			0.00				
C-A	58.12	58.12			58.12				

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	63.00	63.00	154.94	0.407	63.31	1.0	0.7	9.993	A
B-AD	0.00	0.00	75.11	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	127.66	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	99.00	99.00			99.00				
D-ABC	1.00	1.00	128.10	0.008	1.00	0.0	0.0	7.080	A
C-ABD	43.31	43.31	182.89	0.237	43.08	0.3	0.5	6.560	A
C-D	0.00	0.00			0.00				
C-A	58.69	58.69			58.69				

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	64.50	64.50	154.30	0.418	64.49	0.7	0.7	10.157	B
B-AD	1.50	1.50	75.49	0.020	1.48	0.0	0.0	12.158	B
A-BCD	1.85	1.85	198.55	0.009	1.84	0.0	0.0	4.594	A
A-B	0.00	0.00			0.00				
A-C	90.15	90.15			90.15				
D-ABC	1.00	1.00	132.97	0.008	1.00	0.0	0.0	6.821	A
C-ABD	28.36	28.36	168.53	0.168	28.54	0.5	0.3	6.589	A
C-D	0.00	0.00			0.00				
C-A	45.64	45.64			45.64				

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	Crossroads	Two-way		4.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	56.00	0.00
	B - Nyton Road South	0.00	0.00	34.00	0.00
	C - Nyton Road West	107.00	41.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.72	0.28	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	39.00	1.00
	B - Nyton Road South	0.00	0.00	39.00	0.00
	C - Nyton Road West	82.00	40.00	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.98	0.03
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.67	0.33	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	62.00	0.00
	B - Nyton Road South	0.00	0.00	53.00	1.00
	C - Nyton Road West	86.00	46.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.98	0.02
	C - Nyton Road West	0.65	0.35	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	38.00	0.00
	B - Nyton Road South	0.00	0.00	46.00	0.00
	C - Nyton Road West	72.00	35.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.67	0.33	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	2	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.028	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	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 - Nyton Road East	56.00	56.00
	B - Nyton Road South	34.00	34.00
	C - Nyton Road West	149.00	149.00
	D - Local Access	0.00	0.00
17:15-17:30	A - Nyton Road East	40.00	40.00
	B - Nyton Road South	39.00	39.00
	C - Nyton Road West	122.00	122.00
	D - Local Access	1.00	1.00
17:30-17:45	A - Nyton Road East	62.00	62.00
	B - Nyton Road South	54.00	54.00
	C - Nyton Road West	133.00	133.00
	D - Local Access	0.00	0.00
17:45-18:00	A - Nyton Road East	38.00	38.00
	B - Nyton Road South	46.00	46.00
	C - Nyton Road West	107.00	107.00
	D - Local Access	1.00	1.00

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	0.33	8.13	0.5	A	43.13	172.50
B-AD	0.01	12.48	0.0	B	0.13	0.50
A-BCD	0.01	6.09	0.0	A	0.34	1.35
A-B					0.00	0.00
A-C					48.66	194.65
D-ABC	0.01	12.33	0.0	B	0.50	2.00
C-ABD	0.42	7.89	1.0	A	72.89	291.55
C-D					0.30	1.18
C-A					54.57	218.27

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	34.00	34.00	166.95	0.204	33.75	0.0	0.3	6.744	A
B-AD	0.00	0.00	75.47	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	115.02	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	56.00	56.00			56.00				
D-ABC	0.00	0.00	80.54	0.000	0.00	0.0	0.0	0.000	A
C-ABD	83.36	83.36	212.54	0.392	82.35	0.0	1.0	6.900	A
C-D	0.61	0.61			0.61				
C-A	65.04	65.04			65.04				

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	39.00	39.00	171.70	0.227	38.96	0.3	0.3	6.778	A
B-AD	0.00	0.00	82.07	0.000	0.00	0.0	0.0	0.000	A
A-BCD	1.35	1.35	149.71	0.009	1.34	0.0	0.0	6.087	A
A-B	0.00	0.00			0.00				
A-C	38.65	38.65			38.65				
D-ABC	1.00	1.00	73.95	0.014	0.99	0.0	0.0	12.334	B
C-ABD	68.81	68.81	197.77	0.348	69.03	1.0	0.8	7.028	A
C-D	0.00	0.00			0.00				
C-A	53.19	53.19			53.19				

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	53.50	53.50	163.88	0.326	53.31	0.3	0.5	8.126	A
B-AD	0.50	0.50	72.63	0.007	0.49	0.0	0.0	12.477	B
A-BCD	0.00	0.00	118.06	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	62.00	62.00			62.00				
D-ABC	0.00	0.00	66.13	0.000	0.01	0.0	0.0	0.000	A
C-ABD	82.83	82.83	197.08	0.420	82.58	0.8	1.0	7.888	A
C-D	0.58	0.58			0.58				
C-A	49.59	49.59			49.59				

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	46.00	46.00	171.97	0.267	46.11	0.5	0.4	7.156	A
B-AD	0.00	0.00	83.59	0.000	0.01	0.0	0.0	0.000	A
A-BCD	0.00	0.00	125.24	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	38.00	38.00			38.00				
D-ABC	1.00	1.00	129.13	0.008	0.99	0.0	0.0	7.023	A
C-ABD	56.55	56.55	191.34	0.296	56.98	1.0	0.6	6.739	A
C-D	0.00	0.00			0.00				
C-A	50.45	50.45			50.45				

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	Crossroads	Two-way		3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	128.00	1.00
	B - Nyton Road South	0.00	0.00	54.00	0.00
	C - Nyton Road West	61.00	21.00	0.00	0.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.99	0.01
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.74	0.26	0.00	0.00
	D - Local Access	0.25	0.25	0.25	0.25

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	113.00	0.00
	B - Nyton Road South	0.00	0.00	66.00	0.00
	C - Nyton Road West	68.00	13.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.84	0.16	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	108.00	0.00
	B - Nyton Road South	0.00	0.00	54.00	0.00
	C - Nyton Road West	78.00	23.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.77	0.23	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	99.00	0.00
	B - Nyton Road South	0.00	0.00	53.00	3.00
	C - Nyton Road West	56.00	17.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.95	0.05
	C - Nyton Road West	0.77	0.23	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	1	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.014	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	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)
08:00-08:15	A - Nyton Road East	129.00	129.00
	B - Nyton Road South	54.00	54.00
	C - Nyton Road West	82.00	82.00
	D - Local Access	0.00	0.00
08:15-08:30	A - Nyton Road East	113.00	113.00
	B - Nyton Road South	66.00	66.00
	C - Nyton Road West	81.00	81.00
	D - Local Access	1.00	1.00
08:30-08:45	A - Nyton Road East	108.00	108.00
	B - Nyton Road South	54.00	54.00
	C - Nyton Road West	101.00	101.00
	D - Local Access	1.00	1.00
08:45-09:00	A - Nyton Road East	99.00	99.00
	B - Nyton Road South	56.00	56.00
	C - Nyton Road West	73.00	73.00
	D - Local Access	1.00	1.00

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	0.44	10.68	0.8	B	57.13	228.50
B-AD	0.02	11.93	0.0	B	0.38	1.50
A-BCD	0.01	4.11	0.0	A	0.59	2.35
A-B					0.00	0.00
A-C					111.66	446.65
D-ABC	0.01	7.09	0.0	A	0.75	3.00
C-ABD	0.22	6.95	0.5	A	30.21	120.85
C-D					0.00	0.00
C-A					54.04	216.15

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	54.00	54.00	146.84	0.368	53.42	0.0	0.6	9.709	A
B-AD	0.00	0.00	72.36	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.35	2.35	223.07	0.011	2.33	0.0	0.0	4.109	A
A-B	0.00	0.00			0.00				
A-C	126.65	126.65			126.65				
D-ABC	0.00	0.00	83.90	0.000	0.00	0.0	0.0	0.000	A
C-ABD	33.28	33.28	165.30	0.201	32.90	0.0	0.4	6.947	A
C-D	0.00	0.00			0.00				
C-A	48.72	48.72			48.72				

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	66.00	66.00	151.03	0.437	65.81	0.6	0.8	10.683	B
B-AD	0.00	0.00	76.88	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	133.80	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	113.00	113.00			113.00				
D-ABC	1.00	1.00	130.09	0.008	0.99	0.0	0.0	6.970	A
C-ABD	21.53	21.53	173.73	0.124	21.66	0.4	0.2	6.051	A
C-D	0.00	0.00			0.00				
C-A	59.47	59.47			59.47				

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	54.00	54.00	152.43	0.354	54.21	0.8	0.6	9.310	A
B-AD	0.00	0.00	73.72	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	128.10	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	108.00	108.00			108.00				
D-ABC	1.00	1.00	127.88	0.008	1.00	0.0	0.0	7.092	A
C-ABD	40.39	40.39	181.89	0.222	40.18	0.2	0.5	6.474	A
C-D	0.00	0.00			0.00				
C-A	60.61	60.61			60.61				

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	54.50	54.50	151.67	0.359	54.50	0.6	0.6	9.390	A
B-AD	1.50	1.50	76.88	0.020	1.48	0.0	0.0	11.934	B
A-BCD	0.00	0.00	135.26	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	99.00	99.00			99.00				
D-ABC	1.00	1.00	132.74	0.008	1.00	0.0	0.0	6.833	A
C-ABD	25.65	25.65	167.91	0.153	25.83	0.5	0.3	6.493	A
C-D	0.00	0.00			0.00				
C-A	47.35	47.35			47.35				

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	Crossroads	Two-way		3.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	58.00	0.00
	B - Nyton Road South	0.00	0.00	32.00	0.00
	C - Nyton Road West	114.00	34.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.77	0.23	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	40.00	1.00
	B - Nyton Road South	0.00	0.00	38.00	0.00
	C - Nyton Road West	87.00	33.00	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.98	0.02
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.73	0.28	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	64.00	0.00
	B - Nyton Road South	0.00	0.00	51.00	1.00
	C - Nyton Road West	91.00	38.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.98	0.02
	C - Nyton Road West	0.70	0.29	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	39.00	0.00
	B - Nyton Road South	0.00	0.00	44.00	0.00
	C - Nyton Road West	76.00	29.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.72	0.28	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	2	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.028	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	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 - Nyton Road East	58.00	58.00
	B - Nyton Road South	32.00	32.00
	C - Nyton Road West	149.00	149.00
	D - Local Access	0.00	0.00
17:15-17:30	A - Nyton Road East	41.00	41.00
	B - Nyton Road South	38.00	38.00
	C - Nyton Road West	120.00	120.00
	D - Local Access	1.00	1.00
17:30-17:45	A - Nyton Road East	64.00	64.00
	B - Nyton Road South	52.00	52.00
	C - Nyton Road West	130.00	130.00
	D - Local Access	0.00	0.00
17:45-18:00	A - Nyton Road East	39.00	39.00
	B - Nyton Road South	44.00	44.00
	C - Nyton Road West	105.00	105.00
	D - Local Access	1.00	1.00

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	0.32	8.02	0.5	A	41.38	165.50
B-AD	0.01	12.22	0.0	B	0.13	0.50
A-BCD	0.01	6.01	0.0	A	0.34	1.36
A-B					0.00	0.00
A-C					50.16	200.64
D-ABC	0.01	12.25	0.0	B	0.50	2.00
C-ABD	0.35	6.96	0.8	A	62.42	249.66
C-D					0.33	1.31
C-A					63.26	253.03

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	32.00	32.00	166.39	0.192	31.76	0.0	0.2	6.674	A
B-AD	0.00	0.00	76.21	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	115.73	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	58.00	58.00			58.00				
D-ABC	0.00	0.00	80.27	0.000	0.00	0.0	0.0	0.000	A
C-ABD	72.31	72.31	217.06	0.333	71.48	0.0	0.8	6.175	A
C-D	0.67	0.67			0.67				
C-A	76.02	76.02			76.02				

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	38.00	38.00	171.42	0.222	37.95	0.2	0.3	6.742	A
B-AD	0.00	0.00	83.31	0.000	0.00	0.0	0.0	0.000	A
A-BCD	1.36	1.36	151.56	0.009	1.35	0.0	0.0	6.013	A
A-B	0.00	0.00			0.00				
A-C	39.64	39.64			39.64				
D-ABC	1.00	1.00	74.47	0.013	0.99	0.0	0.0	12.246	B
C-ABD	58.59	58.59	200.97	0.292	58.78	0.8	0.6	6.356	A
C-D	0.00	0.00			0.00				
C-A	61.41	61.41			61.41				

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	51.50	51.50	163.34	0.315	51.33	0.3	0.5	8.023	A
B-AD	0.50	0.50	74.17	0.007	0.49	0.0	0.0	12.215	B
A-BCD	0.00	0.00	119.63	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	64.00	64.00			64.00				
D-ABC	0.00	0.00	66.93	0.000	0.01	0.0	0.0	0.000	A
C-ABD	70.71	70.71	200.16	0.353	70.53	0.6	0.8	6.964	A
C-D	0.64	0.64			0.64				
C-A	58.64	58.64			58.64				

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	44.00	44.00	171.69	0.256	44.11	0.5	0.3	7.059	A
B-AD	0.00	0.00	84.86	0.000	0.01	0.0	0.0	0.000	A
A-BCD	0.00	0.00	126.39	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	39.00	39.00			39.00				
D-ABC	1.00	1.00	128.26	0.008	0.99	0.0	0.0	7.071	A
C-ABD	48.05	48.05	193.83	0.248	48.38	0.8	0.5	6.214	A
C-D	0.00	0.00			0.00				
C-A	56.95	56.95			56.95				

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	Crossroads	Two-way		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
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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	148.00	1.00
	B - Nyton Road South	0.00	0.00	63.00	0.00
	C - Nyton Road West	65.00	24.00	0.00	0.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.99	0.01
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.73	0.27	0.00	0.00
	D - Local Access	0.25	0.25	0.25	0.25

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	130.00	0.00
	B - Nyton Road South	0.00	0.00	77.00	0.00
	C - Nyton Road West	74.00	15.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.83	0.17	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	125.00	0.00
	B - Nyton Road South	0.00	0.00	63.00	0.00
	C - Nyton Road West	84.00	26.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.76	0.24	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	115.00	1.00
	B - Nyton Road South	0.00	0.00	62.00	3.00
	C - Nyton Road West	60.00	20.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.99	0.01
	B - Nyton Road South	0.00	0.00	0.95	0.05
	C - Nyton Road West	0.75	0.25	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	1	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.014	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	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)
08:00-08:15	A - Nyton Road East	149.00	149.00
	B - Nyton Road South	63.00	63.00
	C - Nyton Road West	89.00	89.00
	D - Local Access	0.00	0.00
08:15-08:30	A - Nyton Road East	130.00	130.00
	B - Nyton Road South	77.00	77.00
	C - Nyton Road West	89.00	89.00
	D - Local Access	1.00	1.00
08:30-08:45	A - Nyton Road East	125.00	125.00
	B - Nyton Road South	63.00	63.00
	C - Nyton Road West	110.00	110.00
	D - Local Access	1.00	1.00
08:45-09:00	A - Nyton Road East	116.00	116.00
	B - Nyton Road South	65.00	65.00
	C - Nyton Road West	80.00	80.00
	D - Local Access	1.00	1.00

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	0.53	13.05	1.1	B	66.63	266.50
B-AD	0.02	13.23	0.0	B	0.38	1.50
A-BCD	0.01	4.24	0.0	A	1.21	4.84
A-B					0.00	0.00
A-C					128.79	515.16
D-ABC	0.01	7.17	0.0	A	0.75	3.00
C-ABD	0.26	7.35	0.6	A	36.39	145.56
C-D					0.00	0.00
C-A					55.61	222.44

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	63.00	63.00	141.26	0.446	62.20	0.0	0.8	11.432	B
B-AD	0.00	0.00	66.86	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.68	2.68	235.85	0.011	2.67	0.0	0.0	3.859	A
A-B	0.00	0.00			0.00				
A-C	146.32	146.32			146.32				
D-ABC	0.00	0.00	79.26	0.000	0.00	0.0	0.0	0.000	A
C-ABD	39.71	39.71	164.29	0.242	39.22	0.0	0.5	7.347	A
C-D	0.00	0.00			0.00				
C-A	49.29	49.29			49.29				

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	77.00	77.00	146.28	0.526	76.70	0.8	1.1	13.055	B
B-AD	0.00	0.00	72.02	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	131.67	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	130.00	130.00			130.00				
D-ABC	1.00	1.00	128.75	0.008	0.99	0.0	0.0	7.044	A
C-ABD	26.24	26.24	174.84	0.150	26.42	0.5	0.3	6.204	A
C-D	0.00	0.00			0.00				
C-A	62.76	62.76			62.76				

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	63.00	63.00	147.68	0.427	63.33	1.1	0.8	10.862	B
B-AD	0.00	0.00	68.57	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	125.66	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	1.00	1.00	126.54	0.008	1.00	0.0	0.0	7.168	A
C-ABD	48.23	48.23	183.06	0.263	47.96	0.3	0.6	6.790	A
C-D	0.00	0.00			0.00				
C-A	61.77	61.77			61.77				

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	63.50	63.50	147.46	0.431	63.50	0.8	0.8	10.868	B
B-AD	1.50	1.50	69.51	0.022	1.48	0.0	0.0	13.225	B
A-BCD	2.16	2.16	214.21	0.010	2.15	0.0	0.0	4.243	A
A-B	0.00	0.00			0.00				
A-C	113.84	113.84			113.84				
D-ABC	1.00	1.00	131.84	0.008	1.00	0.0	0.0	6.880	A
C-ABD	31.38	31.38	167.36	0.188	31.60	0.6	0.4	6.799	A
C-D	0.00	0.00			0.00				
C-A	48.62	48.62			48.62				

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	Crossroads	Two-way		4.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	72.00	0.00
	B - Nyton Road South	0.00	0.00	35.00	0.00
	C - Nyton Road West	127.00	44.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.74	0.26	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	50.00	1.00
	B - Nyton Road South	0.00	0.00	41.00	0.00
	C - Nyton Road West	97.00	43.00	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.98	0.02
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.69	0.31	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	80.00	0.00
	B - Nyton Road South	0.00	0.00	55.00	1.00
	C - Nyton Road West	102.00	50.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.98	0.02
	C - Nyton Road West	0.67	0.33	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	49.00	0.00
	B - Nyton Road South	0.00	0.00	48.00	0.00
	C - Nyton Road West	85.00	37.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.70	0.30	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	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 - Nyton Road East	72.00	72.00
	B - Nyton Road South	35.00	35.00
	C - Nyton Road West	172.00	172.00
	D - Local Access	0.00	0.00
17:15-17:30	A - Nyton Road East	51.00	51.00
	B - Nyton Road South	41.00	41.00
	C - Nyton Road West	140.00	140.00
	D - Local Access	1.00	1.00
17:30-17:45	A - Nyton Road East	80.00	80.00
	B - Nyton Road South	56.00	56.00
	C - Nyton Road West	153.00	153.00
	D - Local Access	0.00	0.00
17:45-18:00	A - Nyton Road East	49.00	49.00
	B - Nyton Road South	48.00	48.00
	C - Nyton Road West	122.00	122.00
	D - Local Access	1.00	1.00

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	0.35	8.68	0.5	A	44.88	179.50
B-AD	0.01	13.87	0.0	B	0.13	0.50
A-BCD	0.01	5.94	0.0	A	0.37	1.48
A-B					0.00	0.00
A-C					62.63	250.52
D-ABC	0.01	13.35	0.0	B	0.50	2.00
C-ABD	0.49	8.67	1.5	A	87.86	351.44
C-D					0.26	1.04
C-A					58.63	234.51

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	35.00	35.00	162.48	0.215	34.73	0.0	0.3	7.031	A
B-AD	0.00	0.00	68.73	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	109.29	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	72.00	72.00			72.00				
D-ABC	0.00	0.00	73.66	0.000	0.00	0.0	0.0	0.000	A
C-ABD	102.79	102.79	223.79	0.459	101.39	0.0	1.4	7.338	A
C-D	0.54	0.54			0.54				
C-A	68.67	68.67			68.67				

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	41.00	41.00	168.63	0.243	40.95	0.3	0.3	7.048	A
B-AD	0.00	0.00	76.93	0.000	0.00	0.0	0.0	0.000	A
A-BCD	1.48	1.48	153.60	0.010	1.47	0.0	0.0	5.942	A
A-B	0.00	0.00			0.00				
A-C	49.52	49.52			49.52				
D-ABC	1.00	1.00	68.37	0.015	0.99	0.0	0.0	13.353	B
C-ABD	81.98	81.98	206.28	0.397	82.35	1.4	1.0	7.324	A
C-D	0.00	0.00			0.00				
C-A	58.02	58.02			58.02				

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	55.50	55.50	158.74	0.350	55.29	0.3	0.5	8.681	A
B-AD	0.50	0.50	65.36	0.008	0.49	0.0	0.0	13.873	B
A-BCD	0.00	0.00	112.87	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	80.00	80.00			80.00				
D-ABC	0.00	0.00	59.27	0.000	0.01	0.0	0.0	0.000	A
C-ABD	101.20	101.20	205.15	0.493	100.78	1.0	1.5	8.668	A
C-D	0.50	0.50			0.50				
C-A	51.29	51.29			51.29				

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	48.00	48.00	168.89	0.284	48.13	0.5	0.4	7.459	A
B-AD	0.00	0.00	78.76	0.000	0.01	0.0	0.0	0.000	A
A-BCD	0.00	0.00	121.39	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	49.00	49.00			49.00				
D-ABC	1.00	1.00	126.18	0.008	0.99	0.0	0.0	7.188	A
C-ABD	65.46	65.46	198.39	0.330	66.17	1.5	0.7	6.870	A
C-D	0.00	0.00			0.00				
C-A	56.54	56.54			56.54				

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	Crossroads	Two-way		4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	118.00	1.00
	B - Nyton Road South	0.00	0.00	63.00	0.00
	C - Nyton Road West	62.00	22.00	0.00	0.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.99	0.01
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.74	0.26	0.00	0.00
	D - Local Access	0.25	0.25	0.25	0.25

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	104.00	0.00
	B - Nyton Road South	0.00	0.00	78.00	0.00
	C - Nyton Road West	70.00	14.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.83	0.17	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	100.00	0.00
	B - Nyton Road South	0.00	0.00	63.00	0.00
	C - Nyton Road West	80.00	24.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.77	0.23	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	92.00	0.00
	B - Nyton Road South	0.00	0.00	63.00	3.00
	C - Nyton Road West	57.00	19.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.95	0.05
	C - Nyton Road West	0.75	0.25	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	1	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.014	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	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)
08:00-08:15	A - Nyton Road East	119.00	119.00
	B - Nyton Road South	63.00	63.00
	C - Nyton Road West	84.00	84.00
	D - Local Access	0.00	0.00
08:15-08:30	A - Nyton Road East	104.00	104.00
	B - Nyton Road South	78.00	78.00
	C - Nyton Road West	84.00	84.00
	D - Local Access	1.00	1.00
08:30-08:45	A - Nyton Road East	100.00	100.00
	B - Nyton Road South	63.00	63.00
	C - Nyton Road West	104.00	104.00
	D - Local Access	1.00	1.00
08:45-09:00	A - Nyton Road East	92.00	92.00
	B - Nyton Road South	66.00	66.00
	C - Nyton Road West	76.00	76.00
	D - Local Access	1.00	1.00

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	0.51	11.98	1.0	B	67.13	268.50
B-AD	0.02	12.20	0.0	B	0.38	1.50
A-BCD	0.01	4.25	0.0	A	0.55	2.21
A-B					0.00	0.00
A-C					103.20	412.79
D-ABC	0.01	7.12	0.0	A	0.75	3.00
C-ABD	0.23	6.88	0.5	A	32.35	129.39
C-D					0.00	0.00
C-A					54.65	218.61

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	63.00	63.00	149.64	0.421	62.28	0.0	0.7	10.364	B
B-AD	0.00	0.00	73.99	0.000	0.00	0.0	0.0	0.000	A
A-BCD	2.21	2.21	215.60	0.010	2.20	0.0	0.0	4.249	A
A-B	0.00	0.00			0.00				
A-C	116.79	116.79			116.79				
D-ABC	0.00	0.00	84.00	0.000	0.00	0.0	0.0	0.000	A
C-ABD	34.87	34.87	168.02	0.208	34.47	0.0	0.4	6.885	A
C-D	0.00	0.00			0.00				
C-A	49.13	49.13			49.13				

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	78.00	78.00	153.55	0.508	77.70	0.7	1.0	11.982	B
B-AD	0.00	0.00	78.18	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	132.98	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	104.00	104.00			104.00				
D-ABC	1.00	1.00	129.65	0.008	0.99	0.0	0.0	6.995	A
C-ABD	23.34	23.34	176.93	0.132	23.47	0.4	0.3	5.994	A
C-D	0.00	0.00			0.00				
C-A	60.66	60.66			60.66				

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	63.00	63.00	154.66	0.407	63.31	1.0	0.7	10.025	B
B-AD	0.00	0.00	74.81	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	127.29	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	100.00	100.00			100.00				
D-ABC	1.00	1.00	127.43	0.008	1.00	0.0	0.0	7.117	A
C-ABD	42.45	42.45	184.85	0.230	42.23	0.3	0.5	6.432	A
C-D	0.00	0.00			0.00				
C-A	61.55	61.55			61.55				

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	64.50	64.50	154.02	0.419	64.49	0.7	0.7	10.189	B
B-AD	1.50	1.50	75.22	0.020	1.48	0.0	0.0	12.203	B
A-BCD	0.00	0.00	134.34	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	92.00	92.00			92.00				
D-ABC	1.00	1.00	132.52	0.008	1.00	0.0	0.0	6.842	A
C-ABD	28.73	28.73	170.04	0.169	28.90	0.5	0.3	6.536	A
C-D	0.00	0.00			0.00				
C-A	47.27	47.27			47.27				

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	Crossroads	Two-way		4.08	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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	47.00	0.00
	B - Nyton Road South	0.00	0.00	37.00	0.00
	C - Nyton Road West	110.00	37.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.74	0.25	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	33.00	1.00
	B - Nyton Road South	0.00	0.00	43.00	0.00
	C - Nyton Road West	85.00	36.00	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.97	0.03
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.70	0.30	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	52.00	0.00
	B - Nyton Road South	0.00	0.00	57.00	1.00
	C - Nyton Road West	88.00	42.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.98	0.02
	C - Nyton Road West	0.67	0.32	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	32.00	0.00
	B - Nyton Road South	0.00	0.00	50.00	0.00
	C - Nyton Road West	74.00	32.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.70	0.30	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	2	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.028	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	2	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.028	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	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 - Nyton Road East	47.00	47.00
	B - Nyton Road South	37.00	37.00
	C - Nyton Road West	148.00	148.00
	D - Local Access	0.00	0.00
17:15-17:30	A - Nyton Road East	34.00	34.00
	B - Nyton Road South	43.00	43.00
	C - Nyton Road West	121.00	121.00
	D - Local Access	1.00	1.00
17:30-17:45	A - Nyton Road East	52.00	52.00
	B - Nyton Road South	58.00	58.00
	C - Nyton Road West	131.00	131.00
	D - Local Access	0.00	0.00
17:45-18:00	A - Nyton Road East	32.00	32.00
	B - Nyton Road South	50.00	50.00
	C - Nyton Road West	106.00	106.00
	D - Local Access	1.00	1.00

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	0.34	8.21	0.5	A	46.88	187.50
B-AD	0.01	12.08	0.0	B	0.13	0.50
A-BCD	0.01	6.24	0.0	A	0.32	1.29
A-B					0.00	0.00
A-C					40.93	163.71
D-ABC	0.01	12.30	0.0	B	0.50	2.00
C-ABD	0.38	7.25	0.9	A	66.75	266.99
C-D					0.32	1.27
C-A					59.44	237.74

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	37.00	37.00	169.47	0.218	36.72	0.0	0.3	6.766	A
B-AD	0.00	0.00	78.10	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	115.66	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	47.00	47.00			47.00				
D-ABC	0.00	0.00	81.51	0.000	0.00	0.0	0.0	0.000	A
C-ABD	76.05	76.05	216.18	0.352	75.18	0.0	0.9	6.373	A
C-D	0.65	0.65			0.65				
C-A	71.31	71.31			71.31				

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	43.00	43.00	173.38	0.248	42.95	0.3	0.3	6.896	A
B-AD	0.00	0.00	84.11	0.000	0.00	0.0	0.0	0.000	A
A-BCD	1.29	1.29	145.95	0.009	1.28	0.0	0.0	6.240	A
A-B	0.00	0.00			0.00				
A-C	32.71	32.71			32.71				
D-ABC	1.00	1.00	74.13	0.013	0.99	0.0	0.0	12.303	B
C-ABD	62.82	62.82	200.90	0.313	63.00	0.9	0.7	6.557	A
C-D	0.00	0.00			0.00				
C-A	58.18	58.18			58.18				

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	57.50	57.50	166.79	0.345	57.31	0.3	0.5	8.205	A
B-AD	0.50	0.50	75.02	0.007	0.49	0.0	0.0	12.076	B
A-BCD	0.00	0.00	118.97	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	52.00	52.00			52.00				
D-ABC	0.00	0.00	67.02	0.000	0.01	0.0	0.0	0.000	A
C-ABD	75.99	75.99	200.29	0.379	75.79	0.7	0.9	7.251	A
C-D	0.62	0.62			0.62				
C-A	54.39	54.39			54.39				

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	50.00	50.00	173.64	0.288	50.11	0.5	0.4	7.294	A
B-AD	0.00	0.00	85.01	0.000	0.01	0.0	0.0	0.000	A
A-BCD	0.00	0.00	125.83	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	32.00	32.00			32.00				
D-ABC	1.00	1.00	128.70	0.008	0.99	0.0	0.0	7.046	A
C-ABD	52.13	52.13	193.82	0.269	52.49	0.9	0.5	6.397	A
C-D	0.00	0.00			0.00				
C-A	53.87	53.87			53.87				

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	Crossroads	Two-way		5.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	171.00	1.00
	B - Nyton Road South	0.00	0.00	76.00	0.00
	C - Nyton Road West	59.00	24.00	0.00	0.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.99	0.01
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.71	0.29	0.00	0.00
	D - Local Access	0.25	0.25	0.25	0.25

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	150.00	0.00
	B - Nyton Road South	0.00	0.00	94.00	0.00
	C - Nyton Road West	66.00	15.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.81	0.19	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	144.00	0.00
	B - Nyton Road South	0.00	0.00	76.00	0.00
	C - Nyton Road West	75.00	26.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.74	0.26	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	133.00	0.00
	B - Nyton Road South	0.00	0.00	76.00	3.00
	C - Nyton Road West	54.00	20.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.96	0.04
	C - Nyton Road West	0.73	0.27	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	1	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.014	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	0	0
	B - Nyton Road South	0	0	1	0
	C - Nyton Road West	1	2	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.000	1.000
	B - Nyton Road South	1.000	1.000	1.014	1.000
	C - Nyton Road West	1.014	1.028	1.000	1.000
	D - Local Access	1.000	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)
08:00-08:15	A - Nyton Road East	172.00	172.00
	B - Nyton Road South	76.00	76.00
	C - Nyton Road West	83.00	83.00
	D - Local Access	0.00	0.00
08:15-08:30	A - Nyton Road East	150.00	150.00
	B - Nyton Road South	94.00	94.00
	C - Nyton Road West	81.00	81.00
	D - Local Access	1.00	1.00
08:30-08:45	A - Nyton Road East	144.00	144.00
	B - Nyton Road South	76.00	76.00
	C - Nyton Road West	101.00	101.00
	D - Local Access	1.00	1.00
08:45-09:00	A - Nyton Road East	133.00	133.00
	B - Nyton Road South	79.00	79.00
	C - Nyton Road West	74.00	74.00
	D - Local Access	1.00	1.00

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	0.67	18.98	1.9	C	80.88	323.50
B-AD	0.02	15.13	0.0	C	0.38	1.50
A-BCD	0.01	3.60	0.0	A	0.77	3.08
A-B					0.00	0.00
A-C					148.98	595.92
D-ABC	0.01	7.06	0.0	A	0.75	3.00
C-ABD	0.27	7.85	0.6	A	35.11	140.44
C-D					0.00	0.00
C-A					49.64	198.56

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	76.00	76.00	134.83	0.564	74.74	0.0	1.3	14.896	B
B-AD	0.00	0.00	62.92	0.000	0.00	0.0	0.0	0.000	A
A-BCD	3.08	3.08	253.04	0.012	3.07	0.0	0.0	3.599	A
A-B	0.00	0.00			0.00				
A-C	168.92	168.92			168.92				
D-ABC	0.00	0.00	76.56	0.000	0.00	0.0	0.0	0.000	A
C-ABD	38.71	38.71	155.24	0.249	38.22	0.0	0.5	7.853	A
C-D	0.00	0.00			0.00				
C-A	44.29	44.29			44.29				

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	94.00	94.00	140.70	0.668	93.33	1.3	1.9	18.981	C
B-AD	0.00	0.00	68.94	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	133.56	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	150.00	150.00			150.00				
D-ABC	1.00	1.00	130.53	0.008	0.99	0.0	0.0	6.947	A
C-ABD	25.22	25.22	165.06	0.153	25.41	0.5	0.3	6.596	A
C-D	0.00	0.00			0.00				
C-A	55.78	55.78			55.78				

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	76.00	76.00	142.38	0.534	76.73	1.9	1.2	14.055	B
B-AD	0.00	0.00	65.84	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	127.78	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	144.00	144.00			144.00				
D-ABC	1.00	1.00	128.54	0.008	1.00	0.0	0.0	7.055	A
C-ABD	46.09	46.09	172.85	0.267	45.83	0.3	0.6	7.222	A
C-D	0.00	0.00			0.00				
C-A	54.91	54.91			54.91				

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	77.50	77.50	142.94	0.542	77.50	1.2	1.2	13.944	B
B-AD	1.50	1.50	60.92	0.025	1.48	0.0	0.0	15.132	C
A-BCD	0.00	0.00	134.69	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	133.00	133.00			133.00				
D-ABC	1.00	1.00	133.18	0.008	1.00	0.0	0.0	6.810	A
C-ABD	30.41	30.41	159.64	0.191	30.63	0.6	0.4	7.156	A
C-D	0.00	0.00			0.00				
C-A	43.59	43.59			43.59				

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	Crossroads	Two-way		5.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Nyton Road East		DIRECT	✓	100.000
B - Nyton Road South		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000
D - Local Access		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	86.00	0.00
	B - Nyton Road South	0.00	0.00	36.00	0.00
	C - Nyton Road West	140.00	48.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.74	0.25	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	60.00	1.00
	B - Nyton Road South	0.00	0.00	43.00	0.00
	C - Nyton Road West	108.00	47.00	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	0.98	0.02
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.70	0.30	0.00	0.00
	D - Local Access	0.00	0.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	95.00	0.00
	B - Nyton Road South	0.00	0.00	57.00	1.00
	C - Nyton Road West	112.00	54.00	0.00	1.00
	D - Local Access	0.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	0.98	0.02
	C - Nyton Road West	0.67	0.32	0.00	0.01
	D - Local Access	0.25	0.25	0.25	0.25

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	58.00	0.00
	B - Nyton Road South	0.00	0.00	50.00	0.00
	C - Nyton Road West	94.00	41.00	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Proportions

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0.00	0.00	1.00	0.00
	B - Nyton Road South	0.00	0.00	1.00	0.00
	C - Nyton Road West	0.70	0.30	0.00	0.00
	D - Local Access	1.00	0.00	0.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	0	0	1	0
	B - Nyton Road South	0	0	0	0
	C - Nyton Road West	0	0	0	0
	D - Local Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Nyton Road East	B - Nyton Road South	C - Nyton Road West	D - Local Access
From	A - Nyton Road East	1.000	1.000	1.014	1.000
	B - Nyton Road South	1.000	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000	1.000
	D - Local Access	1.000	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 - Nyton Road East	86.00	86.00
	B - Nyton Road South	36.00	36.00
	C - Nyton Road West	189.00	189.00
	D - Local Access	0.00	0.00
17:15-17:30	A - Nyton Road East	61.00	61.00
	B - Nyton Road South	43.00	43.00
	C - Nyton Road West	155.00	155.00
	D - Local Access	1.00	1.00
17:30-17:45	A - Nyton Road East	95.00	95.00
	B - Nyton Road South	58.00	58.00
	C - Nyton Road West	167.00	167.00
	D - Local Access	0.00	0.00
17:45-18:00	A - Nyton Road East	58.00	58.00
	B - Nyton Road South	50.00	50.00
	C - Nyton Road West	135.00	135.00
	D - Local Access	1.00	1.00

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	0.37	9.24	0.6	A	46.63	186.50
B-AD	0.01	15.26	0.0	C	0.13	0.50
A-BCD	0.01	5.80	0.0	A	0.40	1.62
A-B					0.00	0.00
A-C					74.60	298.38
D-ABC	0.02	14.39	0.0	B	0.50	2.00
C-ABD	0.56	9.85	2.0	A	104.02	416.10
C-D					0.22	0.90
C-A					57.25	229.01

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	36.00	36.00	158.57	0.227	35.71	0.0	0.3	7.314	A
B-AD	0.00	0.00	63.01	0.000	0.00	0.0	0.0	0.000	A
A-BCD	0.00	0.00	104.87	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	86.00	86.00			86.00				
D-ABC	0.00	0.00	68.26	0.000	0.00	0.0	0.0	0.000	A
C-ABD	123.44	123.44	230.71	0.535	121.51	0.0	1.9	8.220	A
C-D	0.46	0.46			0.46				
C-A	65.09	65.09			65.09				

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	43.00	43.00	165.84	0.259	42.94	0.3	0.3	7.320	A
B-AD	0.00	0.00	72.20	0.000	0.00	0.0	0.0	0.000	A
A-BCD	1.62	1.62	157.47	0.010	1.60	0.0	0.0	5.804	A
A-B	0.00	0.00			0.00				
A-C	59.38	59.38			59.38				
D-ABC	1.00	1.00	63.50	0.016	0.98	0.0	0.0	14.394	B
C-ABD	96.96	96.96	212.42	0.456	97.53	1.9	1.4	7.941	A
C-D	0.00	0.00			0.00				
C-A	58.04	58.04			58.04				

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	57.50	57.50	154.45	0.372	57.26	0.3	0.6	9.237	A
B-AD	0.50	0.50	59.44	0.008	0.49	0.0	0.0	15.265	C
A-BCD	0.00	0.00	109.07	0.000	0.01	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	95.00	95.00			95.00				
D-ABC	0.00	0.00	54.00	0.000	0.02	0.0	0.0	0.000	A
C-ABD	118.28	118.28	209.79	0.564	117.66	1.4	2.0	9.849	A
C-D	0.43	0.43			0.43				
C-A	48.29	48.29			48.29				

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	50.00	50.00	166.38	0.301	50.15	0.6	0.4	7.754	A
B-AD	0.00	0.00	74.25	0.000	0.01	0.0	0.0	0.000	A
A-BCD	0.00	0.00	117.77	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	58.00	58.00			58.00				
D-ABC	1.00	1.00	124.11	0.008	0.99	0.0	0.0	7.309	A
C-ABD	77.42	77.42	203.20	0.381	78.43	2.0	1.0	7.307	A
C-D	0.00	0.00			0.00				
C-A	57.58	57.58			57.58				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 5c - 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 10:41:01

»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	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.4	17.16	0.27	C		1.4	21.04	0.58	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2031 DM No Cala										
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.4	16.14	0.27	C		0.8	19.04	0.46	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2031 DM										
Stream B-C	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream B-A		0.4	17.70	0.31	C		1.0	20.78	0.51	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2031 DS No Cala										
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		0.4	18.54	0.29	C		0.8	20.30	0.44	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2031 DS										
Stream B-C	D9	0.0	0.00	0.00	A	D10	0.0	0.00	0.00	A
Stream B-A		0.4	13.71	0.28	B		0.9	16.67	0.48	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2036 DM										
Stream B-C	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A
Stream B-A		0.4	19.34	0.31	C		0.9	22.08	0.49	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2036 DS										
Stream B-C	D13	0.0	0.00	0.00	A	D14	0.0	0.00	0.00	A
Stream B-A		0.3	10.02	0.22	B		0.7	12.51	0.43	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

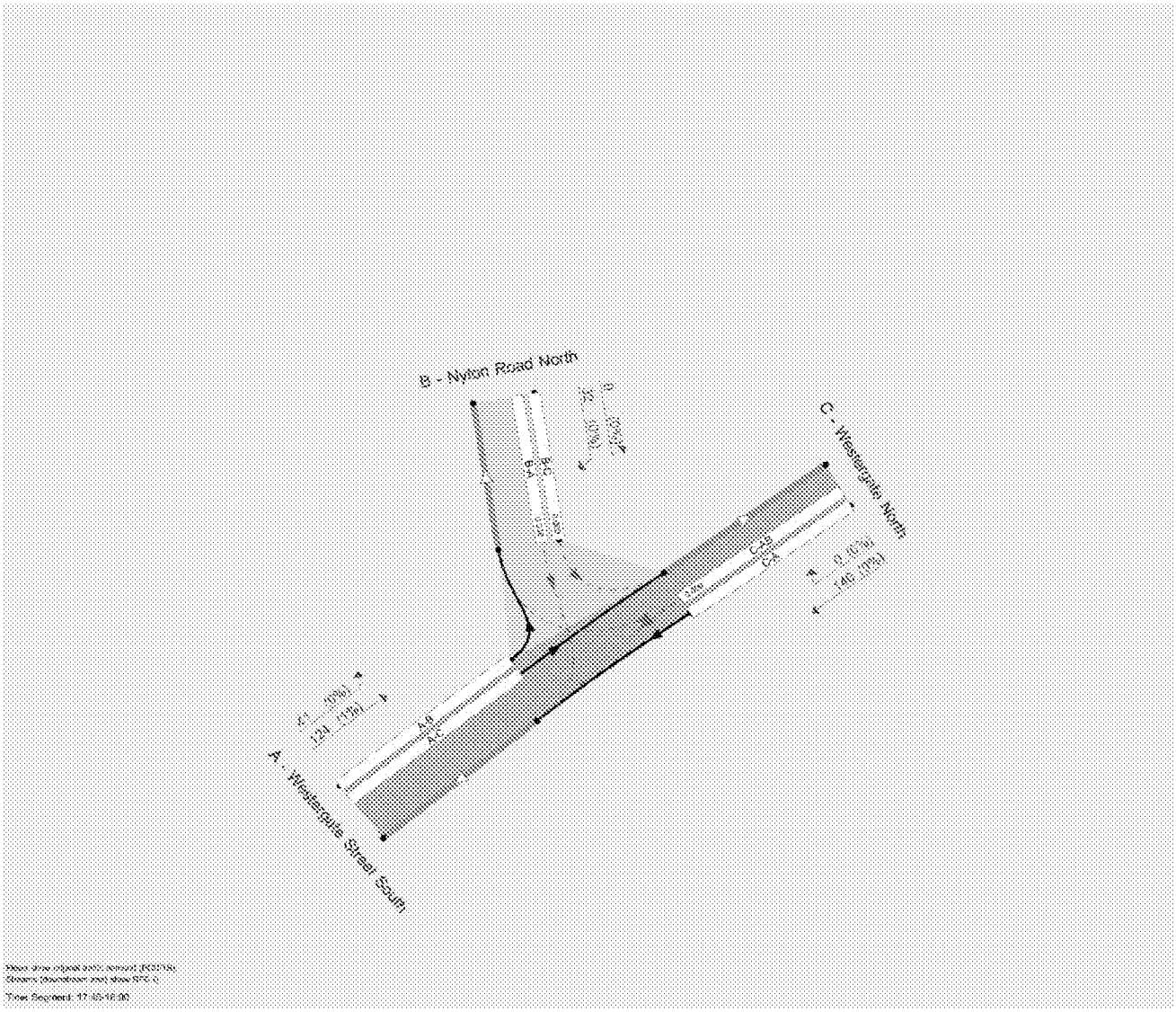
File summary

File Description

Title	
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
2	untitled	T-Junction	Two-way		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Westergate Street South		Major
B	Nyton Road North		Minor
C	Westergate North		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 North	8.82			94.0	✓	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	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 North	One lane plus flare	10.00	5.97	3.05	3.01	3.01		1.00	26	137

Slope / Intercept / Capacity

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	149.579	0.096	0.242	0.152	0.345
B-C	177.279	0.095	0.241	-	-
C-B	157.100	0.214	0.214	-	-

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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	73.00	170.00
	B - Nyton Road North	22.00	0.00	0.00
	C - Westergate North	106.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.30	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	90.00	180.00
	B - Nyton Road North	14.00	0.00	0.00
	C - Westergate North	134.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.33	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	73.00	136.00
	B - Nyton Road North	25.00	0.00	0.00
	C - Westergate North	108.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.35	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	76.00	139.00
	B - Nyton Road North	20.00	0.00	0.00
	C - Westergate North	108.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.35	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	3	1
	B - Nyton Road North	16	0	0
	C - Westergate North	4	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.042	1.
	B - Nyton Road North	1.224	1.000	1.
	C - Westergate North	1.056	1.000	1.

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	5	2
	B - Nyton Road North	0	0	0
	C - Westergate North	3	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.070	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.042	1.000	1.

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	6	3
	B - Nyton Road North	14	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.084	1.
	B - Nyton Road North	1.196	1.000	1.
	C - Westergate North	1.014	1.000	1.

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	3	2
	B - Nyton Road North	11	0	0
	C - Westergate North	2	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.042	1.
	B - Nyton Road North	1.154	1.000	1.
	C - Westergate North	1.028	1.000	1.

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 South	243.00	243.00
	B - Nyton Road North	22.00	22.00
	C - Westergate North	106.00	106.00
08:15-08:30	A - Westergate Street South	270.00	270.00
	B - Nyton Road North	14.00	14.00
	C - Westergate North	134.00	134.00
08:30-08:45	A - Westergate Street South	209.00	209.00
	B - Nyton Road North	25.00	25.00
	C - Westergate North	108.00	108.00
08:45-09:00	A - Westergate Street South	215.00	215.00
	B - Nyton Road North	20.00	20.00
	C - Westergate North	108.00	108.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.27	17.16	0.4	C	20.25	81.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					114.00	456.00
A-B					78.00	312.00
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	0.00	0.00	121.01	0.000	0.00	0.0	0.0	0.000	A
B-A	22.00	22.00	85.40	0.258	21.59	0.0	0.4	17.156	C
C-AB	0.00	0.00	216.28	0.000	0.00	0.0	0.0	0.000	A
C-A	106.00	106.00			106.00				
A-B	73.00	73.00			73.00				
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	0.00	0.00	119.45	0.000	0.00	0.0	0.0	0.000	A
B-A	14.00	14.00	77.11	0.182	14.15	0.4	0.3	16.567	C
C-AB	0.00	0.00	203.73	0.000	0.00	0.0	0.0	0.000	A
C-A	134.00	134.00			134.00				
A-B	90.00	90.00			90.00				
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	0.00	0.00	128.23	0.000	0.00	0.0	0.0	0.000	A
B-A	25.00	25.00	93.32	0.268	24.87	0.3	0.4	14.342	B
C-AB	0.00	0.00	228.46	0.000	0.00	0.0	0.0	0.000	A
C-A	108.00	108.00			108.00				
A-B	73.00	73.00			73.00				
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	0.00	0.00	128.99	0.000	0.00	0.0	0.0	0.000	A
B-A	20.00	20.00	92.30	0.217	20.06	0.4	0.3	14.750	B
C-AB	0.00	0.00	225.66	0.000	0.00	0.0	0.0	0.000	A
C-A	108.00	108.00			108.00				
A-B	76.00	76.00			76.00				
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
2	untitled	T-Junction	Two-way		3.43	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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	18.00	91.00
B - Nyton Road North	53.00	0.00	0.00
C - Westergate North	165.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.17	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:15 - 17:30

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	21.00	94.00
B - Nyton Road North	52.00	0.00	0.00
C - Westergate North	178.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.18	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	29.00	72.00
	B - Nyton Road North	60.00	0.00	0.00
	C - Westergate North	171.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.29	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	24.00	82.00
	B - Nyton Road North	45.00	0.00	0.00
	C - Westergate North	134.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.23	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	6	0
	B - Nyton Road North	0	0	0
	C - Westergate North	0	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.084	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.000	1.000	1.

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	5
	B - Nyton Road North	2	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.028	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	4	0
	B - Nyton Road North	2	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.056	1.
	B - Nyton Road North	1.028	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	3
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

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 South	109.00	109.00
	B - Nyton Road North	53.00	53.00
	C - Westergate North	165.00	165.00
17:15-17:30	A - Westergate Street South	115.00	115.00
	B - Nyton Road North	52.00	52.00
	C - Westergate North	178.00	178.00
17:30-17:45	A - Westergate Street South	101.00	101.00
	B - Nyton Road North	60.00	60.00
	C - Westergate North	171.00	171.00
17:45-18:00	A - Westergate Street South	106.00	106.00
	B - Nyton Road North	45.00	45.00
	C - Westergate North	134.00	134.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.58	21.04	1.4	C	52.50	210.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					162.00	648.00
A-B					23.00	92.00
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	0.00	0.00	133.43	0.000	0.00	0.0	0.0	0.000	A
B-A	53.00	53.00	100.78	0.526	51.94	0.0	1.1	18.062	C
C-AB	0.00	0.00	267.63	0.000	0.00	0.0	0.0	0.000	A
C-A	165.00	165.00			165.00				
A-B	18.00	18.00			18.00				
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	0.00	0.00	131.92	0.000	0.00	0.0	0.0	0.000	A
B-A	52.00	52.00	97.79	0.532	51.95	1.1	1.1	19.596	C
C-AB	0.00	0.00	266.00	0.000	0.00	0.0	0.0	0.000	A
C-A	178.00	178.00			178.00				
A-B	21.00	21.00			21.00				
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	0.00	0.00	133.94	0.000	0.00	0.0	0.0	0.000	A
B-A	60.00	60.00	103.41	0.580	59.75	1.1	1.4	21.041	C
C-AB	0.00	0.00	272.47	0.000	0.00	0.0	0.0	0.000	A
C-A	171.00	171.00			171.00				
A-B	29.00	29.00			29.00				
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	0.00	0.00	138.43	0.000	0.00	0.0	0.0	0.000	A
B-A	45.00	45.00	107.10	0.420	45.59	1.4	0.8	15.165	C
C-AB	0.00	0.00	270.56	0.000	0.00	0.0	0.0	0.000	A
C-A	134.00	134.00			134.00				
A-B	24.00	24.00			24.00				
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
2	untitled	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
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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	53.00	191.00
	B - Nyton Road North	21.00	0.00	0.00
	C - Westergate North	126.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.22	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	65.00	202.00
	B - Nyton Road North	13.00	0.00	0.00
	C - Westergate North	159.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.24	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

08:30 - 08:45

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	53.00	152.00
B - Nyton Road North	24.00	0.00	0.00
C - Westergate North	129.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.26	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:45 - 09:00

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	56.00	156.00
B - Nyton Road North	19.00	0.00	0.00
C - Westergate North	129.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.26	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	1	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.014	1.000	1.
C - Westergate North	1.014	1.000	1.

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

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 South	244.00	244.00
	B - Nyton Road North	21.00	21.00
	C - Westergate North	126.00	126.00
08:15-08:30	A - Westergate Street South	267.00	267.00
	B - Nyton Road North	13.00	13.00
	C - Westergate North	159.00	159.00
08:30-08:45	A - Westergate Street South	205.00	205.00
	B - Nyton Road North	24.00	24.00
	C - Westergate North	129.00	129.00
08:45-09:00	A - Westergate Street South	212.00	212.00
	B - Nyton Road North	19.00	19.00
	C - Westergate North	129.00	129.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.27	16.14	0.4	C	19.25	77.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					135.75	543.00
A-B					56.75	227.00
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	0.00	0.00	117.82	0.000	0.00	0.0	0.0	0.000	A
B-A	21.00	21.00	79.20	0.265	20.64	0.0	0.4	15.705	C
C-AB	0.00	0.00	211.43	0.000	0.00	0.0	0.0	0.000	A
C-A	126.00	126.00			126.00				
A-B	53.00	53.00			53.00				
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	0.00	0.00	116.58	0.000	0.00	0.0	0.0	0.000	A
B-A	13.00	13.00	70.38	0.185	13.13	0.4	0.2	16.140	C
C-AB	0.00	0.00	201.54	0.000	0.00	0.0	0.0	0.000	A
C-A	159.00	159.00			159.00				
A-B	65.00	65.00			65.00				
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	0.00	0.00	126.27	0.000	0.00	0.0	0.0	0.000	A
B-A	24.00	24.00	88.17	0.272	23.86	0.2	0.4	14.263	B
C-AB	0.00	0.00	228.21	0.000	0.00	0.0	0.0	0.000	A
C-A	129.00	129.00			129.00				
A-B	53.00	53.00			53.00				
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	0.00	0.00	126.85	0.000	0.00	0.0	0.0	0.000	A
B-A	19.00	19.00	86.92	0.219	19.08	0.4	0.3	13.658	B
C-AB	0.00	0.00	225.20	0.000	0.00	0.0	0.0	0.000	A
C-A	129.00	129.00			129.00				
A-B	56.00	56.00			56.00				
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
2	untitled	T-Junction	Two-way		1.91	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
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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	31.00	136.00
B - Nyton Road North	38.00	0.00	0.00
C - Westergate North	172.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.19	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:15 - 17:30

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	36.00	140.00
B - Nyton Road North	37.00	0.00	0.00
C - Westergate North	185.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.20	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	48.00	108.00
	B - Nyton Road North	42.00	0.00	0.00
	C - Westergate North	178.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.31	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	41.00	124.00
	B - Nyton Road North	32.00	0.00	0.00
	C - Westergate North	140.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.25	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	0
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	0	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.000	1.000	1.

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 South	167.00	167.00
	B - Nyton Road North	38.00	38.00
	C - Westergate North	172.00	172.00
17:15-17:30	A - Westergate Street South	176.00	176.00
	B - Nyton Road North	37.00	37.00
	C - Westergate North	185.00	185.00
17:30-17:45	A - Westergate Street South	156.00	156.00
	B - Nyton Road North	42.00	42.00
	C - Westergate North	178.00	178.00
17:45-18:00	A - Westergate Street South	165.00	165.00
	B - Nyton Road North	32.00	32.00
	C - Westergate North	140.00	140.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.46	19.04	0.8	C	37.25	149.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					168.75	675.00
A-B					39.00	156.00
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	0.00	0.00	126.19	0.000	0.00	0.0	0.0	0.000	A
B-A	38.00	38.00	87.60	0.434	37.26	0.0	0.7	17.635	C
C-AB	0.00	0.00	244.56	0.000	0.00	0.0	0.0	0.000	A
C-A	172.00	172.00			172.00				
A-B	31.00	31.00			31.00				
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	0.00	0.00	124.40	0.000	0.00	0.0	0.0	0.000	A
B-A	37.00	37.00	84.18	0.440	36.97	0.7	0.8	19.043	C
C-AB	0.00	0.00	240.68	0.000	0.00	0.0	0.0	0.000	A
C-A	185.00	185.00			185.00				
A-B	36.00	36.00			36.00				
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	0.00	0.00	129.59	0.000	0.00	0.0	0.0	0.000	A
B-A	42.00	42.00	91.83	0.457	41.95	0.8	0.8	18.009	C
C-AB	0.00	0.00	249.29	0.000	0.00	0.0	0.0	0.000	A
C-A	178.00	178.00			178.00				
A-B	48.00	48.00			48.00				
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	0.00	0.00	131.01	0.000	0.00	0.0	0.0	0.000	A
B-A	32.00	32.00	94.41	0.339	32.30	0.8	0.5	14.556	B
C-AB	0.00	0.00	244.56	0.000	0.00	0.0	0.0	0.000	A
C-A	140.00	140.00			140.00				
A-B	41.00	41.00			41.00				
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
2	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	63.00	200.00
B - Nyton Road North	23.00	0.00	0.00
C - Westergate North	128.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.24	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

08:15 - 08:30

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	78.00	212.00
B - Nyton Road North	14.00	0.00	0.00
C - Westergate North	161.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.27	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:30 - 08:45

Demand (PCU/TS)

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0.00	63.00	160.00
	B - Nyton Road North	26.00	0.00	0.00
	C - Westergate North	130.00	0.00	0.00

Proportions

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	0.00	0.28	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

08:45 - 09:00

Demand (PCU/TS)

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0.00	66.00	164.00
	B - Nyton Road North	20.00	0.00	0.00
	C - Westergate North	131.00	0.00	0.00

Proportions

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	0.00	0.29	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	1	1
	B - Nyton Road North	2	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.014	1.
	B - Nyton Road North	1.028	1.000	1.
	C - Westergate North	1.014	1.000	1.

08:15 - 08:30

Heavy Vehicle Percentages

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	1	1
	B - Nyton Road North	1	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.014	1.
	B - Nyton Road North	1.014	1.000	1.
	C - Westergate North	1.014	1.000	1.

08:30 - 08:45

Heavy Vehicle Percentages

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	1	1
	B - Nyton Road North	2	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.014	1.
	B - Nyton Road North	1.028	1.000	1.
	C - Westergate North	1.014	1.000	1.

08:45 - 09:00

Heavy Vehicle Percentages

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	1	1
	B - Nyton Road North	2	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.014	1.
	B - Nyton Road North	1.028	1.000	1.
	C - Westergate North	1.014	1.000	1.

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 South	263.00	263.00
	B - Nyton Road North	23.00	23.00
	C - Westergate North	128.00	128.00
08:15-08:30	A - Westergate Street South	290.00	290.00
	B - Nyton Road North	14.00	14.00
	C - Westergate North	161.00	161.00
08:30-08:45	A - Westergate Street South	223.00	223.00
	B - Nyton Road North	26.00	26.00
	C - Westergate North	130.00	130.00
08:45-09:00	A - Westergate Street South	230.00	230.00
	B - Nyton Road North	20.00	20.00
	C - Westergate North	131.00	131.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.31	17.70	0.4	C	20.75	83.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					137.50	550.00
A-B					67.50	270.00
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	0.00	0.00	113.72	0.000	0.00	0.0	0.0	0.000	A
B-A	23.00	23.00	75.77	0.304	22.56	0.0	0.4	17.256	C
C-AB	0.00	0.00	203.26	0.000	0.00	0.0	0.0	0.000	A
C-A	128.00	128.00			128.00				
A-B	63.00	63.00			63.00				
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	0.00	0.00	112.29	0.000	0.00	0.0	0.0	0.000	A
B-A	14.00	14.00	66.41	0.211	14.16	0.4	0.3	17.702	C
C-AB	0.00	0.00	191.64	0.000	0.00	0.0	0.0	0.000	A
C-A	161.00	161.00			161.00				
A-B	78.00	78.00			78.00				
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	0.00	0.00	122.46	0.000	0.00	0.0	0.0	0.000	A
B-A	26.00	26.00	85.13	0.305	25.84	0.3	0.4	15.458	C
C-AB	0.00	0.00	220.46	0.000	0.00	0.0	0.0	0.000	A
C-A	130.00	130.00			130.00				
A-B	63.00	63.00			63.00				
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	0.00	0.00	123.43	0.000	0.00	0.0	0.0	0.000	A
B-A	20.00	20.00	83.72	0.239	20.11	0.4	0.3	14.571	B
C-AB	0.00	0.00	217.45	0.000	0.00	0.0	0.0	0.000	A
C-A	131.00	131.00			131.00				
A-B	66.00	66.00			66.00				
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
2	untitled	T-Junction	Two-way		2.20	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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	34.00	137.00
B - Nyton Road North	41.00	0.00	0.00
C - Westergate North	174.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.20	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:15 - 17:30

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	39.00	141.00
B - Nyton Road North	40.00	0.00	0.00
C - Westergate North	188.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.22	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	53.00	109.00
	B - Nyton Road North	46.00	0.00	0.00
	C - Westergate North	181.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.33	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	45.00	124.00
	B - Nyton Road North	35.00	0.00	0.00
	C - Westergate North	142.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.27	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	0	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.000	1.000	1.

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 South	171.00	171.00
	B - Nyton Road North	41.00	41.00
	C - Westergate North	174.00	174.00
17:15-17:30	A - Westergate Street South	180.00	180.00
	B - Nyton Road North	40.00	40.00
	C - Westergate North	188.00	188.00
17:30-17:45	A - Westergate Street South	162.00	162.00
	B - Nyton Road North	46.00	46.00
	C - Westergate North	181.00	181.00
17:45-18:00	A - Westergate Street South	169.00	169.00
	B - Nyton Road North	35.00	35.00
	C - Westergate North	142.00	142.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.51	20.78	1.0	C	40.50	162.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					171.25	685.00
A-B					42.75	171.00
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	0.00	0.00	124.36	0.000	0.00	0.0	0.0	0.000	A
B-A	41.00	41.00	86.77	0.473	40.14	0.0	0.9	18.976	C
C-AB	0.00	0.00	242.84	0.000	0.00	0.0	0.0	0.000	A
C-A	174.00	174.00			174.00				
A-B	34.00	34.00			34.00				
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	0.00	0.00	122.44	0.000	0.00	0.0	0.0	0.000	A
B-A	40.00	40.00	83.20	0.481	39.96	0.9	0.9	20.777	C
C-AB	0.00	0.00	238.96	0.000	0.00	0.0	0.0	0.000	A
C-A	188.00	188.00			188.00				
A-B	39.00	39.00			39.00				
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	0.00	0.00	127.07	0.000	0.00	0.0	0.0	0.000	A
B-A	46.00	46.00	90.65	0.507	45.90	0.9	1.0	20.047	C
C-AB	0.00	0.00	246.71	0.000	0.00	0.0	0.0	0.000	A
C-A	181.00	181.00			181.00				
A-B	53.00	53.00			53.00				
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	0.00	0.00	129.36	0.000	0.00	0.0	0.0	0.000	A
B-A	35.00	35.00	93.72	0.373	35.38	1.0	0.6	15.526	C
C-AB	0.00	0.00	242.85	0.000	0.00	0.0	0.0	0.000	A
C-A	142.00	142.00			142.00				
A-B	45.00	45.00			45.00				
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
2	untitled	T-Junction	Two-way		0.84	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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	54.00	205.00
	B - Nyton Road North	21.00	0.00	0.00
	C - Westergate North	145.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.21	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	66.00	217.00
	B - Nyton Road North	13.00	0.00	0.00
	C - Westergate North	183.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.23	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

08:30 - 08:45

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	54.00	163.00
B - Nyton Road North	24.00	0.00	0.00
C - Westergate North	148.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.25	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:45 - 09:00

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	56.00	168.00
B - Nyton Road North	18.00	0.00	0.00
C - Westergate North	148.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.25	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	1	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.014	1.000	1.
C - Westergate North	1.014	1.000	1.

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

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 South	259.00	259.00
	B - Nyton Road North	21.00	21.00
	C - Westergate North	145.00	145.00
08:15-08:30	A - Westergate Street South	283.00	283.00
	B - Nyton Road North	13.00	13.00
	C - Westergate North	183.00	183.00
08:30-08:45	A - Westergate Street South	217.00	217.00
	B - Nyton Road North	24.00	24.00
	C - Westergate North	148.00	148.00
08:45-09:00	A - Westergate Street South	224.00	224.00
	B - Nyton Road North	18.00	18.00
	C - Westergate North	148.00	148.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.29	18.54	0.4	C	19.00	76.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					156.00	624.00
A-B					57.50	230.00
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	0.00	0.00	113.87	0.000	0.00	0.0	0.0	0.000	A
B-A	21.00	21.00	72.83	0.288	20.59	0.0	0.4	17.582	C
C-AB	0.00	0.00	204.98	0.000	0.00	0.0	0.0	0.000	A
C-A	145.00	145.00			145.00				
A-B	54.00	54.00			54.00				
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	0.00	0.00	112.37	0.000	0.00	0.0	0.0	0.000	A
B-A	13.00	13.00	63.01	0.206	13.13	0.4	0.3	18.540	C
C-AB	0.00	0.00	194.65	0.000	0.00	0.0	0.0	0.000	A
C-A	183.00	183.00			183.00				
A-B	66.00	66.00			66.00				
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	0.00	0.00	123.07	0.000	0.00	0.0	0.0	0.000	A
B-A	24.00	24.00	82.53	0.291	23.86	0.3	0.4	15.630	C
C-AB	0.00	0.00	223.05	0.000	0.00	0.0	0.0	0.000	A
C-A	148.00	148.00			148.00				
A-B	54.00	54.00			54.00				
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	0.00	0.00	123.99	0.000	0.00	0.0	0.0	0.000	A
B-A	18.00	18.00	81.13	0.222	18.11	0.4	0.3	14.709	B
C-AB	0.00	0.00	220.03	0.000	0.00	0.0	0.0	0.000	A
C-A	148.00	148.00			148.00				
A-B	56.00	56.00			56.00				
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
2	untitled	T-Junction	Two-way		1.70	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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	32.00	156.00
B - Nyton Road North	34.00	0.00	0.00
C - Westergate North	182.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.17	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:15 - 17:30

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	38.00	161.00
B - Nyton Road North	33.00	0.00	0.00
C - Westergate North	196.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.19	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:30 - 17:45

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0.00	51.00	124.00
	B - Nyton Road North	38.00	0.00	0.00
	C - Westergate North	189.00	0.00	0.00

Proportions

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	0.00	0.29	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:45 - 18:00

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0.00	43.00	142.00
	B - Nyton Road North	29.00	0.00	0.00
	C - Westergate North	148.00	0.00	0.00

Proportions

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	0.00	0.23	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

Heavy Vehicle Percentages

17:15 - 17:30

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

Heavy Vehicle Percentages

17:30 - 17:45

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	0
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

Heavy Vehicle Percentages

17:45 - 18:00

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	0	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.000	1.000	1.

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 South	188.00	188.00
	B - Nyton Road North	34.00	34.00
	C - Westergate North	182.00	182.00
17:15-17:30	A - Westergate Street South	199.00	199.00
	B - Nyton Road North	33.00	33.00
	C - Westergate North	196.00	196.00
17:30-17:45	A - Westergate Street South	175.00	175.00
	B - Nyton Road North	38.00	38.00
	C - Westergate North	189.00	189.00
17:45-18:00	A - Westergate Street South	185.00	185.00
	B - Nyton Road North	29.00	29.00
	C - Westergate North	148.00	148.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.44	20.30	0.8	C	33.50	134.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					178.75	715.00
A-B					41.00	164.00
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	0.00	0.00	122.31	0.000	0.00	0.0	0.0	0.000	A
B-A	34.00	34.00	81.15	0.419	33.30	0.0	0.7	18.557	C
C-AB	0.00	0.00	235.52	0.000	0.00	0.0	0.0	0.000	A
C-A	182.00	182.00			182.00				
A-B	32.00	32.00			32.00				
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	0.00	0.00	120.14	0.000	0.00	0.0	0.0	0.000	A
B-A	33.00	33.00	77.24	0.427	32.97	0.7	0.7	20.300	C
C-AB	0.00	0.00	230.79	0.000	0.00	0.0	0.0	0.000	A
C-A	196.00	196.00			196.00				
A-B	38.00	38.00			38.00				
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	0.00	0.00	126.48	0.000	0.00	0.0	0.0	0.000	A
B-A	38.00	38.00	86.00	0.442	37.96	0.7	0.8	18.701	C
C-AB	0.00	0.00	241.11	0.000	0.00	0.0	0.0	0.000	A
C-A	189.00	189.00			189.00				
A-B	51.00	51.00			51.00				
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	0.00	0.00	127.29	0.000	0.00	0.0	0.0	0.000	A
B-A	29.00	29.00	88.65	0.327	29.27	0.8	0.5	15.224	C
C-AB	0.00	0.00	235.99	0.000	0.00	0.0	0.0	0.000	A
C-A	148.00	148.00			148.00				
A-B	43.00	43.00			43.00				
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
2	untitled	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	63.00	143.00
B - Nyton Road North	24.00	0.00	0.00
C - Westergate North	120.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.31	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:15 - 08:30

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	77.00	152.00
B - Nyton Road North	15.00	0.00	0.00
C - Westergate North	151.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.34	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:30 - 08:45

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	63.00	114.00
B - Nyton Road North	27.00	0.00	0.00
C - Westergate North	122.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.36	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:45 - 09:00

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	65.00	117.00
B - Nyton Road North	21.00	0.00	0.00
C - Westergate North	122.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.36	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	1	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.014	1.000	1.
C - Westergate North	1.014	1.000	1.

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

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 South	206.00	206.00
	B - Nyton Road North	24.00	24.00
	C - Westergate North	120.00	120.00
08:15-08:30	A - Westergate Street South	229.00	229.00
	B - Nyton Road North	15.00	15.00
	C - Westergate North	151.00	151.00
08:30-08:45	A - Westergate Street South	177.00	177.00
	B - Nyton Road North	27.00	27.00
	C - Westergate North	122.00	122.00
08:45-09:00	A - Westergate Street South	182.00	182.00
	B - Nyton Road North	21.00	21.00
	C - Westergate North	122.00	122.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.28	13.71	0.4	B	21.75	87.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					128.75	515.00
A-B					67.00	268.00
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	0.00	0.00	127.76	0.000	0.00	0.0	0.0	0.000	A
B-A	24.00	24.00	90.76	0.264	23.64	0.0	0.4	13.715	B
C-AB	0.00	0.00	227.78	0.000	0.00	0.0	0.0	0.000	A
C-A	120.00	120.00			120.00				
A-B	63.00	63.00			63.00				
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	0.00	0.00	127.10	0.000	0.00	0.0	0.0	0.000	A
B-A	15.00	15.00	82.53	0.182	15.13	0.4	0.2	13.704	B
C-AB	0.00	0.00	217.88	0.000	0.00	0.0	0.0	0.000	A
C-A	151.00	151.00			151.00				
A-B	77.00	77.00			77.00				
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	0.00	0.00	133.75	0.000	0.00	0.0	0.0	0.000	A
B-A	27.00	27.00	97.46	0.277	26.85	0.2	0.4	12.987	B
C-AB	0.00	0.00	240.25	0.000	0.00	0.0	0.0	0.000	A
C-A	122.00	122.00			122.00				
A-B	63.00	63.00			63.00				
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	0.00	0.00	134.97	0.000	0.00	0.0	0.0	0.000	A
B-A	21.00	21.00	96.54	0.218	21.09	0.4	0.3	12.277	B
C-AB	0.00	0.00	238.10	0.000	0.00	0.0	0.0	0.000	A
C-A	122.00	122.00			122.00				
A-B	65.00	65.00			65.00				
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
2	untitled	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Westergate Street South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	35.00	91.00
	B - Nyton Road North	44.00	0.00	0.00
	C - Westergate North	148.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.28	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	41.00	94.00
	B - Nyton Road North	43.00	0.00	0.00
	C - Westergate North	159.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.30	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:30 - 17:45

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0.00	55.00	72.00
	B - Nyton Road North	50.00	0.00	0.00
	C - Westergate North	153.00	0.00	0.00

Proportions

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	0.00	0.43	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:45 - 18:00

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0.00	47.00	83.00
	B - Nyton Road North	37.00	0.00	0.00
	C - Westergate North	120.00	0.00	0.00

Proportions

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	0.00	0.36	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

Heavy Vehicle Percentages

17:15 - 17:30

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

Heavy Vehicle Percentages

17:30 - 17:45

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

Heavy Vehicle Percentages

17:45 - 18:00

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	0	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.000	1.000	1.

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 South	126.00	126.00
	B - Nyton Road North	44.00	44.00
	C - Westergate North	148.00	148.00
17:15-17:30	A - Westergate Street South	135.00	135.00
	B - Nyton Road North	43.00	43.00
	C - Westergate North	159.00	159.00
17:30-17:45	A - Westergate Street South	127.00	127.00
	B - Nyton Road North	50.00	50.00
	C - Westergate North	153.00	153.00
17:45-18:00	A - Westergate Street South	130.00	130.00
	B - Nyton Road North	37.00	37.00
	C - Westergate North	120.00	120.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.48	16.67	0.9	C	43.50	174.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					145.00	580.00
A-B					44.50	178.00
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	0.00	0.00	135.57	0.000	0.00	0.0	0.0	0.000	A
B-A	44.00	44.00	101.74	0.432	43.26	0.0	0.7	15.208	C
C-AB	0.00	0.00	262.19	0.000	0.00	0.0	0.0	0.000	A
C-A	148.00	148.00			148.00				
A-B	35.00	35.00			35.00				
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	0.00	0.00	134.03	0.000	0.00	0.0	0.0	0.000	A
B-A	43.00	43.00	98.77	0.435	42.98	0.7	0.8	16.121	C
C-AB	0.00	0.00	258.32	0.000	0.00	0.0	0.0	0.000	A
C-A	159.00	159.00			159.00				
A-B	41.00	41.00			41.00				
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	0.00	0.00	135.74	0.000	0.00	0.0	0.0	0.000	A
B-A	50.00	50.00	103.66	0.482	49.85	0.8	0.9	16.671	C
C-AB	0.00	0.00	261.76	0.000	0.00	0.0	0.0	0.000	A
C-A	153.00	153.00			153.00				
A-B	55.00	55.00			55.00				
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	0.00	0.00	139.23	0.000	0.00	0.0	0.0	0.000	A
B-A	37.00	37.00	106.78	0.346	37.36	0.9	0.5	13.029	B
C-AB	0.00	0.00	259.57	0.000	0.00	0.0	0.0	0.000	A
C-A	120.00	120.00			120.00				
A-B	47.00	47.00			47.00				
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
2	untitled	T-Junction	Two-way		0.91	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
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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	63.00	204.00
B - Nyton Road North	22.00	0.00	0.00
C - Westergate North	146.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.24	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:15 - 08:30

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	78.00	216.00
B - Nyton Road North	14.00	0.00	0.00
C - Westergate North	184.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.27	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:30 - 08:45

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	63.00	162.00
B - Nyton Road North	25.00	0.00	0.00
C - Westergate North	149.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.28	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:45 - 09:00

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	66.00	167.00
B - Nyton Road North	20.00	0.00	0.00
C - Westergate North	149.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.28	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	1	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.014	1.000	1.
C - Westergate North	1.014	1.000	1.

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

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 South	267.00	267.00
	B - Nyton Road North	22.00	22.00
	C - Westergate North	146.00	146.00
08:15-08:30	A - Westergate Street South	294.00	294.00
	B - Nyton Road North	14.00	14.00
	C - Westergate North	184.00	184.00
08:30-08:45	A - Westergate Street South	225.00	225.00
	B - Nyton Road North	25.00	25.00
	C - Westergate North	149.00	149.00
08:45-09:00	A - Westergate Street South	233.00	233.00
	B - Nyton Road North	20.00	20.00
	C - Westergate North	149.00	149.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.31	19.34	0.4	C	20.25	81.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					157.00	628.00
A-B					67.50	270.00
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	0.00	0.00	112.78	0.000	0.00	0.0	0.0	0.000	A
B-A	22.00	22.00	72.06	0.305	21.56	0.0	0.4	18.171	C
C-AB	0.00	0.00	201.54	0.000	0.00	0.0	0.0	0.000	A
C-A	146.00	146.00			146.00				
A-B	63.00	63.00			63.00				
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	0.00	0.00	110.91	0.000	0.00	0.0	0.0	0.000	A
B-A	14.00	14.00	61.95	0.226	14.13	0.4	0.3	19.341	C
C-AB	0.00	0.00	189.92	0.000	0.00	0.0	0.0	0.000	A
C-A	184.00	184.00			184.00				
A-B	78.00	78.00			78.00				
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	0.00	0.00	121.99	0.000	0.00	0.0	0.0	0.000	A
B-A	25.00	25.00	81.76	0.306	24.87	0.3	0.4	16.112	C
C-AB	0.00	0.00	219.60	0.000	0.00	0.0	0.0	0.000	A
C-A	149.00	149.00			149.00				
A-B	63.00	63.00			63.00				
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	0.00	0.00	122.41	0.000	0.00	0.0	0.0	0.000	A
B-A	20.00	20.00	80.26	0.249	20.09	0.4	0.3	15.400	C
C-AB	0.00	0.00	216.16	0.000	0.00	0.0	0.0	0.000	A
C-A	149.00	149.00			149.00				
A-B	66.00	66.00			66.00				
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
2	untitled	T-Junction	Two-way		1.98	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
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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	37.00	155.00
B - Nyton Road North	37.00	0.00	0.00
C - Westergate North	186.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.19	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:15 - 17:30

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	43.00	159.00
B - Nyton Road North	36.00	0.00	0.00
C - Westergate North	200.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.21	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:30 - 17:45

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0.00	57.00	122.00
	B - Nyton Road North	42.00	0.00	0.00
	C - Westergate North	193.00	0.00	0.00

Proportions

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	0.00	0.32	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

17:45 - 18:00

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0.00	49.00	140.00
	B - Nyton Road North	32.00	0.00	0.00
	C - Westergate North	151.00	0.00	0.00

Proportions

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	0.00	0.26	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

Heavy Vehicle Percentages

17:15 - 17:30

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

Heavy Vehicle Percentages

17:30 - 17:45

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	0
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

Heavy Vehicle Percentages

17:45 - 18:00

From	To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	0	0	0

Average PCU Per Veh

From	To	A - Westergate Street South	B - Nyton Road North	West No
	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.000	1.000	1.

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 South	192.00	192.00
	B - Nyton Road North	37.00	37.00
	C - Westergate North	186.00	186.00
17:15-17:30	A - Westergate Street South	202.00	202.00
	B - Nyton Road North	36.00	36.00
	C - Westergate North	200.00	200.00
17:30-17:45	A - Westergate Street South	179.00	179.00
	B - Nyton Road North	42.00	42.00
	C - Westergate North	193.00	193.00
17:45-18:00	A - Westergate Street South	189.00	189.00
	B - Nyton Road North	32.00	32.00
	C - Westergate North	151.00	151.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.49	22.08	0.9	C	36.75	147.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					182.50	730.00
A-B					46.50	186.00
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	0.00	0.00	120.68	0.000	0.00	0.0	0.0	0.000	A
B-A	37.00	37.00	80.31	0.461	36.18	0.0	0.8	20.043	C
C-AB	0.00	0.00	233.80	0.000	0.00	0.0	0.0	0.000	A
C-A	186.00	186.00			186.00				
A-B	37.00	37.00			37.00				
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	0.00	0.00	118.66	0.000	0.00	0.0	0.0	0.000	A
B-A	36.00	36.00	76.64	0.470	35.96	0.8	0.9	22.080	C
C-AB	0.00	0.00	229.50	0.000	0.00	0.0	0.0	0.000	A
C-A	200.00	200.00			200.00				
A-B	43.00	43.00			43.00				
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	0.00	0.00	124.55	0.000	0.00	0.0	0.0	0.000	A
B-A	42.00	42.00	85.31	0.492	41.92	0.9	0.9	20.686	C
C-AB	0.00	0.00	239.39	0.000	0.00	0.0	0.0	0.000	A
C-A	193.00	193.00			193.00				
A-B	57.00	57.00			57.00				
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	0.00	0.00	125.88	0.000	0.00	0.0	0.0	0.000	A
B-A	32.00	32.00	88.11	0.363	32.35	0.9	0.6	16.243	C
C-AB	0.00	0.00	234.27	0.000	0.00	0.0	0.0	0.000	A
C-A	151.00	151.00			151.00				
A-B	49.00	49.00			49.00				
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
2	untitled	T-Junction	Two-way		0.98	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
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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	76.00	87.00
B - Nyton Road North	24.00	0.00	0.00
C - Westergate North	36.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.47	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Demand (PCU/TS)

08:15 - 08:30

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	94.00	92.00
B - Nyton Road North	15.00	0.00	0.00
C - Westergate North	45.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.51	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:30 - 08:45

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	76.00	69.00
B - Nyton Road North	27.00	0.00	0.00
C - Westergate North	37.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.52	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

08:45 - 09:00

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	79.00	71.00
B - Nyton Road North	21.00	0.00	0.00
C - Westergate North	37.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.53	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	1	0	0
C - Westergate North	2	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.014	1.000	1.
C - Westergate North	1.028	1.000	1.

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0	1	1
B - Nyton Road North	2	0	0
C - Westergate North	1	0	0

Average PCU Per Veh

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	1.000	1.014	1.
B - Nyton Road North	1.028	1.000	1.
C - Westergate North	1.014	1.000	1.

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 South	163.00	163.00
	B - Nyton Road North	24.00	24.00
	C - Westergate North	36.00	36.00
08:15-08:30	A - Westergate Street South	186.00	186.00
	B - Nyton Road North	15.00	15.00
	C - Westergate North	45.00	45.00
08:30-08:45	A - Westergate Street South	145.00	145.00
	B - Nyton Road North	27.00	27.00
	C - Westergate North	37.00	37.00
08:45-09:00	A - Westergate Street South	150.00	150.00
	B - Nyton Road North	21.00	21.00
	C - Westergate North	37.00	37.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.22	10.02	0.3	B	21.75	87.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					38.75	155.00
A-B					81.25	325.00
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	0.00	0.00	141.34	0.000	0.00	0.0	0.0	0.000	A
B-A	24.00	24.00	115.82	0.207	23.74	0.0	0.3	10.021	B
C-AB	0.00	0.00	246.28	0.000	0.00	0.0	0.0	0.000	A
C-A	36.00	36.00			36.00				
A-B	76.00	76.00			76.00				
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	0.00	0.00	141.14	0.000	0.00	0.0	0.0	0.000	A
B-A	15.00	15.00	111.52	0.135	15.10	0.3	0.2	9.568	A
C-AB	0.00	0.00	237.20	0.000	0.00	0.0	0.0	0.000	A
C-A	45.00	45.00			45.00				
A-B	94.00	94.00			94.00				
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	0.00	0.00	144.72	0.000	0.00	0.0	0.0	0.000	A
B-A	27.00	27.00	120.01	0.225	26.87	0.2	0.3	9.856	A
C-AB	0.00	0.00	254.46	0.000	0.00	0.0	0.0	0.000	A
C-A	37.00	37.00			37.00				
A-B	76.00	76.00			76.00				
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	0.00	0.00	145.82	0.000	0.00	0.0	0.0	0.000	A
B-A	21.00	21.00	119.24	0.176	21.07	0.3	0.2	9.430	A
C-AB	0.00	0.00	252.09	0.000	0.00	0.0	0.0	0.000	A
C-A	37.00	37.00			37.00				
A-B	79.00	79.00			79.00				
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
2	untitled	T-Junction	Two-way		2.98	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
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 South		DIRECT	✓	100.000
B - Nyton Road North		DIRECT	✓	100.000
C - Westergate North		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	36.00	38.00
B - Nyton Road North	48.00	0.00	0.00
C - Westergate North	72.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.49	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

17:15 - 17:30

Demand (PCU/TS)

From \ To	A - Westergate Street South	B - Nyton Road North	C - Westergate North
A - Westergate Street South	0.00	43.00	39.00
B - Nyton Road North	47.00	0.00	0.00
C - Westergate North	77.00	0.00	0.00

Proportions

From \ To	A - Westergate Street South	B - Nyton Road North	West No
A - Westergate Street South	0.00	0.52	0.
B - Nyton Road North	1.00	0.00	0.
C - Westergate North	1.00	0.00	0.

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	57.00	30.00
	B - Nyton Road North	54.00	0.00	0.00
	C - Westergate North	74.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.66	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0.00	49.00	34.00
	B - Nyton Road North	41.00	0.00	0.00
	C - Westergate North	58.00	0.00	0.00

Proportions

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	0.00	0.59	0.
	B - Nyton Road North	1.00	0.00	0.
	C - Westergate North	1.00	0.00	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road North	C - Westergate North
From	A - Westergate Street South	0	0	1
	B - Nyton Road North	0	0	0
	C - Westergate North	1	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road North	West No
From	A - Westergate Street South	1.000	1.000	1.
	B - Nyton Road North	1.000	1.000	1.
	C - Westergate North	1.014	1.000	1.

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 South	74.00	74.00
	B - Nyton Road North	48.00	48.00
	C - Westergate North	72.00	72.00
17:15-17:30	A - Westergate Street South	82.00	82.00
	B - Nyton Road North	47.00	47.00
	C - Westergate North	77.00	77.00
17:30-17:45	A - Westergate Street South	87.00	87.00
	B - Nyton Road North	54.00	54.00
	C - Westergate North	74.00	74.00
17:45-18:00	A - Westergate Street South	83.00	83.00
	B - Nyton Road North	41.00	41.00
	C - Westergate North	58.00	58.00

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	0.00	0.00	0.0	A	0.00	0.00
B-A	0.43	12.51	0.7	B	47.50	190.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					70.25	281.00
A-B					46.25	185.00
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	0.00	0.00	149.00	0.000	0.00	0.0	0.0	0.000	A
B-A	48.00	48.00	126.01	0.381	47.40	0.0	0.6	11.365	B
C-AB	0.00	0.00	284.56	0.000	0.00	0.0	0.0	0.000	A
C-A	72.00	72.00			72.00				
A-B	36.00	36.00			36.00				
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	0.00	0.00	148.10	0.000	0.00	0.0	0.0	0.000	A
B-A	47.00	47.00	124.34	0.378	47.00	0.6	0.6	11.636	B
C-AB	0.00	0.00	281.12	0.000	0.00	0.0	0.0	0.000	A
C-A	77.00	77.00			77.00				
A-B	43.00	43.00			43.00				
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	0.00	0.00	146.73	0.000	0.00	0.0	0.0	0.000	A
B-A	54.00	54.00	125.63	0.430	53.87	0.6	0.7	12.514	B
C-AB	0.00	0.00	278.97	0.000	0.00	0.0	0.0	0.000	A
C-A	74.00	74.00			74.00				
A-B	57.00	57.00			57.00				
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	0.00	0.00	150.99	0.000	0.00	0.0	0.0	0.000	A
B-A	41.00	41.00	127.86	0.321	41.26	0.7	0.5	10.424	B
C-AB	0.00	0.00	280.69	0.000	0.00	0.0	0.0	0.000	A
C-A	58.00	58.00			58.00				
A-B	49.00	49.00			49.00				
A-C	34.00	34.00			34.00				

Appendix O Westergate Street / Hook Lane

Junctions 9

PICADY 9 - Priority Intersection 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 7 - Westergate Street_Hook Lane_RevB.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 7 - Westergate Street_Hook Lane
Report generation date: 07/04/2021 10:56:55

»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-AC	D1	0.4	12.91	0.26	B	D2	0.4	13.17	0.28	B
Stream C-AB		0.2	5.17	0.09	A		0.2	4.03	0.11	A
2031 DM No Cala										
Stream B-AC	D3	1.0	21.21	0.50	C	D4	2.1	33.12	0.70	D
Stream C-AB		0.4	4.86	0.14	A		0.3	4.35	0.13	A
2031 DM										
Stream B-AC	D5	1.0	22.47	0.51	C	D6	3.6	46.43	0.83	E
Stream C-AB		0.4	4.86	0.15	A		0.4	4.38	0.15	A
2031 DS No Cala										
Stream B-AC	D7	1.0	24.24	0.51	C	D8	4.2	55.37	0.87	F
Stream C-AB		0.4	4.67	0.15	A		0.2	4.16	0.09	A
2031 DS										
Stream B-AC	D9	1.1	25.84	0.53	C	D10	4.9	61.47	0.90	F
Stream C-AB		0.6	4.89	0.20	A		0.3	4.15	0.11	A
2038 DM										
Stream B-AC	D11	1.0	23.33	0.51	C	D12	5.6	66.82	0.92	F
Stream C-AB		0.6	4.71	0.18	A		0.5	4.35	0.16	A
2038 DS										
Stream B-AC	D13	1.2	18.08	0.55	C	D14	11.4	77.67	1.02	F
Stream C-AB		0.2	6.64	0.15	A		0.2	5.40	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.

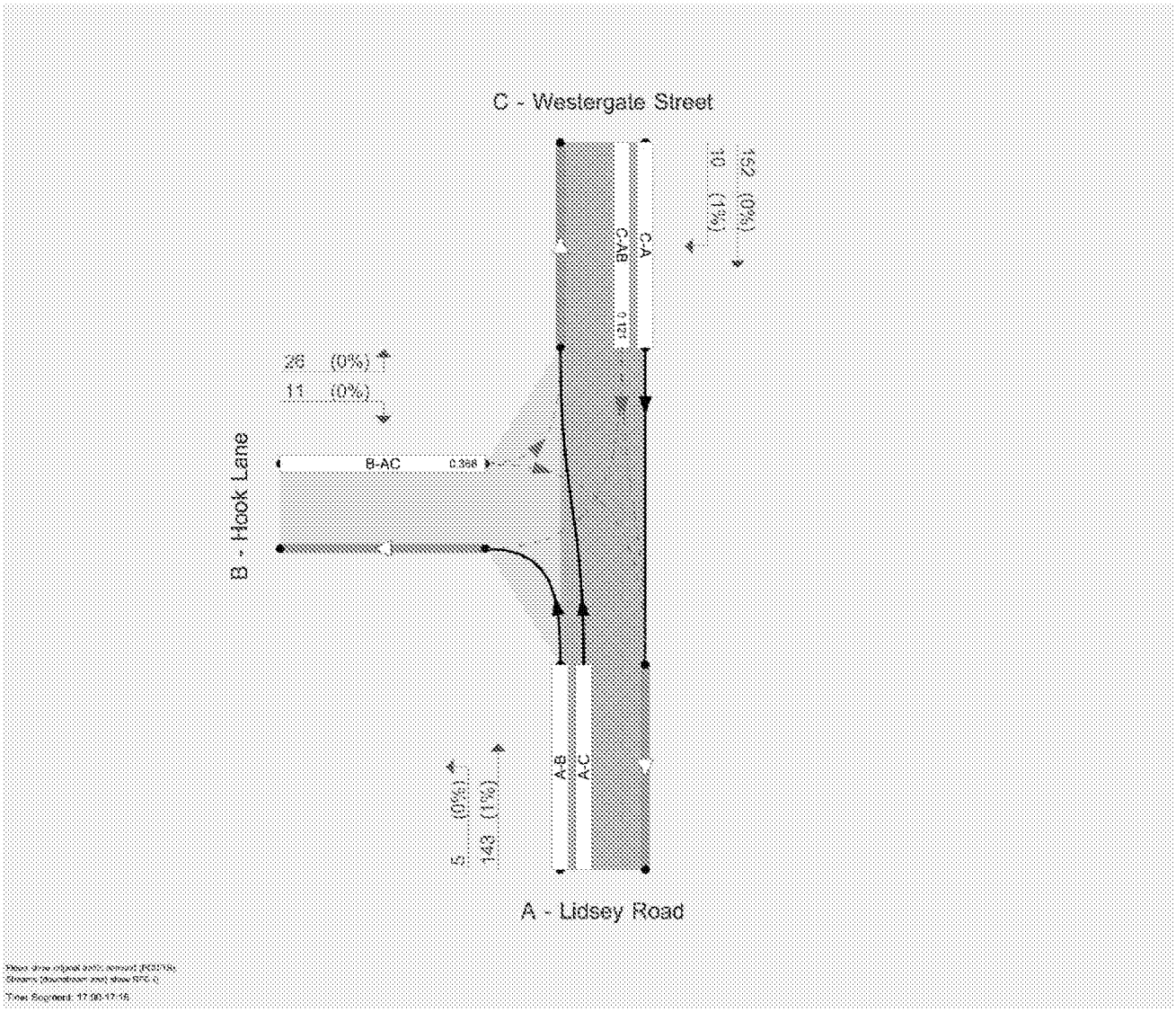
File summary

File Description

Title	
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		1.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Lidsey Road		Major
B	Hook Lane		Minor
C	Westergate Street		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 Street	6.82			113.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Hook Lane	One lane	3.07	42	16

Slope / Intercept / Capacity

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	125.627	0.088	0.223	0.140	0.319
B-C	159.613	0.094	0.239	-	-
C-B	159.851	0.239	0.239	-	-

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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	8.00	132.00
	B - Hook Lane	6.00	0.00	13.00
	C - Westergate Street	115.00	5.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.06	0.94
	B - Hook Lane	0.32	0.00	0.68
	C - Westergate Street	0.96	0.04	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	12.00	212.00
	B - Hook Lane	4.00	0.00	11.00
	C - Westergate Street	119.00	6.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.05	0.95
	B - Hook Lane	0.27	0.00	0.73
	C - Westergate Street	0.95	0.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	5.00	150.00
	B - Hook Lane	7.00	0.00	20.00
	C - Westergate Street	112.00	7.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.03	0.97
	B - Hook Lane	0.26	0.00	0.74
	C - Westergate Street	0.94	0.06	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	7.00	146.00
	B - Hook Lane	6.00	0.00	18.00
	C - Westergate Street	118.00	8.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.05	0.95
	B - Hook Lane	0.25	0.00	0.75
	C - Westergate Street	0.94	0.06	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	3
	B - Hook Lane	20	0	0
	C - Westergate Street	7	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.042
	B - Hook Lane	1.280	1.000	1.000
	C - Westergate Street	1.098	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	2
	B - Hook Lane	0	0	0
	C - Westergate Street	5	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.028
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.070	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	5
	B - Hook Lane	0	0	6
	C - Westergate Street	4	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.070
	B - Hook Lane	1.000	1.000	1.084
	C - Westergate Street	1.056	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	4
	B - Hook Lane	20	0	0
	C - Westergate Street	3	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.056
	B - Hook Lane	1.280	1.000	1.000
	C - Westergate Street	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	A - Lidsey Road	140.00	140.00
	B - Hook Lane	19.00	19.00
	C - Westergate Street	120.00	120.00
08:15-08:30	A - Lidsey Road	224.00	224.00
	B - Hook Lane	15.00	15.00
	C - Westergate Street	125.00	125.00
08:30-08:45	A - Lidsey Road	155.00	155.00
	B - Hook Lane	27.00	27.00
	C - Westergate Street	119.00	119.00
08:45-09:00	A - Lidsey Road	153.00	153.00
	B - Hook Lane	24.00	24.00
	C - Westergate Street	126.00	126.00

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-AC	0.26	12.91	0.4	B	21.25	85.00
C-AB	0.09	5.17	0.2	A	15.08	60.33
C-A					107.42	429.67
A-B					8.00	32.00
A-C					160.00	640.00

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-AC	19.00	19.00	106.00	0.179	18.77	0.0	0.2	11.055	B
C-AB	11.11	11.11	209.10	0.053	11.02	0.0	0.1	4.778	A
C-A	108.89	108.89			108.89				
A-B	8.00	8.00			8.00				
A-C	132.00	132.00			132.00				

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-AC	15.00	15.00	88.11	0.170	15.02	0.2	0.2	12.909	B
C-AB	15.19	15.19	197.25	0.077	15.13	0.1	0.1	5.169	A
C-A	109.81	109.81			109.81				
A-B	12.00	12.00			12.00				
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-AC	27.00	27.00	105.03	0.257	26.86	0.2	0.4	11.852	B
C-AB	15.57	15.57	204.32	0.076	15.57	0.1	0.1	4.942	A
C-A	103.43	103.43			103.43				
A-B	5.00	5.00			5.00				
A-C	150.00	150.00			150.00				

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-AC	24.00	24.00	105.78	0.227	24.03	0.4	0.3	11.675	B
C-AB	18.46	18.46	209.02	0.088	18.43	0.1	0.2	4.850	A
C-A	107.54	107.54			107.54				
A-B	7.00	7.00			7.00				
A-C	146.00	146.00			146.00				

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		1.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	2.00	107.00
	B - Hook Lane	4.00	0.00	11.00
	C - Westergate Street	159.00	8.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.02	0.98
	B - Hook Lane	0.27	0.00	0.73
	C - Westergate Street	0.95	0.05	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	11.00	110.00
	B - Hook Lane	12.00	0.00	14.00
	C - Westergate Street	196.00	8.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.09	0.91
	B - Hook Lane	0.46	0.00	0.54
	C - Westergate Street	0.96	0.04	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	10.00	89.00
	B - Hook Lane	10.00	0.00	13.00
	C - Westergate Street	171.00	8.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.10	0.90
	B - Hook Lane	0.43	0.00	0.57
	C - Westergate Street	0.96	0.04	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	8.00	95.00
	B - Hook Lane	7.00	0.00	13.00
	C - Westergate Street	159.00	3.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.08	0.92
	B - Hook Lane	0.35	0.00	0.65
	C - Westergate Street	0.98	0.02	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	11	2
	B - Hook Lane	0	0	0
	C - Westergate Street	1	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.154	1.028
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.014	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	4
	B - Hook Lane	0	0	0
	C - Westergate Street	1	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.056
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.014	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	2
	B - Hook Lane	0	0	0
	C - Westergate Street	1	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.028
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	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 - Lidsey Road	109.00	109.00
	B - Hook Lane	15.00	15.00
	C - Westergate Street	167.00	167.00
17:15-17:30	A - Lidsey Road	121.00	121.00
	B - Hook Lane	26.00	26.00
	C - Westergate Street	204.00	204.00
17:30-17:45	A - Lidsey Road	99.00	99.00
	B - Hook Lane	23.00	23.00
	C - Westergate Street	179.00	179.00
17:45-18:00	A - Lidsey Road	103.00	103.00
	B - Hook Lane	20.00	20.00
	C - Westergate Street	162.00	162.00

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-AC	0.28	13.17	0.4	B	21.00	84.00
C-AB	0.11	4.03	0.2	A	21.25	85.02
C-A					156.75	626.98
A-B					7.75	31.00
A-C					100.25	401.00

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-AC	15.00	15.00	111.70	0.134	14.85	0.0	0.2	9.293	A
C-AB	22.70	22.70	245.53	0.092	22.52	0.0	0.2	4.035	A
C-A	144.30	144.30			144.30				
A-B	2.00	2.00			2.00				
A-C	107.00	107.00			107.00				

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-AC	26.00	26.00	93.87	0.277	25.78	0.2	0.4	13.173	B
C-AB	29.40	29.40	270.00	0.109	29.34	0.2	0.2	3.760	A
C-A	174.60	174.60			174.60				
A-B	11.00	11.00			11.00				
A-C	110.00	110.00			110.00				

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-AC	23.00	23.00	103.43	0.222	23.09	0.4	0.3	11.212	B
C-AB	24.34	24.34	255.57	0.095	24.38	0.2	0.2	3.934	A
C-A	154.66	154.66			154.66				
A-B	10.00	10.00			10.00				
A-C	89.00	89.00			89.00				

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-AC	20.00	20.00	109.52	0.183	20.06	0.3	0.2	10.068	B
C-AB	8.58	8.58	246.55	0.035	8.73	0.2	0.0	3.821	A
C-A	153.42	153.42			153.42				
A-B	8.00	8.00			8.00				
A-C	95.00	95.00			95.00				

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		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	17.00	141.00
	B - Hook Lane	18.00	0.00	14.00
	C - Westergate Street	141.00	7.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.11	0.89
	B - Hook Lane	0.56	0.00	0.44
	C - Westergate Street	0.95	0.05	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	25.00	227.00
	B - Hook Lane	12.00	0.00	12.00
	C - Westergate Street	146.00	8.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.10	0.90
	B - Hook Lane	0.50	0.00	0.50
	C - Westergate Street	0.95	0.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	11.00	160.00
	B - Hook Lane	21.00	0.00	22.00
	C - Westergate Street	138.00	9.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.06	0.94
	B - Hook Lane	0.49	0.00	0.51
	C - Westergate Street	0.94	0.06	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	15.00	156.00
	B - Hook Lane	18.00	0.00	20.00
	C - Westergate Street	145.00	11.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.09	0.91
	B - Hook Lane	0.47	0.00	0.53
	C - Westergate Street	0.93	0.07	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	1
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	1.014	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	0
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.000
	C - Westergate Street	1.014	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	2	0	1
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.028	1.000	1.014
	C - Westergate Street	1.014	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	1
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	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)
08:00-08:15	A - Lidsey Road	158.00	158.00
	B - Hook Lane	32.00	32.00
	C - Westergate Street	148.00	148.00
08:15-08:30	A - Lidsey Road	252.00	252.00
	B - Hook Lane	24.00	24.00
	C - Westergate Street	154.00	154.00
08:30-08:45	A - Lidsey Road	171.00	171.00
	B - Hook Lane	43.00	43.00
	C - Westergate Street	147.00	147.00
08:45-09:00	A - Lidsey Road	171.00	171.00
	B - Hook Lane	38.00	38.00
	C - Westergate Street	156.00	156.00

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-AC	0.50	21.21	1.0	C	34.25	137.00
C-AB	0.14	4.86	0.4	A	24.86	99.42
C-A					126.39	505.58
A-B					17.00	68.00
A-C					171.00	684.00

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-AC	32.00	32.00	87.11	0.367	31.43	0.0	0.6	16.231	C
C-AB	18.77	18.77	224.85	0.083	18.61	0.0	0.2	4.424	A
C-A	129.23	129.23			129.23				
A-B	17.00	17.00			17.00				
A-C	141.00	141.00			141.00				

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-AC	24.00	24.00	67.01	0.358	24.00	0.6	0.6	21.207	C
C-AB	25.49	25.49	213.40	0.119	25.36	0.2	0.3	4.857	A
C-A	128.51	128.51			128.51				
A-B	25.00	25.00			25.00				
A-C	227.00	227.00			227.00				

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-AC	43.00	43.00	86.39	0.498	42.61	0.6	1.0	20.600	C
C-AB	24.21	24.21	220.65	0.110	24.24	0.3	0.3	4.652	A
C-A	122.79	122.79			122.79				
A-B	11.00	11.00			11.00				
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-AC	38.00	38.00	86.40	0.440	38.13	1.0	0.8	19.087	C
C-AB	30.95	30.95	225.77	0.137	30.85	0.3	0.4	4.690	A
C-A	125.05	125.05			125.05				
A-B	15.00	15.00			15.00				
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		4.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	5.00	134.00
	B - Hook Lane	11.00	0.00	18.00
	C - Westergate Street	147.00	9.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.04	0.96
	B - Hook Lane	0.38	0.00	0.62
	C - Westergate Street	0.94	0.06	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	27.00	138.00
	B - Hook Lane	33.00	0.00	23.00
	C - Westergate Street	181.00	9.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.16	0.84
	B - Hook Lane	0.59	0.00	0.41
	C - Westergate Street	0.95	0.05	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	24.00	112.00
	B - Hook Lane	28.00	0.00	21.00
	C - Westergate Street	158.00	9.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.18	0.82
	B - Hook Lane	0.57	0.00	0.43
	C - Westergate Street	0.95	0.05	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	19.00	120.00
	B - Hook Lane	19.00	0.00	21.00
	C - Westergate Street	147.00	3.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.14	0.86
	B - Hook Lane	0.48	0.00	0.53
	C - Westergate Street	0.98	0.02	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	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 - Lidsey Road	139.00	139.00
	B - Hook Lane	29.00	29.00
	C - Westergate Street	156.00	156.00
17:15-17:30	A - Lidsey Road	165.00	165.00
	B - Hook Lane	56.00	56.00
	C - Westergate Street	190.00	190.00
17:30-17:45	A - Lidsey Road	136.00	136.00
	B - Hook Lane	49.00	49.00
	C - Westergate Street	167.00	167.00
17:45-18:00	A - Lidsey Road	139.00	139.00
	B - Hook Lane	40.00	40.00
	C - Westergate Street	150.00	150.00

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-AC	0.70	33.12	2.1	D	43.50	174.00
C-AB	0.13	4.35	0.3	A	22.77	91.07
C-A					142.98	571.93
A-B					18.75	75.00
A-C					126.00	504.00

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-AC	29.00	29.00	98.39	0.295	28.59	0.0	0.4	12.823	B
C-AB	24.51	24.51	232.27	0.106	24.29	0.0	0.2	4.350	A
C-A	131.49	131.49			131.49				
A-B	5.00	5.00			5.00				
A-C	134.00	134.00			134.00				

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-AC	56.00	56.00	80.10	0.699	54.35	0.4	2.1	33.122	D
C-AB	31.85	31.85	253.10	0.126	31.77	0.2	0.3	4.088	A
C-A	158.15	158.15			158.15				
A-B	27.00	27.00			27.00				
A-C	138.00	138.00			138.00				

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-AC	49.00	49.00	90.35	0.542	49.81	2.1	1.3	22.827	C
C-AB	26.38	26.38	240.80	0.110	26.44	0.3	0.2	4.223	A
C-A	140.62	140.62			140.62				
A-B	24.00	24.00			24.00				
A-C	112.00	112.00			112.00				

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-AC	40.00	40.00	96.45	0.415	40.53	1.3	0.7	16.239	C
C-AB	8.32	8.32	232.39	0.036	8.52	0.2	0.0	4.038	A
C-A	141.68	141.68			141.68				
A-B	19.00	19.00			19.00				
A-C	120.00	120.00			120.00				

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		2.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	17.00	144.00
	B - Hook Lane	17.00	0.00	15.00
	C - Westergate Street	148.00	7.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.11	0.89
	B - Hook Lane	0.53	0.00	0.47
	C - Westergate Street	0.95	0.05	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	25.00	233.00
	B - Hook Lane	12.00	0.00	13.00
	C - Westergate Street	153.00	9.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.10	0.90
	B - Hook Lane	0.48	0.00	0.52
	C - Westergate Street	0.94	0.06	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	10.00	165.00
	B - Hook Lane	20.00	0.00	24.00
	C - Westergate Street	145.00	10.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.06	0.94
	B - Hook Lane	0.45	0.00	0.55
	C - Westergate Street	0.94	0.06	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	15.00	160.00
	B - Hook Lane	17.00	0.00	22.00
	C - Westergate Street	152.00	12.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.09	0.91
	B - Hook Lane	0.44	0.00	0.56
	C - Westergate Street	0.93	0.07	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	0
	C - Westergate Street	1	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.000
	C - Westergate Street	1.014	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	0
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.000
	C - Westergate Street	1.014	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	2	0	1
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.028	1.000	1.014
	C - Westergate Street	1.014	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	1
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	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)
08:00-08:15	A - Lidsey Road	161.00	161.00
	B - Hook Lane	32.00	32.00
	C - Westergate Street	155.00	155.00
08:15-08:30	A - Lidsey Road	258.00	258.00
	B - Hook Lane	25.00	25.00
	C - Westergate Street	162.00	162.00
08:30-08:45	A - Lidsey Road	175.00	175.00
	B - Hook Lane	44.00	44.00
	C - Westergate Street	155.00	155.00
08:45-09:00	A - Lidsey Road	175.00	175.00
	B - Hook Lane	39.00	39.00
	C - Westergate Street	164.00	164.00

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-AC	0.51	22.47	1.0	C	35.00	140.00
C-AB	0.15	4.86	0.4	A	28.50	114.01
C-A					130.50	521.99
A-B					16.75	67.00
A-C					175.50	702.00

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-AC	32.00	32.00	87.03	0.368	31.43	0.0	0.6	16.149	C
C-AB	19.72	19.72	229.46	0.086	19.55	0.0	0.2	4.325	A
C-A	135.28	135.28			135.28				
A-B	17.00	17.00			17.00				
A-C	144.00	144.00			144.00				

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-AC	25.00	25.00	65.25	0.383	24.96	0.6	0.6	22.466	C
C-AB	30.39	30.39	217.91	0.139	30.19	0.2	0.4	4.857	A
C-A	131.61	131.61			131.61				
A-B	25.00	25.00			25.00				
A-C	233.00	233.00			233.00				

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-AC	44.00	44.00	85.91	0.512	43.59	0.6	1.0	21.286	C
C-AB	28.33	28.33	225.19	0.126	28.38	0.4	0.3	4.645	A
C-A	126.67	126.67			126.67				
A-B	10.00	10.00			10.00				
A-C	165.00	165.00			165.00				

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-AC	39.00	39.00	86.36	0.452	39.15	1.0	0.9	19.515	C
C-AB	35.57	35.57	230.32	0.154	35.45	0.3	0.4	4.691	A
C-A	128.43	128.43			128.43				
A-B	15.00	15.00			15.00				
A-C	160.00	160.00			160.00				

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		6.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	5.00	143.00
	B - Hook Lane	11.00	0.00	26.00
	C - Westergate Street	152.00	10.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.03	0.97
	B - Hook Lane	0.30	0.00	0.70
	C - Westergate Street	0.94	0.06	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	26.00	147.00
	B - Hook Lane	34.00	0.00	33.00
	C - Westergate Street	187.00	10.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.15	0.85
	B - Hook Lane	0.51	0.00	0.49
	C - Westergate Street	0.95	0.05	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	24.00	119.00
	B - Hook Lane	28.00	0.00	31.00
	C - Westergate Street	164.00	10.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.17	0.83
	B - Hook Lane	0.47	0.00	0.53
	C - Westergate Street	0.94	0.06	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	19.00	128.00
	B - Hook Lane	20.00	0.00	31.00
	C - Westergate Street	152.00	4.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.13	0.87
	B - Hook Lane	0.39	0.00	0.61
	C - Westergate Street	0.97	0.03	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	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 - Lidsey Road	148.00	148.00
	B - Hook Lane	37.00	37.00
	C - Westergate Street	162.00	162.00
17:15-17:30	A - Lidsey Road	173.00	173.00
	B - Hook Lane	67.00	67.00
	C - Westergate Street	197.00	197.00
17:30-17:45	A - Lidsey Road	143.00	143.00
	B - Hook Lane	59.00	59.00
	C - Westergate Street	174.00	174.00
17:45-18:00	A - Lidsey Road	147.00	147.00
	B - Hook Lane	51.00	51.00
	C - Westergate Street	156.00	156.00

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-AC	0.83	46.43	3.6	E	53.50	214.00
C-AB	0.15	4.38	0.4	A	27.01	108.04
C-A					145.24	580.96
A-B					18.50	74.00
A-C					134.25	537.00

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-AC	37.00	37.00	100.57	0.368	36.43	0.0	0.6	13.917	B
C-AB	28.44	28.44	234.44	0.121	28.15	0.0	0.3	4.384	A
C-A	133.56	133.56			133.56				
A-B	5.00	5.00			5.00				
A-C	143.00	143.00			143.00				

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-AC	67.00	67.00	81.09	0.826	63.98	0.6	3.6	46.428	E
C-AB	37.29	37.29	256.41	0.145	37.18	0.3	0.4	4.130	A
C-A	159.71	159.71			159.71				
A-B	26.00	26.00			26.00				
A-C	147.00	147.00			147.00				

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-AC	59.00	59.00	92.59	0.637	60.68	3.6	1.9	29.773	C
C-AB	30.76	30.76	244.09	0.126	30.84	0.4	0.3	4.245	A
C-A	143.24	143.24			143.24				
A-B	24.00	24.00			24.00				
A-C	119.00	119.00			119.00				

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-AC	51.00	51.00	98.18	0.519	51.78	1.9	1.1	19.707	C
C-AB	11.55	11.55	234.75	0.049	11.79	0.3	0.1	4.056	A
C-A	144.45	144.45			144.45				
A-B	19.00	19.00			19.00				
A-C	128.00	128.00			128.00				

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		2.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	18.00	152.00
	B - Hook Lane	17.00	0.00	14.00
	C - Westergate Street	161.00	7.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.11	0.89
	B - Hook Lane	0.55	0.00	0.45
	C - Westergate Street	0.96	0.04	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	27.00	245.00
	B - Hook Lane	11.00	0.00	12.00
	C - Westergate Street	166.00	8.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.10	0.90
	B - Hook Lane	0.48	0.00	0.52
	C - Westergate Street	0.95	0.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	11.00	173.00
	B - Hook Lane	20.00	0.00	22.00
	C - Westergate Street	157.00	9.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.06	0.94
	B - Hook Lane	0.48	0.00	0.52
	C - Westergate Street	0.95	0.05	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	16.00	168.00
	B - Hook Lane	17.00	0.00	20.00
	C - Westergate Street	165.00	11.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.09	0.91
	B - Hook Lane	0.46	0.00	0.54
	C - Westergate Street	0.94	0.06	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	1
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	1.014	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	0
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.000
	C - Westergate Street	1.014	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	1	0	1
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	1.014	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	1
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	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)
08:00-08:15	A - Lidsey Road	170.00	170.00
	B - Hook Lane	31.00	31.00
	C - Westergate Street	168.00	168.00
08:15-08:30	A - Lidsey Road	272.00	272.00
	B - Hook Lane	23.00	23.00
	C - Westergate Street	174.00	174.00
08:30-08:45	A - Lidsey Road	184.00	184.00
	B - Hook Lane	42.00	42.00
	C - Westergate Street	166.00	166.00
08:45-09:00	A - Lidsey Road	184.00	184.00
	B - Hook Lane	37.00	37.00
	C - Westergate Street	176.00	176.00

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-AC	0.51	24.24	1.0	C	33.25	133.00
C-AB	0.15	4.67	0.4	A	28.99	115.96
C-A					142.01	568.04
A-B					18.00	72.00
A-C					184.50	738.00

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-AC	31.00	31.00	82.58	0.375	30.41	0.0	0.6	17.309	C
C-AB	21.72	21.72	237.58	0.091	21.53	0.0	0.2	4.224	A
C-A	146.28	146.28			146.28				
A-B	18.00	18.00			18.00				
A-C	152.00	152.00			152.00				

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-AC	23.00	23.00	60.56	0.380	22.99	0.6	0.6	24.243	C
C-AB	30.35	30.35	225.97	0.134	30.20	0.2	0.3	4.667	A
C-A	143.65	143.65			143.65				
A-B	27.00	27.00			27.00				
A-C	245.00	245.00			245.00				

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-AC	42.00	42.00	81.57	0.515	41.58	0.6	1.0	22.470	C
C-AB	27.93	27.93	232.65	0.120	27.98	0.3	0.3	4.466	A
C-A	138.07	138.07			138.07				
A-B	11.00	11.00			11.00				
A-C	173.00	173.00			173.00				

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-AC	37.00	37.00	81.71	0.453	37.15	1.0	0.9	20.567	C
C-AB	35.96	35.96	238.55	0.151	35.83	0.3	0.4	4.511	A
C-A	140.04	140.04			140.04				
A-B	16.00	16.00			16.00				
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		7.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	5.00	152.00
	B - Hook Lane	13.00	0.00	21.00
	C - Westergate Street	156.00	6.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.03	0.97
	B - Hook Lane	0.38	0.00	0.62
	C - Westergate Street	0.96	0.04	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	27.00	157.00
	B - Hook Lane	38.00	0.00	27.00
	C - Westergate Street	192.00	6.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.15	0.85
	B - Hook Lane	0.58	0.00	0.42
	C - Westergate Street	0.97	0.03	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	25.00	127.00
	B - Hook Lane	32.00	0.00	25.00
	C - Westergate Street	168.00	6.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.16	0.84
	B - Hook Lane	0.56	0.00	0.44
	C - Westergate Street	0.97	0.03	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	20.00	136.00
	B - Hook Lane	22.00	0.00	25.00
	C - Westergate Street	156.00	2.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.13	0.87
	B - Hook Lane	0.47	0.00	0.53
	C - Westergate Street	0.99	0.01	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	2	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.028	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	2	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.028	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	0
	B - Hook Lane	0	0	0
	C - Westergate Street	0	2	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.000
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.028	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	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 - Lidsey Road	157.00	157.00
	B - Hook Lane	34.00	34.00
	C - Westergate Street	162.00	162.00
17:15-17:30	A - Lidsey Road	184.00	184.00
	B - Hook Lane	65.00	65.00
	C - Westergate Street	198.00	198.00
17:30-17:45	A - Lidsey Road	152.00	152.00
	B - Hook Lane	57.00	57.00
	C - Westergate Street	174.00	174.00
17:45-18:00	A - Lidsey Road	156.00	156.00
	B - Hook Lane	47.00	47.00
	C - Westergate Street	158.00	158.00

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-AC	0.87	56.37	4.2	F	50.75	203.00
C-AB	0.09	4.16	0.2	A	16.57	66.30
C-A					156.43	625.70
A-B					19.25	77.00
A-C					143.00	572.00

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-AC	34.00	34.00	93.52	0.364	33.44	0.0	0.6	14.852	B
C-AB	17.71	17.71	235.93	0.075	17.57	0.0	0.1	4.160	A
C-A	144.29	144.29			144.29				
A-B	5.00	5.00			5.00				
A-C	152.00	152.00			152.00				

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-AC	65.00	65.00	75.12	0.865	61.31	0.6	4.2	56.383	F
C-AB	23.48	23.48	258.51	0.091	23.43	0.1	0.2	3.862	A
C-A	174.52	174.52			174.52				
A-B	27.00	27.00			27.00				
A-C	157.00	157.00			157.00				

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-AC	57.00	57.00	86.69	0.658	59.16	4.2	2.1	34.763	C
C-AB	19.13	19.13	245.51	0.078	19.16	0.2	0.1	4.009	A
C-A	154.87	154.87			154.87				
A-B	25.00	25.00			25.00				
A-C	127.00	127.00			127.00				

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-AC	47.00	47.00	92.03	0.511	48.00	2.1	1.1	20.872	C
C-AB	5.99	5.99	236.16	0.025	6.10	0.1	0.0	3.945	A
C-A	152.01	152.01			152.01				
A-B	20.00	20.00			20.00				
A-C	136.00	136.00			136.00				

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		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
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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	18.00	154.00
	B - Hook Lane	16.00	0.00	16.00
	C - Westergate Street	166.00	9.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.10	0.90
	B - Hook Lane	0.50	0.00	0.50
	C - Westergate Street	0.95	0.05	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	27.00	248.00
	B - Hook Lane	11.00	0.00	13.00
	C - Westergate Street	171.00	11.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.10	0.90
	B - Hook Lane	0.46	0.00	0.54
	C - Westergate Street	0.94	0.06	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	11.00	175.00
	B - Hook Lane	19.00	0.00	24.00
	C - Westergate Street	162.00	13.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.06	0.94
	B - Hook Lane	0.44	0.00	0.56
	C - Westergate Street	0.93	0.07	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	16.00	170.00
	B - Hook Lane	16.00	0.00	22.00
	C - Westergate Street	170.00	14.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.09	0.91
	B - Hook Lane	0.42	0.00	0.58
	C - Westergate Street	0.92	0.08	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	1
	C - Westergate Street	1	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	1.014	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	0
	C - Westergate Street	1	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.000
	C - Westergate Street	1.014	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	1	0	1
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	1.014	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	1	0	1
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	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)
08:00-08:15	A - Lidsey Road	172.00	172.00
	B - Hook Lane	32.00	32.00
	C - Westergate Street	175.00	175.00
08:15-08:30	A - Lidsey Road	275.00	275.00
	B - Hook Lane	24.00	24.00
	C - Westergate Street	182.00	182.00
08:30-08:45	A - Lidsey Road	186.00	186.00
	B - Hook Lane	43.00	43.00
	C - Westergate Street	175.00	175.00
08:45-09:00	A - Lidsey Road	186.00	186.00
	B - Hook Lane	38.00	38.00
	C - Westergate Street	184.00	184.00

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-AC	0.53	25.84	1.1	D	34.25	137.00
C-AB	0.20	4.89	0.6	A	40.49	161.95
C-A					138.51	554.05
A-B					18.00	72.00
A-C					186.75	747.00

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-AC	32.00	32.00	83.35	0.384	31.39	0.0	0.6	17.371	D
C-AB	28.93	28.93	240.95	0.120	28.65	0.0	0.3	4.280	A
C-A	146.07	146.07			146.07				
A-B	18.00	18.00			18.00				
A-C	154.00	154.00			154.00				

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-AC	24.00	24.00	59.16	0.406	23.94	0.6	0.7	25.838	D
C-AB	43.50	43.50	229.53	0.190	43.16	0.3	0.6	4.888	A
C-A	138.50	138.50			138.50				
A-B	27.00	27.00			27.00				
A-C	248.00	248.00			248.00				

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-AC	43.00	43.00	81.19	0.530	42.59	0.7	1.1	23.256	C
C-AB	41.90	41.90	236.21	0.177	41.95	0.6	0.6	4.705	A
C-A	133.10	133.10			133.10				
A-B	11.00	11.00			11.00				
A-C	175.00	175.00			175.00				

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-AC	38.00	38.00	81.92	0.464	38.17	1.1	0.9	20.957	C
C-AB	47.61	47.61	242.11	0.197	47.55	0.6	0.6	4.707	A
C-A	136.39	136.39			136.39				
A-B	16.00	16.00			16.00				
A-C	170.00	170.00			170.00				

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		8.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	5.00	166.00
	B - Hook Lane	11.00	0.00	26.00
	C - Westergate Street	164.00	7.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.03	0.97
	B - Hook Lane	0.30	0.00	0.70
	C - Westergate Street	0.96	0.04	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	27.00	171.00
	B - Hook Lane	33.00	0.00	34.00
	C - Westergate Street	202.00	7.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.14	0.86
	B - Hook Lane	0.49	0.00	0.51
	C - Westergate Street	0.97	0.03	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	25.00	139.00
	B - Hook Lane	28.00	0.00	31.00
	C - Westergate Street	177.00	7.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.15	0.85
	B - Hook Lane	0.47	0.00	0.53
	C - Westergate Street	0.96	0.04	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	20.00	149.00
	B - Hook Lane	19.00	0.00	31.00
	C - Westergate Street	164.00	3.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.12	0.88
	B - Hook Lane	0.38	0.00	0.62
	C - Westergate Street	0.98	0.02	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	0
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.000
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	0
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.000
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	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 - Lidsey Road	171.00	171.00
	B - Hook Lane	37.00	37.00
	C - Westergate Street	171.00	171.00
17:15-17:30	A - Lidsey Road	198.00	198.00
	B - Hook Lane	67.00	67.00
	C - Westergate Street	209.00	209.00
17:30-17:45	A - Lidsey Road	164.00	164.00
	B - Hook Lane	59.00	59.00
	C - Westergate Street	184.00	184.00
17:45-18:00	A - Lidsey Road	169.00	169.00
	B - Hook Lane	50.00	50.00
	C - Westergate Street	167.00	167.00

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-AC	0.30	61.47	4.9	F	53.25	213.00
C-AB	0.11	4.15	0.3	A	21.47	85.87
C-A					161.28	645.13
A-B					19.25	77.00
A-C					156.25	625.00

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-AC	37.00	37.00	94.30	0.392	36.37	0.0	0.6	15.380	C
C-AB	22.18	22.18	239.63	0.093	21.99	0.0	0.2	4.153	A
C-A	148.82	148.82			148.82				
A-B	5.00	5.00			5.00				
A-C	166.00	166.00			166.00				

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-AC	67.00	67.00	74.70	0.897	62.68	0.6	4.9	61.465	F
C-AB	30.00	30.00	264.12	0.114	29.93	0.2	0.3	3.860	A
C-A	179.00	179.00			179.00				
A-B	27.00	27.00			27.00				
A-C	171.00	171.00			171.00				

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-AC	59.00	59.00	86.86	0.679	61.62	4.9	2.3	88.469	E
C-AB	24.08	24.08	250.35	0.096	24.14	0.3	0.2	3.998	A
C-A	159.92	159.92			159.92				
A-B	25.00	25.00			25.00				
A-C	139.00	139.00			139.00				

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-AC	50.00	50.00	92.52	0.540	51.10	2.3	1.2	22.254	C
C-AB	9.61	9.61	240.04	0.040	9.75	0.2	0.1	3.928	A
C-A	157.39	157.39			157.39				
A-B	20.00	20.00			20.00				
A-C	149.00	149.00			149.00				

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		2.40	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
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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	17.00	148.00
	B - Hook Lane	16.00	0.00	16.00
	C - Westergate Street	165.00	8.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.10	0.90
	B - Hook Lane	0.50	0.00	0.50
	C - Westergate Street	0.95	0.05	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	26.00	238.00
	B - Hook Lane	11.00	0.00	14.00
	C - Westergate Street	169.00	10.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.10	0.90
	B - Hook Lane	0.44	0.00	0.56
	C - Westergate Street	0.94	0.06	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	11.00	168.00
	B - Hook Lane	18.00	0.00	25.00
	C - Westergate Street	160.00	11.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.06	0.94
	B - Hook Lane	0.42	0.00	0.58
	C - Westergate Street	0.94	0.06	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	15.00	163.00
	B - Hook Lane	16.00	0.00	23.00
	C - Westergate Street	169.00	13.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.08	0.92
	B - Hook Lane	0.41	0.00	0.59
	C - Westergate Street	0.93	0.07	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	0	0	1
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.000	1.000	1.014
	C - Westergate Street	1.000	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	1
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.014
	C - Westergate Street	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)
08:00-08:15	A - Lidsey Road	165.00	165.00
	B - Hook Lane	32.00	32.00
	C - Westergate Street	173.00	173.00
08:15-08:30	A - Lidsey Road	264.00	264.00
	B - Hook Lane	25.00	25.00
	C - Westergate Street	179.00	179.00
08:30-08:45	A - Lidsey Road	179.00	179.00
	B - Hook Lane	43.00	43.00
	C - Westergate Street	171.00	171.00
08:45-09:00	A - Lidsey Road	178.00	178.00
	B - Hook Lane	39.00	39.00
	C - Westergate Street	182.00	182.00

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-AC	0.51	23.33	1.0	C	34.75	139.00
C-AB	0.18	4.71	0.6	A	35.36	141.43
C-A					140.89	563.57
A-B					17.25	69.00
A-C					179.25	717.00

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-AC	32.00	32.00	85.33	0.375	31.42	0.0	0.6	16.525	C
C-AB	25.31	25.31	241.27	0.105	25.08	0.0	0.2	4.163	A
C-A	147.69	147.69			147.69				
A-B	17.00	17.00			17.00				
A-C	148.00	148.00			148.00				

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-AC	25.00	25.00	63.45	0.394	24.95	0.6	0.6	23.334	C
C-AB	38.18	38.18	229.55	0.166	37.92	0.2	0.5	4.712	A
C-A	140.82	140.82			140.82				
A-B	26.00	26.00			26.00				
A-C	238.00	238.00			238.00				

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-AC	43.00	43.00	85.06	0.506	42.65	0.6	1.0	21.090	C
C-AB	34.62	34.62	235.72	0.147	34.70	0.5	0.4	4.508	A
C-A	136.38	136.38			136.38				
A-B	11.00	11.00			11.00				
A-C	168.00	168.00			168.00				

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-AC	39.00	39.00	84.87	0.460	39.10	1.0	0.9	19.877	C
C-AB	43.32	43.32	242.47	0.179	43.17	0.4	0.6	4.546	A
C-A	138.68	138.68			138.68				
A-B	15.00	15.00			15.00				
A-C	163.00	163.00			163.00				

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		9.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	5.00	163.00
	B - Hook Lane	11.00	0.00	28.00
	C - Westergate Street	162.00	10.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.03	0.97
	B - Hook Lane	0.28	0.00	0.72
	C - Westergate Street	0.94	0.06	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	28.00	168.00
	B - Hook Lane	34.00	0.00	35.00
	C - Westergate Street	200.00	10.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.14	0.86
	B - Hook Lane	0.49	0.00	0.51
	C - Westergate Street	0.95	0.05	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	26.00	135.00
	B - Hook Lane	28.00	0.00	33.00
	C - Westergate Street	175.00	10.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.16	0.84
	B - Hook Lane	0.46	0.00	0.54
	C - Westergate Street	0.95	0.05	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	21.00	146.00
	B - Hook Lane	20.00	0.00	33.00
	C - Westergate Street	162.00	4.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.13	0.87
	B - Hook Lane	0.38	0.00	0.62
	C - Westergate Street	0.98	0.02	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	0
	B - Hook Lane	0	0	0
	C - Westergate Street	0	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.000
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.000	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	0
	B - Hook Lane	0	0	0
	C - Westergate Street	0	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.000
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	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 - Lidsey Road	168.00	168.00
	B - Hook Lane	39.00	39.00
	C - Westergate Street	172.00	172.00
17:15-17:30	A - Lidsey Road	196.00	196.00
	B - Hook Lane	69.00	69.00
	C - Westergate Street	210.00	210.00
17:30-17:45	A - Lidsey Road	161.00	161.00
	B - Hook Lane	61.00	61.00
	C - Westergate Street	185.00	185.00
17:45-18:00	A - Lidsey Road	167.00	167.00
	B - Hook Lane	53.00	53.00
	C - Westergate Street	166.00	166.00

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-AC	0.32	66.82	5.6	F	55.50	222.00
C-AB	0.16	4.35	0.5	A	29.98	119.90
C-A					153.27	613.10
A-B					20.00	80.00
A-C					153.00	612.00

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-AC	39.00	39.00	95.66	0.408	38.33	0.0	0.7	15.530	C
C-AB	31.14	31.14	238.62	0.131	30.82	0.0	0.3	4.351	A
C-A	140.86	140.86			140.86				
A-B	5.00	5.00			5.00				
A-C	163.00	163.00			163.00				

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-AC	69.00	69.00	74.71	0.924	64.03	0.7	5.6	66.817	F
C-AB	42.21	42.21	262.96	0.161	42.07	0.3	0.5	4.097	A
C-A	167.79	167.79			167.79				
A-B	28.00	28.00			28.00				
A-C	168.00	168.00			168.00				

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-AC	61.00	61.00	87.95	0.694	64.13	5.6	2.5	41.389	E
C-AB	33.88	33.88	249.44	0.136	33.98	0.5	0.4	4.203	A
C-A	151.12	151.12			151.12				
A-B	26.00	26.00			26.00				
A-C	135.00	135.00			135.00				

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-AC	53.00	53.00	93.31	0.568	54.13	2.5	1.4	23.572	C
C-AB	12.67	12.67	238.95	0.053	12.94	0.4	0.1	4.001	A
C-A	153.33	153.33			153.33				
A-B	21.00	21.00			21.00				
A-C	146.00	146.00			146.00				

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		4.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	47.00	65.00
	B - Hook Lane	29.00	0.00	17.00
	C - Westergate Street	51.00	11.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.42	0.58
	B - Hook Lane	0.63	0.00	0.37
	C - Westergate Street	0.82	0.18	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	71.00	105.00
	B - Hook Lane	20.00	0.00	15.00
	C - Westergate Street	52.00	13.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.40	0.60
	B - Hook Lane	0.57	0.00	0.43
	C - Westergate Street	0.80	0.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	30.00	75.00
	B - Hook Lane	34.00	0.00	27.00
	C - Westergate Street	50.00	15.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.29	0.71
	B - Hook Lane	0.56	0.00	0.44
	C - Westergate Street	0.77	0.23	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	41.00	72.00
	B - Hook Lane	29.00	0.00	24.00
	C - Westergate Street	52.00	17.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.36	0.64
	B - Hook Lane	0.55	0.00	0.45
	C - Westergate Street	0.75	0.25	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	1	0	0
	C - Westergate Street	2	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.014	1.000	1.000
	C - Westergate Street	1.028	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	1	0	0
	C - Westergate Street	2	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.014	1.000	1.000
	C - Westergate Street	1.028	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	1	0	1
	C - Westergate Street	2	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	1.028	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	1	0	1
	C - Westergate Street	2	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.014	1.000	1.014
	C - Westergate Street	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)
08:00-08:15	A - Lidsey Road	112.00	112.00
	B - Hook Lane	46.00	46.00
	C - Westergate Street	62.00	62.00
08:15-08:30	A - Lidsey Road	176.00	176.00
	B - Hook Lane	35.00	35.00
	C - Westergate Street	65.00	65.00
08:30-08:45	A - Lidsey Road	105.00	105.00
	B - Hook Lane	61.00	61.00
	C - Westergate Street	65.00	65.00
08:45-09:00	A - Lidsey Road	113.00	113.00
	B - Hook Lane	53.00	53.00
	C - Westergate Street	69.00	69.00

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-AC	0.55	18.08	1.2	C	48.75	195.00
C-AB	0.15	6.64	0.2	A	20.30	81.21
C-A					44.95	179.79
A-B					47.25	189.00
A-C					79.25	317.00

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-AC	46.00	46.00	108.80	0.423	45.28	0.0	0.7	14.143	B
C-AB	15.75	15.75	169.01	0.093	15.60	0.0	0.2	5.913	A
C-A	46.25	46.25			46.25				
A-B	47.00	47.00			47.00				
A-C	65.00	65.00			65.00				

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-AC	35.00	35.00	98.79	0.354	35.15	0.7	0.6	14.303	B
C-AB	19.54	19.54	156.23	0.125	19.48	0.2	0.2	6.644	A
C-A	45.46	45.46			45.46				
A-B	71.00	71.00			71.00				
A-C	105.00	105.00			105.00				

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-AC	61.00	61.00	109.99	0.555	60.36	0.6	1.2	18.076	C
C-AB	21.32	21.32	169.84	0.126	21.33	0.2	0.2	6.145	A
C-A	43.68	43.68			43.68				
A-B	30.00	30.00			30.00				
A-C	75.00	75.00			75.00				

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-AC	53.00	53.00	109.39	0.484	53.22	1.2	1.0	16.319	C
C-AB	24.59	24.59	169.55	0.145	24.56	0.2	0.2	6.326	A
C-A	44.41	44.41			44.41				
A-B	41.00	41.00			41.00				
A-C	72.00	72.00			72.00				

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		28.02	D

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 - Lidsey Road		DIRECT	✓	100.000
B - Hook Lane		DIRECT	✓	100.000
C - Westergate Street		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	8.00	51.00
	B - Hook Lane	24.00	0.00	30.00
	C - Westergate Street	61.00	11.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.14	0.86
	B - Hook Lane	0.44	0.00	0.56
	C - Westergate Street	0.85	0.15	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	41.00	52.00
	B - Hook Lane	73.00	0.00	38.00
	C - Westergate Street	76.00	11.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.44	0.56
	B - Hook Lane	0.66	0.00	0.34
	C - Westergate Street	0.87	0.13	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	38.00	42.00
	B - Hook Lane	61.00	0.00	35.00
	C - Westergate Street	66.00	11.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.48	0.53
	B - Hook Lane	0.64	0.00	0.36
	C - Westergate Street	0.86	0.14	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	30.00	46.00
	B - Hook Lane	42.00	0.00	35.00
	C - Westergate Street	61.00	4.00	0.00

Proportions

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0.00	0.39	0.61
	B - Hook Lane	0.55	0.00	0.45
	C - Westergate Street	0.94	0.06	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	0	1
	B - Hook Lane	0	0	0
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.000	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.014	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.014	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	1	1	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	1.014	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	0	1	1
	B - Hook Lane	0	0	0
	C - Westergate Street	1	0	0

Average PCU Per Veh

		To		
		A - Lidsey Road	B - Hook Lane	C - Westergate Street
From	A - Lidsey Road	1.000	1.014	1.014
	B - Hook Lane	1.000	1.000	1.000
	C - Westergate Street	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 - Lidsey Road	59.00	59.00
	B - Hook Lane	54.00	54.00
	C - Westergate Street	72.00	72.00
17:15-17:30	A - Lidsey Road	93.00	93.00
	B - Hook Lane	111.00	111.00
	C - Westergate Street	87.00	87.00
17:30-17:45	A - Lidsey Road	80.00	80.00
	B - Hook Lane	96.00	96.00
	C - Westergate Street	77.00	77.00
17:45-18:00	A - Lidsey Road	76.00	76.00
	B - Hook Lane	77.00	77.00
	C - Westergate Street	65.00	65.00

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-AC	1.02	77.87	11.4	F	84.50	338.00
C-AB	0.10	5.40	0.2	A	14.46	57.86
C-A					60.79	243.14
A-B					29.25	117.00
A-C					47.75	191.00

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-AC	54.00	54.00	122.44	0.441	53.23	0.0	0.8	12.868	B
C-AB	16.33	16.33	187.00	0.087	16.18	0.0	0.2	5.342	A
C-A	55.67	55.67			55.67				
A-B	8.00	8.00			8.00				
A-C	51.00	51.00			51.00				

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-AC	111.00	111.00	108.46	1.023	100.36	0.8	11.4	74.785	F
C-AB	18.38	18.38	190.42	0.097	18.34	0.2	0.2	5.306	A
C-A	68.62	68.62			68.62				
A-B	41.00	41.00			41.00				
A-C	52.00	52.00			52.00				

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-AC	96.00	96.00	112.96	0.850	100.39	11.4	7.0	77.867	F
C-AB	17.11	17.11	186.15	0.092	17.12	0.2	0.2	5.405	A
C-A	59.89	59.89			59.89				
A-B	38.00	38.00			38.00				
A-C	42.00	42.00			42.00				

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-AC	77.00	77.00	118.44	0.650	82.03	7.0	2.0	27.563	D
C-AB	6.05	6.05	183.53	0.033	6.17	0.2	0.0	5.137	A
C-A	58.95	58.95			58.95				
A-B	30.00	30.00			30.00				
A-C	46.00	46.00			46.00				

Appendix P Shripney Road / Charles Purley Way

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 8 - Shripney Road_Charles Purley Way_RevD.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 8 - Shripney Road_Charles Purley Way
Report generation date: 19/04/2021 13:36:44

»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			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2019 Base								
1 - A259 Felpham Relief Road	2.8	11.73	0.73	B	2.8	13.36	0.74	B
2 - David Purley Memorial	0.1	7.77	0.04	A	0.2	6.61	0.15	A
3 - A29 Shripney Road South	2.2	6.83	0.68	A	3.0	8.04	0.75	A
4 - A29 Shripney Road North	0.5	2.65	0.32	A	0.7	3.16	0.42	A
2031 DM No Gala								
1 - A259 Felpham Relief Road	17.5	74.64	1.00	F	9.7	47.46	0.96	E
2 - David Purley Memorial	1.5	11.13	0.60	B	20.7	58.81	1.05	F
3 - A29 Shripney Road South	13.3	23.91	0.96	C	51.2	68.28	1.10	F
4 - A29 Shripney Road North	0.8	3.34	0.46	A	2.2	6.80	0.69	A
2031 DM								
1 - A259 Felpham Relief Road	20.1	83.81	1.01	F	11.1	52.23	0.96	F
2 - David Purley Memorial	1.6	11.84	0.62	B	22.4	62.67	1.06	F
3 - A29 Shripney Road South	14.1	24.90	0.97	C	54.5	77.88	1.11	F
4 - A29 Shripney Road North	0.9	3.44	0.47	A	2.3	7.01	0.70	A
2031 DS No Gala								
1 - A259 Felpham Relief Road	23.3	93.70	1.03	F	9.7	46.26	0.96	E
2 - David Purley Memorial	1.7	12.69	0.64	B	22.5	63.00	1.06	F
3 - A29 Shripney Road South	17.4	30.72	0.98	D	59.0	83.71	1.12	F
4 - A29 Shripney Road North	1.0	3.68	0.51	A	2.4	7.14	0.71	A
2031 DS								
1 - A259 Felpham Relief Road	24.0	95.04	1.03	F	13.7	59.88	1.01	F
2 - David Purley Memorial	1.8	12.91	0.64	B	27.0	73.72	1.09	F
3 - A29 Shripney Road South	17.1	30.47	0.98	D	64.2	105.33	1.14	F
4 - A29 Shripney Road North	1.1	3.74	0.52	A	2.4	7.12	0.71	A
2038 DM								
1 - A259 Felpham Relief Road	25.7	101.70	1.04	F	11.5	53.30	0.98	F
2 - David Purley Memorial	1.8	13.21	0.65	B	27.1	73.33	1.09	F
3 - A29 Shripney Road South	17.5	30.90	0.99	D	66.8	112.60	1.14	F
4 - A29 Shripney Road North	1.1	3.73	0.51	A	2.4	7.15	0.71	A
2038 DS								
1 - A259 Felpham Relief Road	33.1	126.63	1.13	F	53.6	195.26	1.28	F
2 - David Purley Memorial	2.5	18.07	0.73	C	66.8	265.56	1.39	F
3 - A29 Shripney Road South	41.1	92.46	1.07	F	178.5	341.06	1.50	F
4 - A29 Shripney Road North	2.3	5.71	0.69	A	4.7	10.84	0.83	B

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

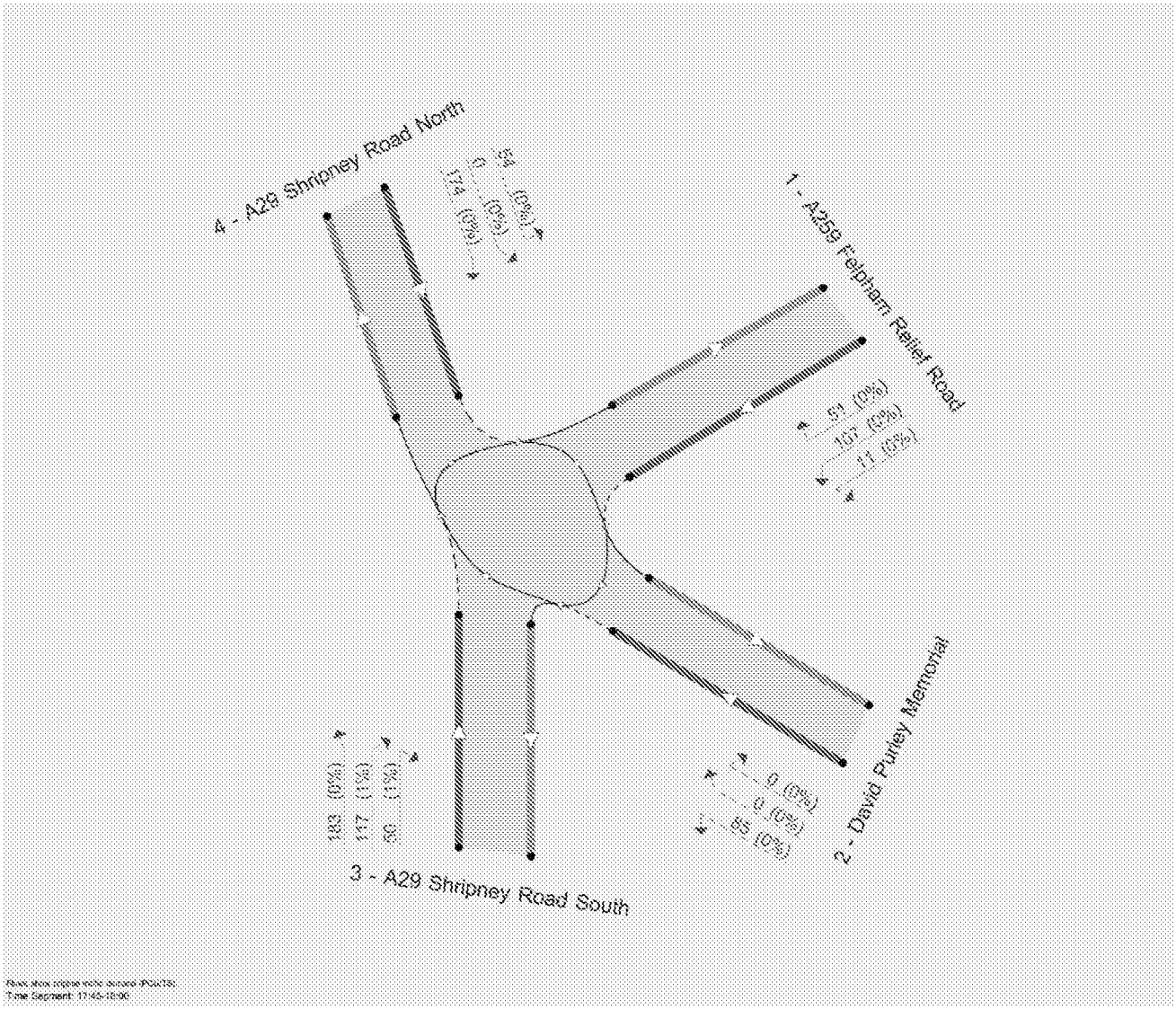
File summary

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 4, 1	7.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A259 Felpham Relief Road	
2	David Purley Memorial	
3	A29 Shripney Road South	
4	A29 Shripney Road North	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A259 Felpham Relief Road	4.66	7.06	0.5	16.0	60.0	32.5	
2 - David Purley Memorial	4.77	6.78	3.6	14.0	60.0	35.0	
3 - A29 Shripney Road South	6.73	7.87	0.5	20.0	60.0	67.0	
4 - A29 Shripney Road North	7.05	9.53	5.6	35.0	60.0	15.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A259 Felpham Relief Road	0.504	356.498
2 - David Purley Memorial	0.530	400.031
3 - A29 Shripney Road South	0.543	453.417
4 - A29 Shripney Road North	0.735	655.359

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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	1.00	190.00	18.00
	2 - David Purley Memorial	0.00	0.00	3.00	5.00
	3 - A29 Shripney Road South	144.00	3.00	0.00	144.00
	4 - A29 Shripney Road North	20.00	1.00	109.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.49	
	4 - A29 Shripney Road North	0.15	

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	2.00	159.00	22.00
	2 - David Purley Memorial	0.00	0.00	2.00	8.00
	3 - A29 Shripney Road South	159.00	2.00	0.00	137.00
	4 - A29 Shripney Road North	22.00	6.00	145.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.53	
	4 - A29 Shripney Road North	0.13	

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	1.00	1.00	185.00	30.00
	2 - David Purley Memorial	0.00	0.00	7.00	3.00
	3 - A29 Shripney Road South	177.00	0.00	0.00	113.00
	4 - A29 Shripney Road North	17.00	1.00	119.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.61	
	4 - A29 Shripney Road North	0.12	

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	3.00	163.00	25.00
	2 - David Purley Memorial	0.00	0.00	4.00	4.00
	3 - A29 Shripney Road South	150.00	3.00	0.00	121.00
	4 - A29 Shripney Road North	14.00	1.00	122.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.55	
	4 - A29 Shripney Road North	0.10	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	100	25
	3 - A29 Shripney Road South	4	100	0	1
	4 - A29 Shripney Road North	0	0	5	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.056	
	4 - A29 Shripney Road North	1.000	

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	3	0
	2 - David Purley Memorial	0	0	0	100
	3 - A29 Shripney Road South	5	100	0	3
	4 - A29 Shripney Road North	17	100	2	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.070	
	4 - A29 Shripney Road North	1.238	

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	3	7
	2 - David Purley Memorial	0	0	20	100
	3 - A29 Shripney Road South	4	0	0	4
	4 - A29 Shripney Road North	0	0	3	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.056	
	4 - A29 Shripney Road North	1.000	

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	50	1	4
	2 - David Purley Memorial	0	0	50	33
	3 - A29 Shripney Road South	3	100	0	3
	4 - A29 Shripney Road North	15	0	3	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.042	
	4 - A29 Shripney Road North	1.210	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A259 Felpham Relief Road	209.00	209.00
	2 - David Purley Memorial	8.00	8.00
	3 - A29 Shripney Road South	291.00	291.00
	4 - A29 Shripney Road North	130.00	130.00
08:15-08:30	1 - A259 Felpham Relief Road	183.00	183.00
	2 - David Purley Memorial	10.00	10.00
	3 - A29 Shripney Road South	298.00	298.00
	4 - A29 Shripney Road North	173.00	173.00
08:30-08:45	1 - A259 Felpham Relief Road	217.00	217.00
	2 - David Purley Memorial	10.00	10.00
	3 - A29 Shripney Road South	290.00	290.00
	4 - A29 Shripney Road North	137.00	137.00
08:45-09:00	1 - A259 Felpham Relief Road	191.00	191.00
	2 - David Purley Memorial	8.00	8.00
	3 - A29 Shripney Road South	274.00	274.00
	4 - A29 Shripney Road North	137.00	137.00

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 - A259 Felpham Relief Road	0.73	11.73	2.8	B	200.00	800.00
2 - David Purley Memorial	0.04	7.77	0.1	A	9.00	36.00
3 - A29 Shripney Road South	0.68	6.83	2.2	A	288.25	1153.00
4 - A29 Shripney Road North	0.32	2.65	0.5	A	144.25	577.00

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 - A259 Felpham Relief Road	209.00	209.00	112.70	299.69	0.697	206.77	162.97	0.0	2.2	9.474	A
2 - David Purley Memorial	8.00	8.00	314.51	233.44	0.034	7.94	4.97	0.0	0.1	6.443	A
3 - A29 Shripney Road South	291.00	291.00	22.77	441.05	0.660	289.02	299.68	0.0	2.0	6.085	A
4 - A29 Shripney Road North	130.00	130.00	146.00	547.99	0.237	129.67	165.79	0.0	0.3	2.276	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 - A259 Felpham Relief Road	183.00	183.00	152.84	279.45	0.655	183.21	180.78	2.2	2.0	9.724	A
2 - David Purley Memorial	10.00	10.00	326.07	227.31	0.044	9.97	9.98	0.1	0.1	7.767	A
3 - A29 Shripney Road South	298.00	298.00	29.92	437.17	0.682	297.75	306.13	2.0	2.2	6.835	A
4 - A29 Shripney Road North	173.00	173.00	160.80	537.11	0.322	172.82	166.87	0.3	0.5	2.648	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 - A259 Felpham Relief Road	217.00	217.00	120.14	295.94	0.733	216.25	194.89	2.0	2.8	11.727	B
2 - David Purley Memorial	10.00	10.00	334.35	222.93	0.045	10.02	2.04	0.1	0.1	6.295	A
3 - A29 Shripney Road South	290.00	290.00	33.90	435.01	0.667	290.08	310.47	2.2	2.1	6.562	A
4 - A29 Shripney Road North	137.00	137.00	177.88	524.54	0.261	137.14	146.10	0.5	0.4	2.409	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 - A259 Felpham Relief Road	191.00	191.00	125.98	292.99	0.652	191.79	164.35	2.8	2.0	9.192	A
2 - David Purley Memorial	8.00	8.00	310.81	235.40	0.034	8.01	6.96	0.1	0.1	6.236	A
3 - A29 Shripney Road South	274.00	274.00	29.13	437.60	0.626	274.36	289.69	2.1	1.8	5.795	A
4 - A29 Shripney Road North	137.00	137.00	153.33	542.60	0.252	137.01	150.16	0.4	0.4	2.344	A

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	8.08	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
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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	0.00	164.00	14.00
	2 - David Purley Memorial	0.00	0.00	21.00	10.00
	3 - A29 Shripney Road South	196.00	8.00	0.00	126.00
	4 - A29 Shripney Road North	30.00	0.00	183.00	0.00

17:00 - 17:15

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.59	
	4 - A29 Shripney Road North	0.14	

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	0.00	177.00	8.00
	2 - David Purley Memorial	2.00	0.00	7.00	2.00
	3 - A29 Shripney Road South	194.00	3.00	0.00	103.00
	4 - A29 Shripney Road North	27.00	0.00	174.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.18	
	3 - A29 Shripney Road South	0.65	
	4 - A29 Shripney Road North	0.13	

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	0.00	184.00	13.00
	2 - David Purley Memorial	1.00	0.00	7.00	3.00
	3 - A29 Shripney Road South	209.00	6.00	0.00	95.00
	4 - A29 Shripney Road North	30.00	4.00	172.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.09	
	3 - A29 Shripney Road South	0.67	
	4 - A29 Shripney Road North	0.15	

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	0.00	165.00	11.00
	2 - David Purley Memorial	0.00	0.00	9.00	0.00
	3 - A29 Shripney Road South	158.00	3.00	0.00	90.00
	4 - A29 Shripney Road North	29.00	0.00	110.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.63	
	4 - A29 Shripney Road North	0.21	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	12	29
	3 - A29 Shripney Road South	3	100	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.042	
	4 - A29 Shripney Road North	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	1	0
	2 - David Purley Memorial	0	0	20	0
	3 - A29 Shripney Road South	1	100	0	2
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	0	0	20	100
	3 - A29 Shripney Road South	1	100	0	0
	4 - A29 Shripney Road North	0	50	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	1	0
	2 - David Purley Memorial	0	0	40	0
	3 - A29 Shripney Road South	1	100	0	5
	4 - A29 Shripney Road North	4	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.056	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A259 Felpham Relief Road	178.00	178.00
	2 - David Purley Memorial	31.00	31.00
	3 - A29 Shripney Road South	330.00	330.00
	4 - A29 Shripney Road North	213.00	213.00
17:15-17:30	1 - A259 Felpham Relief Road	185.00	185.00
	2 - David Purley Memorial	11.00	11.00
	3 - A29 Shripney Road South	300.00	300.00
	4 - A29 Shripney Road North	201.00	201.00
17:30-17:45	1 - A259 Felpham Relief Road	197.00	197.00
	2 - David Purley Memorial	11.00	11.00
	3 - A29 Shripney Road South	310.00	310.00
	4 - A29 Shripney Road North	206.00	206.00
17:45-18:00	1 - A259 Felpham Relief Road	176.00	176.00
	2 - David Purley Memorial	9.00	9.00
	3 - A29 Shripney Road South	251.00	251.00
	4 - A29 Shripney Road North	139.00	139.00

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 - A259 Felpham Relief Road	0.74	13.36	2.8	B	184.00	736.00
2 - David Purley Memorial	0.15	6.61	0.2	A	15.50	62.00
3 - A29 Shripney Road South	0.75	8.04	3.0	A	297.75	1191.00
4 - A29 Shripney Road North	0.42	3.16	0.7	A	189.75	759.00

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 - A259 Felpham Relief Road	178.00	178.00	190.31	260.57	0.683	175.92	224.12	0.0	2.1	10.395	B
2 - David Purley Memorial	31.00	31.00	358.30	210.24	0.147	30.79	7.93	0.0	0.2	6.191	A
3 - A29 Shripney Road South	330.00	330.00	23.77	440.51	0.749	327.00	365.32	0.0	3.0	8.044	A
4 - A29 Shripney Road North	213.00	213.00	202.15	506.69	0.420	212.28	148.62	0.0	0.7	3.049	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 - A259 Felpham Relief Road	185.00	185.00	177.10	267.23	0.692	184.86	223.40	2.1	2.2	11.044	B
2 - David Purley Memorial	11.00	11.00	358.90	209.92	0.052	11.15	3.05	0.2	0.1	5.267	A
3 - A29 Shripney Road South	300.00	300.00	12.11	446.84	0.671	300.86	357.94	3.0	2.1	6.354	A
4 - A29 Shripney Road North	201.00	201.00	199.44	508.69	0.395	201.06	113.53	0.7	0.7	2.963	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 - A259 Felpham Relief Road	197.00	197.00	181.94	264.78	0.744	196.38	239.81	2.2	2.8	13.357	B
2 - David Purley Memorial	11.00	11.00	368.35	204.92	0.054	10.98	9.96	0.1	0.1	6.606	A
3 - A29 Shripney Road South	310.00	310.00	16.90	444.24	0.698	309.83	362.44	2.1	2.3	6.823	A
4 - A29 Shripney Road North	206.00	206.00	215.80	496.65	0.415	205.95	110.92	0.7	0.7	3.157	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 - A259 Felpham Relief Road	176.00	176.00	113.36	299.35	0.588	177.37	187.75	2.8	1.5	7.557	A
2 - David Purley Memorial	9.00	9.00	287.68	247.65	0.036	9.02	3.04	0.1	0.1	5.865	A
3 - A29 Shripney Road South	251.00	251.00	11.12	447.38	0.561	251.97	285.58	2.3	1.3	4.816	A
4 - A29 Shripney Road North	139.00	139.00	161.75	536.41	0.259	139.36	101.34	0.7	0.4	2.293	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	untitled	Standard Roundabout		2, 3, 4, 1	32.04	D

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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	10.00	194.00	26.00
	2 - David Purley Memorial	7.00	0.00	46.00	9.00
	3 - A29 Shripney Road South	110.00	115.00	0.00	189.00
	4 - A29 Shripney Road North	25.00	7.00	122.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.11	
	3 - A29 Shripney Road South	0.27	
	4 - A29 Shripney Road North	0.16	

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	162.00	33.00
	2 - David Purley Memorial	7.00	0.00	32.00	16.00
	3 - A29 Shripney Road South	121.00	75.00	0.00	179.00
	4 - A29 Shripney Road North	27.00	41.00	162.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.13	
	3 - A29 Shripney Road South	0.32	
	4 - A29 Shripney Road North	0.12	

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	8.00	188.00	43.00
	2 - David Purley Memorial	7.00	0.00	110.00	5.00
	3 - A29 Shripney Road South	135.00	0.00	0.00	148.00
	4 - A29 Shripney Road North	21.00	7.00	133.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.06	
	3 - A29 Shripney Road South	0.48	
	4 - A29 Shripney Road North	0.13	

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	25.00	166.00	36.00
	2 - David Purley Memorial	7.00	0.00	62.00	8.00
	3 - A29 Shripney Road South	114.00	115.00	0.00	158.00
	4 - A29 Shripney Road North	17.00	7.00	136.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.09	
	3 - A29 Shripney Road South	0.29	
	4 - A29 Shripney Road North	0.11	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0
	2 - David Purley Memorial	1	0	0	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	3	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	0
	3 - A29 Shripney Road South	2	0	0	1
	4 - A29 Shripney Road North	1	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	230.00	230.00
	2 - David Purley Memorial	62.00	62.00
	3 - A29 Shripney Road South	414.00	414.00
	4 - A29 Shripney Road North	154.00	154.00
08:15-08:30	1 - A259 Felpham Relief Road	213.00	213.00
	2 - David Purley Memorial	55.00	55.00
	3 - A29 Shripney Road South	375.00	375.00
	4 - A29 Shripney Road North	230.00	230.00
08:30-08:45	1 - A259 Felpham Relief Road	239.00	239.00
	2 - David Purley Memorial	122.00	122.00
	3 - A29 Shripney Road South	283.00	283.00
	4 - A29 Shripney Road North	161.00	161.00
08:45-09:00	1 - A259 Felpham Relief Road	227.00	227.00
	2 - David Purley Memorial	77.00	77.00
	3 - A29 Shripney Road South	387.00	387.00
	4 - A29 Shripney Road North	160.00	160.00

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 - A259 Felpham Relief Road	1.00	74.64	17.5	F	227.25	909.00
2 - David Purley Memorial	0.60	11.13	1.5	B	79.00	316.00
3 - A29 Shripney Road South	0.96	23.91	13.3	C	364.75	1459.00
4 - A29 Shripney Road North	0.46	3.34	0.8	A	176.25	705.00

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 - A259 Felpham Relief Road	230.00	230.00	239.92	235.55	0.976	217.60	138.35	0.0	12.4	38.734	E
2 - David Purley Memorial	62.00	62.00	329.77	225.35	0.275	61.62	127.75	0.0	0.4	5.562	A
3 - A29 Shripney Road South	414.00	414.00	40.50	431.42	0.960	400.72	350.89	0.0	13.3	23.907	C
4 - A29 Shripney Road North	154.00	154.00	224.74	490.08	0.314	153.54	216.48	0.0	0.5	2.706	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 - A259 Felpham Relief Road	213.00	213.00	279.55	215.58	0.988	207.90	155.64	12.4	17.5	74.641	F
2 - David Purley Memorial	55.00	55.00	352.61	213.26	0.258	55.03	134.84	0.4	0.4	5.723	A
3 - A29 Shripney Road South	375.00	375.00	54.64	423.74	0.885	379.39	353.00	13.3	8.9	22.290	C
4 - A29 Shripney Road North	230.00	230.00	205.57	504.18	0.456	229.61	228.46	0.5	0.8	3.335	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 - A259 Felpham Relief Road	239.00	239.00	142.16	284.84	0.839	250.47	164.86	17.5	6.0	31.882	D
2 - David Purley Memorial	122.00	122.00	374.45	201.69	0.605	120.85	18.19	0.4	1.5	11.130	B
3 - A29 Shripney Road South	283.00	283.00	56.63	422.67	0.670	289.77	438.67	8.9	2.1	7.249	A
4 - A29 Shripney Road North	161.00	161.00	145.59	548.29	0.294	161.43	200.80	0.8	0.4	2.359	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 - A259 Felpham Relief Road	227.00	227.00	255.51	227.70	0.997	217.40	136.65	6.0	15.6	57.878	F
2 - David Purley Memorial	77.00	77.00	329.85	225.31	0.342	77.97	143.06	1.5	0.5	6.232	A
3 - A29 Shripney Road South	387.00	387.00	49.65	426.45	0.907	380.98	358.17	2.1	8.1	18.170	C
4 - A29 Shripney Road North	160.00	160.00	232.23	484.57	0.330	159.93	198.40	0.4	0.5	2.805	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	47.80	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	127.00	17.00
	2 - David Purley Memorial	0.00	0.00	191.00	35.00
	3 - A29 Shripney Road South	182.00	131.00	0.00	157.00
	4 - A29 Shripney Road North	29.00	0.00	209.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.39	
	4 - A29 Shripney Road North	0.12	

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	136.00	10.00
	2 - David Purley Memorial	59.00	0.00	63.00	7.00
	3 - A29 Shripney Road South	180.00	49.00	0.00	127.00
	4 - A29 Shripney Road North	26.00	0.00	199.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.46	
	3 - A29 Shripney Road South	0.51	
	4 - A29 Shripney Road North	0.12	

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	142.00	16.00
	2 - David Purley Memorial	29.00	0.00	63.00	8.00
	3 - A29 Shripney Road South	194.00	98.00	0.00	118.00
	4 - A29 Shripney Road North	29.00	67.00	196.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.29	
	3 - A29 Shripney Road South	0.47	
	4 - A29 Shripney Road North	0.10	

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	127.00	13.00
	2 - David Purley Memorial	0.00	0.00	81.00	0.00
	3 - A29 Shripney Road South	146.00	49.00	0.00	112.00
	4 - A29 Shripney Road North	28.00	0.00	126.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.48	
	4 - A29 Shripney Road North	0.18	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	1
	2 - David Purley Memorial	0	0	1	2
	3 - A29 Shripney Road South	0	2	0	1
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.000	
	4 - A29 Shripney Road North	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	0	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.000	
	4 - A29 Shripney Road North	1.000	

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	1
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	1	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	1
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	0	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.000	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	155.00	155.00
	2 - David Purley Memorial	226.00	226.00
	3 - A29 Shripney Road South	470.00	470.00
	4 - A29 Shripney Road North	238.00	238.00
17:15-17:30	1 - A259 Felpham Relief Road	157.00	157.00
	2 - David Purley Memorial	129.00	129.00
	3 - A29 Shripney Road South	356.00	356.00
	4 - A29 Shripney Road North	225.00	225.00
17:30-17:45	1 - A259 Felpham Relief Road	169.00	169.00
	2 - David Purley Memorial	100.00	100.00
	3 - A29 Shripney Road South	410.00	410.00
	4 - A29 Shripney Road North	292.00	292.00
17:45-18:00	1 - A259 Felpham Relief Road	151.00	151.00
	2 - David Purley Memorial	81.00	81.00
	3 - A29 Shripney Road South	307.00	307.00
	4 - A29 Shripney Road North	154.00	154.00

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 - A259 Felpham Relief Road	0.96	47.46	9.7	E	158.00	632.00
2 - David Purley Memorial	1.05	58.81	20.7	F	134.00	536.00
3 - A29 Shripney Road South	1.10	68.28	31.2	F	385.75	1543.00
4 - A29 Shripney Road North	0.69	6.80	2.2	A	227.25	909.00

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 - A259 Felpham Relief Road	155.00	155.00	324.76	192.79	0.804	151.34	191.06	0.0	3.7	20.268	C
2 - David Purley Memorial	226.00	226.00	348.62	215.37	1.049	205.30	127.48	0.0	20.7	58.810	F
3 - A29 Shripney Road South	470.00	470.00	48.39	427.14	1.100	418.85	505.52	0.0	51.2	62.800	F
4 - A29 Shripney Road North	238.00	238.00	278.94	450.22	0.529	236.88	188.31	0.0	1.1	4.248	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 - A259 Felpham Relief Road	157.00	157.00	261.03	224.91	0.698	158.24	279.65	3.7	2.4	13.747	B
2 - David Purley Memorial	129.00	129.00	346.14	216.68	0.595	148.18	73.13	20.7	1.5	17.032	C
3 - A29 Shripney Road South	356.00	356.00	78.67	410.69	0.867	398.33	415.65	51.2	8.8	68.278	F
4 - A29 Shripney Road North	225.00	225.00	315.69	423.19	0.532	225.00	161.31	1.1	1.1	4.541	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 - A259 Felpham Relief Road	169.00	169.00	357.61	176.23	0.959	161.69	249.62	2.4	9.7	47.462	E
2 - David Purley Memorial	100.00	100.00	346.68	216.40	0.462	100.65	172.61	1.5	0.9	7.818	A
3 - A29 Shripney Road South	410.00	410.00	52.69	424.80	0.965	403.62	394.65	8.8	15.2	33.749	D
4 - A29 Shripney Road North	292.00	292.00	316.29	422.75	0.691	290.94	140.02	1.1	2.2	6.795	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 - A259 Felpham Relief Road	151.00	151.00	179.88	265.82	0.568	159.38	180.50	9.7	1.3	9.124	A
2 - David Purley Memorial	81.00	81.00	274.95	254.39	0.318	81.40	64.31	0.9	0.5	5.213	A
3 - A29 Shripney Road South	307.00	307.00	14.13	445.75	0.689	319.93	342.22	15.2	2.3	7.898	A
4 - A29 Shripney Road North	154.00	154.00	204.64	504.86	0.305	155.75	129.42	2.2	0.4	2.592	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	untitled	Standard Roundabout		2, 3, 4, 1	34.67	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
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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	10.00	193.00	27.00
	2 - David Purley Memorial	7.00	0.00	46.00	9.00
	3 - A29 Shripney Road South	109.00	115.00	0.00	192.00
	4 - A29 Shripney Road North	27.00	7.00	126.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.11	
	3 - A29 Shripney Road South	0.26	
	4 - A29 Shripney Road North	0.17	

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	161.00	34.00
	2 - David Purley Memorial	7.00	0.00	32.00	15.00
	3 - A29 Shripney Road South	120.00	76.00	0.00	183.00
	4 - A29 Shripney Road North	30.00	41.00	168.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.13	
	3 - A29 Shripney Road South	0.32	
	4 - A29 Shripney Road North	0.13	

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	8.00	187.00	45.00
	2 - David Purley Memorial	7.00	0.00	111.00	5.00
	3 - A29 Shripney Road South	134.00	0.00	0.00	151.00
	4 - A29 Shripney Road North	23.00	7.00	138.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.06	
	3 - A29 Shripney Road South	0.47	
	4 - A29 Shripney Road North	0.14	

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	25.00	166.00	37.00
	2 - David Purley Memorial	7.00	0.00	62.00	8.00
	3 - A29 Shripney Road South	113.00	115.00	0.00	161.00
	4 - A29 Shripney Road North	19.00	7.00	141.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.09	
	3 - A29 Shripney Road South	0.29	
	4 - A29 Shripney Road North	0.11	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0
	2 - David Purley Memorial	1	0	0	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	3	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	0
	3 - A29 Shripney Road South	2	0	0	1
	4 - A29 Shripney Road North	1	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	230.00	230.00
	2 - David Purley Memorial	62.00	62.00
	3 - A29 Shripney Road South	416.00	416.00
	4 - A29 Shripney Road North	160.00	160.00
08:15-08:30	1 - A259 Felpham Relief Road	213.00	213.00
	2 - David Purley Memorial	54.00	54.00
	3 - A29 Shripney Road South	379.00	379.00
	4 - A29 Shripney Road North	239.00	239.00
08:30-08:45	1 - A259 Felpham Relief Road	240.00	240.00
	2 - David Purley Memorial	123.00	123.00
	3 - A29 Shripney Road South	285.00	285.00
	4 - A29 Shripney Road North	168.00	168.00
08:45-09:00	1 - A259 Felpham Relief Road	228.00	228.00
	2 - David Purley Memorial	77.00	77.00
	3 - A29 Shripney Road South	389.00	389.00
	4 - A29 Shripney Road North	167.00	167.00

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 - A259 Felpham Relief Road	1.01	83.51	20.1	F	227.75	911.00
2 - David Purley Memorial	0.62	11.84	1.6	B	79.00	316.00
3 - A29 Shripney Road South	0.97	24.90	14.1	C	367.25	1469.00
4 - A29 Shripney Road North	0.47	3.44	0.9	A	183.50	734.00

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 - A259 Felpham Relief Road	230.00	230.00	243.70	233.65	0.984	216.82	139.18	0.0	13.2	40.603	E
2 - David Purley Memorial	62.00	62.00	333.01	223.64	0.277	61.61	127.51	0.0	0.4	5.618	A
3 - A29 Shripney Road South	416.00	416.00	41.35	430.96	0.965	401.92	353.27	0.0	14.1	24.904	C
4 - A29 Shripney Road North	160.00	160.00	223.37	491.09	0.326	159.51	219.90	0.0	0.5	2.747	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 - A259 Felpham Relief Road	213.00	213.00	286.52	212.06	1.004	206.04	157.53	13.2	20.1	83.609	F
2 - David Purley Memorial	54.00	54.00	356.91	210.98	0.256	54.04	135.65	0.4	0.3	5.770	A
3 - A29 Shripney Road South	379.00	379.00	54.29	423.94	0.894	383.21	356.66	14.1	9.9	24.339	C
4 - A29 Shripney Road North	239.00	239.00	205.48	504.25	0.474	238.58	232.02	0.5	0.9	3.444	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 - A259 Felpham Relief Road	240.00	240.00	147.39	282.20	0.850	253.41	166.11	20.1	6.7	38.605	E
2 - David Purley Memorial	123.00	123.00	382.21	197.58	0.623	121.73	18.60	0.3	1.6	11.838	B
3 - A29 Shripney Road South	285.00	285.00	58.94	421.41	0.676	292.69	445.00	9.9	2.2	7.547	A
4 - A29 Shripney Road North	168.00	168.00	145.03	548.70	0.306	168.46	206.60	0.9	0.4	2.402	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 - A259 Felpham Relief Road	228.00	228.00	260.40	225.23	1.012	216.82	137.59	6.7	17.9	64.827	F
2 - David Purley Memorial	77.00	77.00	334.48	222.86	0.346	78.07	142.73	1.6	0.5	6.350	A
3 - A29 Shripney Road South	389.00	389.00	50.41	426.04	0.913	382.65	362.15	2.2	8.5	18.878	C
4 - A29 Shripney Road North	167.00	167.00	231.07	485.43	0.344	166.92	201.99	0.4	0.5	2.859	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	53.10	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
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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	125.00	21.00
	2 - David Purley Memorial	0.00	0.00	191.00	35.00
	3 - A29 Shripney Road South	179.00	131.00	0.00	162.00
	4 - A29 Shripney Road North	33.00	0.00	212.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.38	
	4 - A29 Shripney Road North	0.13	

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	134.00	12.00
	2 - David Purley Memorial	59.00	0.00	63.00	7.00
	3 - A29 Shripney Road South	177.00	49.00	0.00	132.00
	4 - A29 Shripney Road North	30.00	0.00	201.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.46	
	3 - A29 Shripney Road South	0.49	
	4 - A29 Shripney Road North	0.13	

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	140.00	20.00
	2 - David Purley Memorial	29.00	0.00	63.00	8.00
	3 - A29 Shripney Road South	191.00	99.00	0.00	122.00
	4 - A29 Shripney Road North	33.00	66.00	199.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.29	
	3 - A29 Shripney Road South	0.46	
	4 - A29 Shripney Road North	0.11	

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	126.00	17.00
	2 - David Purley Memorial	0.00	0.00	81.00	0.00
	3 - A29 Shripney Road South	144.00	49.00	0.00	116.00
	4 - A29 Shripney Road North	32.00	0.00	127.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.47	
	4 - A29 Shripney Road North	0.20	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	1
	2 - David Purley Memorial	0	0	1	2
	3 - A29 Shripney Road South	0	2	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.000	
	4 - A29 Shripney Road North	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	0	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.000	
	4 - A29 Shripney Road North	1.000	

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	1
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	1	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	0	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.000	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	157.00	157.00
	2 - David Purley Memorial	226.00	226.00
	3 - A29 Shripney Road South	472.00	472.00
	4 - A29 Shripney Road North	245.00	245.00
17:15-17:30	1 - A259 Felpham Relief Road	157.00	157.00
	2 - David Purley Memorial	129.00	129.00
	3 - A29 Shripney Road South	358.00	358.00
	4 - A29 Shripney Road North	231.00	231.00
17:30-17:45	1 - A259 Felpham Relief Road	171.00	171.00
	2 - David Purley Memorial	100.00	100.00
	3 - A29 Shripney Road South	412.00	412.00
	4 - A29 Shripney Road North	298.00	298.00
17:45-18:00	1 - A259 Felpham Relief Road	154.00	154.00
	2 - David Purley Memorial	81.00	81.00
	3 - A29 Shripney Road South	309.00	309.00
	4 - A29 Shripney Road North	159.00	159.00

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 - A259 Felpham Relief Road	0.98	52.23	11.1	F	159.75	639.00
2 - David Purley Memorial	1.06	69.67	22.4	F	134.00	536.00
3 - A29 Shripney Road South	1.11	77.88	34.5	F	387.75	1551.00
4 - A29 Shripney Road North	0.70	7.01	2.3	A	233.25	933.00

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 - A259 Felpham Relief Road	157.00	157.00	326.86	191.73	0.819	153.04	191.16	0.0	4.0	21.520	C
2 - David Purley Memorial	226.00	226.00	353.31	212.89	1.062	203.63	126.59	0.0	22.4	62.871	F
3 - A29 Shripney Road South	472.00	472.00	52.01	425.18	1.110	417.46	504.94	0.0	54.6	66.416	F
4 - A29 Shripney Road North	245.00	245.00	274.18	453.72	0.540	243.84	195.29	0.0	1.2	4.266	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 - A259 Felpham Relief Road	157.00	157.00	263.66	223.59	0.702	158.50	280.73	4.0	2.5	14.132	B
2 - David Purley Memorial	129.00	129.00	348.37	215.50	0.599	149.81	73.79	22.4	1.6	18.381	C
3 - A29 Shripney Road South	358.00	358.00	81.01	409.42	0.874	401.93	417.17	54.6	10.6	77.885	F
4 - A29 Shripney Road North	231.00	231.00	313.41	424.87	0.544	230.98	169.53	1.2	1.2	4.641	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 - A259 Felpham Relief Road	171.00	171.00	360.25	174.90	0.978	162.35	250.52	2.5	11.1	52.226	F
2 - David Purley Memorial	100.00	100.00	350.39	214.44	0.466	100.66	172.22	1.6	0.9	7.957	A
3 - A29 Shripney Road South	412.00	412.00	56.35	422.81	0.974	405.19	394.69	10.6	17.4	36.410	E
4 - A29 Shripney Road North	298.00	298.00	313.89	424.52	0.702	296.88	147.66	1.2	2.3	7.011	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 - A259 Felpham Relief Road	154.00	154.00	181.49	265.01	0.581	163.69	183.39	11.1	1.4	9.729	A
2 - David Purley Memorial	81.00	81.00	280.25	251.58	0.322	81.41	64.93	0.9	0.5	5.302	A
3 - A29 Shripney Road South	309.00	309.00	18.47	443.39	0.697	324.04	343.19	17.4	2.4	8.509	A
4 - A29 Shripney Road North	159.00	159.00	204.03	505.31	0.315	160.84	138.48	2.3	0.5	2.628	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	untitled	Standard Roundabout		2, 3, 4, 1	39.20	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	10.00	189.00	28.00
	2 - David Purley Memorial	7.00	0.00	47.00	9.00
	3 - A29 Shripney Road South	109.00	115.00	0.00	200.00
	4 - A29 Shripney Road North	31.00	7.00	135.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.11	
	3 - A29 Shripney Road South	0.26	
	4 - A29 Shripney Road North	0.18	

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	158.00	35.00
	2 - David Purley Memorial	7.00	0.00	32.00	15.00
	3 - A29 Shripney Road South	120.00	76.00	0.00	190.00
	4 - A29 Shripney Road North	35.00	41.00	180.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.13	
	3 - A29 Shripney Road South	0.31	
	4 - A29 Shripney Road North	0.14	

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	8.00	184.00	46.00
	2 - David Purley Memorial	7.00	0.00	111.00	5.00
	3 - A29 Shripney Road South	134.00	0.00	0.00	157.00
	4 - A29 Shripney Road North	26.00	7.00	148.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.06	
	3 - A29 Shripney Road South	0.46	
	4 - A29 Shripney Road North	0.14	

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	25.00	162.00	39.00
	2 - David Purley Memorial	7.00	0.00	63.00	7.00
	3 - A29 Shripney Road South	113.00	115.00	0.00	167.00
	4 - A29 Shripney Road North	22.00	7.00	151.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.09	
	3 - A29 Shripney Road South	0.29	
	4 - A29 Shripney Road North	0.12	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0
	2 - David Purley Memorial	1	0	0	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	3	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	0
	3 - A29 Shripney Road South	2	0	0	1
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.000	

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	227.00	227.00
	2 - David Purley Memorial	63.00	63.00
	3 - A29 Shripney Road South	424.00	424.00
	4 - A29 Shripney Road North	173.00	173.00
08:15-08:30	1 - A259 Felpham Relief Road	211.00	211.00
	2 - David Purley Memorial	54.00	54.00
	3 - A29 Shripney Road South	386.00	386.00
	4 - A29 Shripney Road North	256.00	256.00
08:30-08:45	1 - A259 Felpham Relief Road	238.00	238.00
	2 - David Purley Memorial	123.00	123.00
	3 - A29 Shripney Road South	291.00	291.00
	4 - A29 Shripney Road North	181.00	181.00
08:45-09:00	1 - A259 Felpham Relief Road	226.00	226.00
	2 - David Purley Memorial	77.00	77.00
	3 - A29 Shripney Road South	395.00	395.00
	4 - A29 Shripney Road North	180.00	180.00

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 - A259 Felpham Relief Road	1.00	93.79	33.3	F	225.50	902.00
2 - David Purley Memorial	0.64	12.69	1.7	B	79.25	317.00
3 - A29 Shripney Road South	0.98	30.72	17.4	D	374.00	1496.00
4 - A29 Shripney Road North	0.51	3.68	1.0	A	197.50	790.00

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 - A259 Felpham Relief Road	227.00	227.00	251.84	229.55	0.989	213.44	142.40	0.0	13.6	42.003	E
2 - David Purley Memorial	63.00	63.00	338.61	220.67	0.285	62.60	126.67	0.0	0.4	5.760	A
3 - A29 Shripney Road South	424.00	424.00	42.23	430.49	0.985	406.64	358.98	0.0	17.4	28.702	D
4 - A29 Shripney Road North	173.00	173.00	221.79	492.25	0.351	172.45	227.08	0.0	0.5	2.847	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 - A259 Felpham Relief Road	211.00	211.00	298.81	205.87	1.026	201.30	162.55	13.6	28.3	98.700	F
2 - David Purley Memorial	54.00	54.00	364.38	207.02	0.261	54.04	135.73	0.4	0.4	5.920	A
3 - A29 Shripney Road South	386.00	386.00	54.77	423.67	0.911	390.93	363.65	17.4	12.4	30.715	D
4 - A29 Shripney Road North	256.00	256.00	205.86	503.97	0.508	255.50	239.84	0.5	1.0	3.680	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 - A259 Felpham Relief Road	238.00	238.00	157.92	276.89	0.860	253.79	169.80	23.3	7.5	47.466	E
2 - David Purley Memorial	123.00	123.00	392.38	192.19	0.640	121.62	19.33	0.4	1.7	12.690	B
3 - A29 Shripney Road South	291.00	291.00	60.39	420.62	0.692	301.07	453.62	12.4	2.4	8.308	A
4 - A29 Shripney Road North	181.00	181.00	146.17	547.86	0.330	181.54	215.29	1.0	0.5	2.490	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 - A259 Felpham Relief Road	226.00	226.00	270.07	220.36	1.026	213.43	140.34	7.5	28.3	75.871	F
2 - David Purley Memorial	77.00	77.00	341.31	219.24	0.351	78.18	142.19	1.7	0.6	6.521	A
3 - A29 Shripney Road South	395.00	395.00	51.05	425.69	0.928	387.59	368.44	2.4	9.8	20.932	D
4 - A29 Shripney Road North	180.00	180.00	230.50	485.84	0.370	179.91	208.15	0.5	0.6	2.976	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	57.40	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 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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	121.00	19.00
	2 - David Purley Memorial	0.00	0.00	191.00	35.00
	3 - A29 Shripney Road South	171.00	131.00	0.00	176.00
	4 - A29 Shripney Road North	33.00	0.00	218.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.36	
	4 - A29 Shripney Road North	0.13	

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	130.00	11.00
	2 - David Purley Memorial	59.00	0.00	63.00	7.00
	3 - A29 Shripney Road South	170.00	49.00	0.00	143.00
	4 - A29 Shripney Road North	29.00	0.00	207.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.46	
	3 - A29 Shripney Road South	0.47	
	4 - A29 Shripney Road North	0.12	

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	136.00	18.00
	2 - David Purley Memorial	30.00	0.00	63.00	8.00
	3 - A29 Shripney Road South	183.00	98.00	0.00	132.00
	4 - A29 Shripney Road North	33.00	67.00	205.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.30	
	3 - A29 Shripney Road South	0.44	
	4 - A29 Shripney Road North	0.11	

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	122.00	15.00
	2 - David Purley Memorial	0.00	0.00	81.00	0.00
	3 - A29 Shripney Road South	138.00	49.00	0.00	125.00
	4 - A29 Shripney Road North	31.00	0.00	131.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.44	
	4 - A29 Shripney Road North	0.19	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	1
	2 - David Purley Memorial	0	0	1	2
	3 - A29 Shripney Road South	1	2	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	1
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	1	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	0	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.000	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	151.00	151.00
	2 - David Purley Memorial	226.00	226.00
	3 - A29 Shripney Road South	478.00	478.00
	4 - A29 Shripney Road North	251.00	251.00
17:15-17:30	1 - A259 Felpham Relief Road	152.00	152.00
	2 - David Purley Memorial	129.00	129.00
	3 - A29 Shripney Road South	362.00	362.00
	4 - A29 Shripney Road North	236.00	236.00
17:30-17:45	1 - A259 Felpham Relief Road	165.00	165.00
	2 - David Purley Memorial	101.00	101.00
	3 - A29 Shripney Road South	413.00	413.00
	4 - A29 Shripney Road North	305.00	305.00
17:45-18:00	1 - A259 Felpham Relief Road	148.00	148.00
	2 - David Purley Memorial	81.00	81.00
	3 - A29 Shripney Road South	312.00	312.00
	4 - A29 Shripney Road North	162.00	162.00

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 - A259 Felpham Relief Road	0.96	48.25	9.7	E	154.00	616.00
2 - David Purley Memorial	1.06	83.00	22.5	F	134.25	537.00
3 - A29 Shripney Road South	1.12	89.71	53.0	F	391.25	1565.00
4 - A29 Shripney Road North	0.71	7.14	2.4	A	238.50	954.00

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 - A259 Felpham Relief Road	151.00	151.00	331.81	189.24	0.798	147.46	182.75	0.0	3.5	20.163	C
2 - David Purley Memorial	226.00	226.00	353.69	212.68	1.063	203.50	125.58	0.0	22.5	63.061	F
3 - A29 Shripney Road South	478.00	478.00	50.07	426.23	1.121	419.03	507.12	0.0	59.0	70.733	F
4 - A29 Shripney Road North	251.00	251.00	264.74	460.66	0.545	249.82	204.36	0.0	1.2	4.245	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 - A259 Felpham Relief Road	152.00	152.00	269.73	220.53	0.689	153.22	270.03	3.5	2.3	13.608	B
2 - David Purley Memorial	129.00	129.00	349.11	215.11	0.600	149.95	73.84	22.5	1.6	18.599	C
3 - A29 Shripney Road South	362.00	362.00	79.97	409.99	0.883	403.16	419.09	59.0	17.8	89.712	F
4 - A29 Shripney Road North	236.00	236.00	303.77	431.96	0.546	235.99	179.36	1.2	1.2	4.592	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 - A259 Felpham Relief Road	165.00	165.00	366.24	171.88	0.960	157.62	245.20	2.3	9.7	48.248	E
2 - David Purley Memorial	101.00	101.00	351.54	213.82	0.472	101.65	172.32	1.6	0.9	8.070	A
3 - A29 Shripney Road South	413.00	413.00	55.57	423.24	0.976	409.39	397.62	17.8	21.4	46.891	E
4 - A29 Shripney Road North	305.00	305.00	307.65	429.11	0.711	303.80	157.31	1.2	2.4	7.135	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 - A259 Felpham Relief Road	148.00	148.00	186.46	262.51	0.564	156.37	177.85	9.7	1.3	9.140	A
2 - David Purley Memorial	81.00	81.00	277.06	253.28	0.320	81.44	65.77	0.9	0.5	5.252	A
3 - A29 Shripney Road South	312.00	312.00	16.27	444.58	0.702	330.98	342.23	21.4	2.4	9.294	A
4 - A29 Shripney Road North	162.00	162.00	200.38	507.99	0.319	163.93	146.87	2.4	0.5	2.629	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	untitled	Standard Roundabout		2, 3, 4, 1	39.26	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
08:00 - 08:15 From	1 - A259 Felpham Relief Road	0.00	10.00	186.00	29.00
	2 - David Purley Memorial	7.00	0.00	47.00	9.00
	3 - A29 Shripney Road South	108.00	115.00	0.00	200.00
	4 - A29 Shripney Road North	34.00	7.00	137.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.11	
	3 - A29 Shripney Road South	0.26	
	4 - A29 Shripney Road North	0.19	

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	156.00	37.00
	2 - David Purley Memorial	7.00	0.00	32.00	15.00
	3 - A29 Shripney Road South	119.00	76.00	0.00	190.00
	4 - A29 Shripney Road North	37.00	41.00	183.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.13	
	3 - A29 Shripney Road South	0.31	
	4 - A29 Shripney Road North	0.14	

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	8.00	181.00	49.00
	2 - David Purley Memorial	7.00	0.00	111.00	5.00
	3 - A29 Shripney Road South	133.00	0.00	0.00	157.00
	4 - A29 Shripney Road North	29.00	7.00	150.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.06	
	3 - A29 Shripney Road South	0.46	
	4 - A29 Shripney Road North	0.16	

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	25.00	160.00	41.00
	2 - David Purley Memorial	7.00	0.00	63.00	7.00
	3 - A29 Shripney Road South	112.00	115.00	0.00	167.00
	4 - A29 Shripney Road North	24.00	7.00	153.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.09	
	3 - A29 Shripney Road South	0.28	
	4 - A29 Shripney Road North	0.13	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.000	

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0
	2 - David Purley Memorial	1	0	0	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	0	3	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.000	

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	0
	3 - A29 Shripney Road South	2	0	0	1
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.000	

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	225.00	225.00
	2 - David Purley Memorial	63.00	63.00
	3 - A29 Shripney Road South	423.00	423.00
	4 - A29 Shripney Road North	178.00	178.00
08:15-08:30	1 - A259 Felpham Relief Road	211.00	211.00
	2 - David Purley Memorial	54.00	54.00
	3 - A29 Shripney Road South	385.00	385.00
	4 - A29 Shripney Road North	261.00	261.00
08:30-08:45	1 - A259 Felpham Relief Road	238.00	238.00
	2 - David Purley Memorial	123.00	123.00
	3 - A29 Shripney Road South	290.00	290.00
	4 - A29 Shripney Road North	186.00	186.00
08:45-09:00	1 - A259 Felpham Relief Road	226.00	226.00
	2 - David Purley Memorial	77.00	77.00
	3 - A29 Shripney Road South	394.00	394.00
	4 - A29 Shripney Road North	184.00	184.00

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 - A259 Felpham Relief Road	1.00	95.04	24.0	F	225.00	900.00
2 - David Purley Memorial	0.64	12.91	1.8	B	79.25	317.00
3 - A29 Shripney Road South	0.98	30.47	17.1	D	373.00	1492.00
4 - A29 Shripney Road North	0.52	3.74	1.1	A	202.25	809.00

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 - A259 Felpham Relief Road	225.00	225.00	253.88	228.52	0.985	211.93	144.47	0.0	13.1	41.165	E
2 - David Purley Memorial	63.00	63.00	339.07	220.43	0.286	62.60	126.74	0.0	0.4	5.769	A
3 - A29 Shripney Road South	423.00	423.00	43.21	429.95	0.984	405.86	358.46	0.0	17.1	28.494	D
4 - A29 Shripney Road North	178.00	178.00	220.92	492.89	0.361	177.43	228.15	0.0	0.6	2.879	A

08:15 - 08:30

	Total	Junction	Circulating	Capacity		Throughput	Throughput	Start	End	Delay	Unsignalised
1 - A259 Felpham Relief Road	211.00	211.00	301.76	204.38	1.032	200.07	163.51	13.1	24.0	96.046	F
2 - David Purley Memorial	54.00	54.00	366.22	206.05	0.262	54.04	135.61	0.4	0.4	5.957	A
3 - A29 Shripney Road South	385.00	385.00	56.43	422.77	0.911	389.80	363.83	17.1	12.3	30.473	D
4 - A29 Shripney Road North	261.00	261.00	204.78	504.76	0.517	260.49	241.45	0.6	1.1	3.736	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 - A259 Felpham Relief Road	238.00	238.00	159.92	275.88	0.863	254.25	171.75	24.0	7.7	58.041	F
2 - David Purley Memorial	123.00	123.00	394.80	190.91	0.644	121.60	19.37	0.4	1.8	12.911	B
3 - A29 Shripney Road South	290.00	290.00	63.59	418.89	0.692	299.99	452.81	12.3	2.4	8.351	A
4 - A29 Shripney Road North	186.00	186.00	145.12	548.64	0.339	186.56	218.46	1.1	0.5	2.516	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 - A259 Felpham Relief Road	226.00	226.00	272.07	219.35	1.030	212.88	141.36	7.7	20.9	74.482	F
2 - David Purley Memorial	77.00	77.00	342.84	218.43	0.353	78.21	142.11	1.8	0.6	6.564	A
3 - A29 Shripney Road South	394.00	394.00	52.88	424.70	0.928	386.62	368.17	2.4	9.7	20.946	D
4 - A29 Shripney Road North	184.00	184.00	229.52	486.56	0.378	183.91	209.98	0.5	0.6	3.008	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
1	untitled	Standard Roundabout		2, 3, 4, 1	67.15	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
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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	119.00	31.00
	2 - David Purley Memorial	0.00	0.00	191.00	35.00
	3 - A29 Shripney Road South	167.00	131.00	0.00	180.00
	4 - A29 Shripney Road North	36.00	0.00	221.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.35	
	4 - A29 Shripney Road North	0.14	

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	128.00	18.00
	2 - David Purley Memorial	59.00	0.00	63.00	7.00
	3 - A29 Shripney Road South	166.00	50.00	0.00	146.00
	4 - A29 Shripney Road North	33.00	0.00	209.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.46	
	3 - A29 Shripney Road South	0.46	
	4 - A29 Shripney Road North	0.14	

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	133.00	29.00
	2 - David Purley Memorial	30.00	0.00	63.00	8.00
	3 - A29 Shripney Road South	178.00	99.00	0.00	135.00
	4 - A29 Shripney Road North	36.00	65.00	207.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.30	
	3 - A29 Shripney Road South	0.43	
	4 - A29 Shripney Road North	0.12	

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	120.00	25.00
	2 - David Purley Memorial	0.00	0.00	81.00	0.00
	3 - A29 Shripney Road South	134.00	50.00	0.00	128.00
	4 - A29 Shripney Road North	35.00	0.00	133.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.43	
	4 - A29 Shripney Road North	0.21	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	1	2
	3 - A29 Shripney Road South	1	2	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	1	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	0	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.000	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	161.00	161.00
	2 - David Purley Memorial	226.00	226.00
	3 - A29 Shripney Road South	478.00	478.00
	4 - A29 Shripney Road North	257.00	257.00
17:15-17:30	1 - A259 Felpham Relief Road	157.00	157.00
	2 - David Purley Memorial	129.00	129.00
	3 - A29 Shripney Road South	362.00	362.00
	4 - A29 Shripney Road North	242.00	242.00
17:30-17:45	1 - A259 Felpham Relief Road	173.00	173.00
	2 - David Purley Memorial	101.00	101.00
	3 - A29 Shripney Road South	412.00	412.00
	4 - A29 Shripney Road North	308.00	308.00
17:45-18:00	1 - A259 Felpham Relief Road	156.00	156.00
	2 - David Purley Memorial	81.00	81.00
	3 - A29 Shripney Road South	312.00	312.00
	4 - A29 Shripney Road North	168.00	168.00

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 - A259 Felpham Relief Road	1.01	53.83	13.7	F	161.75	647.00
2 - David Purley Memorial	1.09	73.72	27.0	F	134.25	537.00
3 - A29 Shripney Road South	1.14	166.33	84.2	F	391.00	1564.00
4 - A29 Shripney Road North	0.71	7.12	2.4	A	243.75	975.00

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 - A259 Felpham Relief Road	161.00	161.00	333.36	188.45	0.854	156.16	180.41	0.0	4.8	25.042	D
2 - David Purley Memorial	226.00	226.00	365.45	206.46	1.095	198.98	124.08	0.0	27.0	73.716	F
3 - A29 Shripney Road South	478.00	478.00	60.88	420.35	1.137	413.83	503.54	0.0	64.2	76.913	F
4 - A29 Shripney Road North	257.00	257.00	257.99	465.63	0.552	255.78	216.72	0.0	1.2	4.264	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 - A259 Felpham Relief Road	157.00	157.00	272.87	218.94	0.717	159.17	267.41	4.8	2.7	15.559	C
2 - David Purley Memorial	129.00	129.00	357.01	210.93	0.612	154.37	75.04	27.0	1.6	23.946	C
3 - A29 Shripney Road South	362.00	362.00	87.97	405.65	0.892	399.44	423.41	64.2	29.7	105.326	F
4 - A29 Shripney Road North	242.00	242.00	298.30	435.98	0.555	241.98	189.11	1.2	1.2	4.639	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 - A259 Felpham Relief Road	173.00	173.00	366.42	171.79	1.007	162.01	243.67	2.7	13.7	58.878	F
2 - David Purley Memorial	101.00	101.00	358.14	210.33	0.480	101.71	170.30	1.6	0.9	8.340	A
3 - A29 Shripney Road South	412.00	412.00	65.51	417.84	0.986	408.76	394.34	29.7	30.0	67.751	F
4 - A29 Shripney Road North	308.00	308.00	303.27	432.33	0.712	306.82	170.99	1.2	2.4	7.125	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 - A259 Felpham Relief Road	156.00	156.00	191.53	259.95	0.600	168.11	181.31	13.7	1.5	11.102	B
2 - David Purley Memorial	81.00	81.00	290.58	246.11	0.329	81.44	69.06	0.9	0.5	5.481	A
3 - A29 Shripney Road South	312.00	312.00	27.40	438.54	0.711	339.41	344.63	30.0	2.6	11.827	B
4 - A29 Shripney Road North	168.00	168.00	202.92	506.13	0.332	169.92	163.89	2.4	0.5	2.691	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	untitled	Standard Roundabout		2, 3, 4, 1	41.37	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
08:00 - 08:15 From	1 - A259 Felpham Relief Road	0.00	10.00	189.00	29.00
	2 - David Purley Memorial	7.00	0.00	47.00	9.00
	3 - A29 Shripney Road South	111.00	117.00	0.00	196.00
	4 - A29 Shripney Road North	32.00	7.00	136.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.11	
	3 - A29 Shripney Road South	0.26	
	4 - A29 Shripney Road North	0.18	

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	158.00	36.00
	2 - David Purley Memorial	7.00	0.00	32.00	16.00
	3 - A29 Shripney Road South	122.00	77.00	0.00	186.00
	4 - A29 Shripney Road North	35.00	41.00	181.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.13	
	3 - A29 Shripney Road South	0.32	
	4 - A29 Shripney Road North	0.14	

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	8.00	183.00	48.00
	2 - David Purley Memorial	7.00	0.00	111.00	6.00
	3 - A29 Shripney Road South	136.00	0.00	0.00	154.00
	4 - A29 Shripney Road North	27.00	7.00	149.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.06	
	3 - A29 Shripney Road South	0.47	
	4 - A29 Shripney Road North	0.15	

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	25.00	162.00	40.00
	2 - David Purley Memorial	7.00	0.00	63.00	8.00
	3 - A29 Shripney Road South	115.00	117.00	0.00	164.00
	4 - A29 Shripney Road North	23.00	7.00	152.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.09	
	3 - A29 Shripney Road South	0.29	
	4 - A29 Shripney Road North	0.13	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0
	2 - David Purley Memorial	1	0	0	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	3	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	0
	3 - A29 Shripney Road South	2	0	0	1
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.000	

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	0	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	228.00	228.00
	2 - David Purley Memorial	63.00	63.00
	3 - A29 Shripney Road South	424.00	424.00
	4 - A29 Shripney Road North	175.00	175.00
08:15-08:30	1 - A259 Felpham Relief Road	212.00	212.00
	2 - David Purley Memorial	55.00	55.00
	3 - A29 Shripney Road South	385.00	385.00
	4 - A29 Shripney Road North	257.00	257.00
08:30-08:45	1 - A259 Felpham Relief Road	239.00	239.00
	2 - David Purley Memorial	124.00	124.00
	3 - A29 Shripney Road South	290.00	290.00
	4 - A29 Shripney Road North	183.00	183.00
08:45-09:00	1 - A259 Felpham Relief Road	227.00	227.00
	2 - David Purley Memorial	78.00	78.00
	3 - A29 Shripney Road South	396.00	396.00
	4 - A29 Shripney Road North	182.00	182.00

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 - A259 Felpham Relief Road	1.04	101.79	28.7	F	226.50	906.00
2 - David Purley Memorial	0.65	13.21	1.8	B	80.00	320.00
3 - A29 Shripney Road South	0.99	30.90	17.5	D	373.75	1495.00
4 - A29 Shripney Road North	0.51	3.73	1.1	A	199.25	797.00

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 - A259 Felpham Relief Road	228.00	228.00	254.70	228.10	1.000	213.28	145.26	0.0	14.7	44.774	E
2 - David Purley Memorial	63.00	63.00	339.49	220.21	0.286	62.60	128.49	0.0	0.4	5.777	A
3 - A29 Shripney Road South	424.00	424.00	43.03	430.05	0.986	406.46	359.06	0.0	17.5	28.926	D
4 - A29 Shripney Road North	175.00	175.00	225.53	489.50	0.358	174.44	223.96	0.0	0.6	2.890	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 - A259 Felpham Relief Road	212.00	212.00	300.91	204.81	1.035	201.00	164.63	14.7	95.7	161.700	F
2 - David Purley Memorial	55.00	55.00	365.23	206.57	0.266	55.03	136.68	0.4	0.4	5.976	A
3 - A29 Shripney Road South	385.00	385.00	56.45	422.76	0.911	390.17	363.81	17.5	12.4	30.896	D
4 - A29 Shripney Road North	257.00	257.00	209.03	501.63	0.512	256.50	237.59	0.6	1.1	3.730	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 - A259 Felpham Relief Road	239.00	239.00	158.95	276.37	0.865	256.72	172.83	28.7	8.0	54.143	F
2 - David Purley Memorial	124.00	124.00	396.14	190.20	0.652	122.55	19.54	0.4	1.8	13.213	B
3 - A29 Shripney Road South	290.00	290.00	63.72	418.81	0.692	300.01	454.96	12.4	2.4	8.362	A
4 - A29 Shripney Road North	183.00	183.00	148.23	546.35	0.335	183.55	215.50	1.1	0.5	2.512	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 - A259 Felpham Relief Road	227.00	227.00	272.90	218.93	1.037	212.98	143.20	8.0	88.0	77.878	F
2 - David Purley Memorial	78.00	78.00	342.04	218.85	0.356	79.25	143.84	1.8	0.6	6.593	A
3 - A29 Shripney Road South	396.00	396.00	52.81	424.74	0.932	388.19	368.49	2.4	10.2	21.608	D
4 - A29 Shripney Road North	182.00	182.00	234.20	483.12	0.377	181.90	206.80	0.5	0.6	3.023	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	69.22	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
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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	123.00	25.00
	2 - David Purley Memorial	0.00	0.00	193.00	35.00
	3 - A29 Shripney Road South	169.00	133.00	0.00	182.00
	4 - A29 Shripney Road North	39.00	0.00	219.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.35	
	4 - A29 Shripney Road North	0.15	

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	132.00	14.00
	2 - David Purley Memorial	60.00	0.00	64.00	7.00
	3 - A29 Shripney Road South	168.00	50.00	0.00	148.00
	4 - A29 Shripney Road North	35.00	0.00	208.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.46	
	3 - A29 Shripney Road South	0.46	
	4 - A29 Shripney Road North	0.14	

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	137.00	23.00
	2 - David Purley Memorial	30.00	0.00	64.00	8.00
	3 - A29 Shripney Road South	180.00	100.00	0.00	136.00
	4 - A29 Shripney Road North	39.00	62.00	205.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.29	
	3 - A29 Shripney Road South	0.43	
	4 - A29 Shripney Road North	0.13	

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	123.00	20.00
	2 - David Purley Memorial	0.00	0.00	82.00	0.00
	3 - A29 Shripney Road South	136.00	50.00	0.00	130.00
	4 - A29 Shripney Road North	38.00	0.00	132.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.43	
	4 - A29 Shripney Road North	0.22	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	1	2
	3 - A29 Shripney Road South	1	2	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	2	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	0	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.000	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	159.00	159.00
	2 - David Purley Memorial	228.00	228.00
	3 - A29 Shripney Road South	484.00	484.00
	4 - A29 Shripney Road North	258.00	258.00
17:15-17:30	1 - A259 Felpham Relief Road	157.00	157.00
	2 - David Purley Memorial	131.00	131.00
	3 - A29 Shripney Road South	366.00	366.00
	4 - A29 Shripney Road North	243.00	243.00
17:30-17:45	1 - A259 Felpham Relief Road	171.00	171.00
	2 - David Purley Memorial	102.00	102.00
	3 - A29 Shripney Road South	416.00	416.00
	4 - A29 Shripney Road North	306.00	306.00
17:45-18:00	1 - A259 Felpham Relief Road	154.00	154.00
	2 - David Purley Memorial	82.00	82.00
	3 - A29 Shripney Road South	316.00	316.00
	4 - A29 Shripney Road North	170.00	170.00

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 - A259 Felpham Relief Road	0.98	53.30	11.5	F	160.25	641.00
2 - David Purley Memorial	1.09	78.33	27.1	F	135.75	543.00
3 - A29 Shripney Road South	1.14	112.50	68.8	F	395.50	1582.00
4 - A29 Shripney Road North	0.71	7.15	2.4	A	244.25	977.00

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 - A259 Felpham Relief Road	159.00	159.00	332.58	188.85	0.842	154.50	184.47	0.0	4.5	23.789	C
2 - David Purley Memorial	228.00	228.00	361.76	208.41	1.094	200.88	125.32	0.0	27.1	73.069	F
3 - A29 Shripney Road South	484.00	484.00	55.13	423.48	1.143	417.16	507.51	0.0	66.8	79.110	F
4 - A29 Shripney Road North	258.00	258.00	260.29	463.93	0.556	256.76	212.00	0.0	1.2	4.318	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 - A259 Felpham Relief Road	157.00	157.00	272.05	219.36	0.716	158.85	271.14	4.5	2.6	15.302	C
2 - David Purley Memorial	131.00	131.00	355.70	211.62	0.619	156.41	75.20	27.1	1.7	24.673	C
3 - A29 Shripney Road South	366.00	366.00	84.76	407.39	0.898	401.41	427.35	66.8	31.4	112.661	F
4 - A29 Shripney Road North	243.00	243.00	300.20	434.58	0.559	242.98	185.97	1.2	1.3	4.697	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 - A259 Felpham Relief Road	171.00	171.00	361.98	174.03	0.983	162.13	248.89	2.6	11.5	53.300	F
2 - David Purley Memorial	102.00	102.00	356.15	211.38	0.483	102.76	167.96	1.7	0.9	8.343	A
3 - A29 Shripney Road South	416.00	416.00	60.21	420.72	0.989	412.95	398.70	31.4	34.5	76.810	F
4 - A29 Shripney Road North	306.00	306.00	306.02	430.31	0.711	304.85	167.14	1.3	2.4	7.147	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 - A259 Felpham Relief Road	154.00	154.00	191.58	259.93	0.592	164.03	188.26	11.5	1.5	10.359	B
2 - David Purley Memorial	82.00	82.00	285.61	248.75	0.330	82.45	70.00	0.9	0.5	5.428	A
3 - A29 Shripney Road South	316.00	316.00	21.71	441.63	0.716	347.86	346.35	34.5	2.6	13.289	B
4 - A29 Shripney Road North	170.00	170.00	207.94	502.43	0.338	171.90	161.62	2.4	0.5	2.739	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	untitled	Standard Roundabout		2, 3, 4, 1	67.80	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
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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	10.00	142.00	42.00
	2 - David Purley Memorial	6.00	0.00	47.00	9.00
	3 - A29 Shripney Road South	95.00	117.00	0.00	241.00
	4 - A29 Shripney Road North	59.00	7.00	190.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.10	
	3 - A29 Shripney Road South	0.21	
	4 - A29 Shripney Road North	0.23	

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	119.00	53.00
	2 - David Purley Memorial	6.00	0.00	33.00	15.00
	3 - A29 Shripney Road South	105.00	77.00	0.00	229.00
	4 - A29 Shripney Road North	65.00	41.00	253.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.11	
	3 - A29 Shripney Road South	0.26	
	4 - A29 Shripney Road North	0.18	

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	8.00	138.00	70.00
	2 - David Purley Memorial	6.00	0.00	112.00	5.00
	3 - A29 Shripney Road South	117.00	0.00	0.00	189.00
	4 - A29 Shripney Road North	50.00	7.00	208.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.05	
	3 - A29 Shripney Road South	0.38	
	4 - A29 Shripney Road North	0.19	

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	25.00	122.00	59.00
	2 - David Purley Memorial	6.00	0.00	63.00	8.00
	3 - A29 Shripney Road South	98.00	117.00	0.00	202.00
	4 - A29 Shripney Road North	42.00	7.00	212.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.08	
	3 - A29 Shripney Road South	0.24	
	4 - A29 Shripney Road North	0.16	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	2	0
	2 - David Purley Memorial	1	0	0	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	3	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0
	2 - David Purley Memorial	1	0	1	0
	3 - A29 Shripney Road South	2	0	0	1
	4 - A29 Shripney Road North	1	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	2	0
	2 - David Purley Memorial	1	0	1	1
	3 - A29 Shripney Road South	2	1	0	1
	4 - A29 Shripney Road North	1	0	1	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.014	
	3 - A29 Shripney Road South	1.028	
	4 - A29 Shripney Road North	1.014	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A259 Felpham Relief Road	194.00	194.00
	2 - David Purley Memorial	62.00	62.00
	3 - A29 Shripney Road South	453.00	453.00
	4 - A29 Shripney Road North	256.00	256.00
08:15-08:30	1 - A259 Felpham Relief Road	190.00	190.00
	2 - David Purley Memorial	54.00	54.00
	3 - A29 Shripney Road South	411.00	411.00
	4 - A29 Shripney Road North	359.00	359.00
08:30-08:45	1 - A259 Felpham Relief Road	216.00	216.00
	2 - David Purley Memorial	123.00	123.00
	3 - A29 Shripney Road South	306.00	306.00
	4 - A29 Shripney Road North	265.00	265.00
08:45-09:00	1 - A259 Felpham Relief Road	206.00	206.00
	2 - David Purley Memorial	77.00	77.00
	3 - A29 Shripney Road South	417.00	417.00
	4 - A29 Shripney Road North	261.00	261.00

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 - A259 Felpham Relief Road	1.13	126.63	33.1	F	201.50	806.00
2 - David Purley Memorial	0.73	18.07	2.5	C	79.00	316.00
3 - A29 Shripney Road South	1.07	32.45	43.1	F	396.75	1587.00
4 - A29 Shripney Road North	0.69	5.71	2.3	A	285.25	1141.00

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 - A259 Felpham Relief Road	194.00	194.00	302.92	203.80	0.952	184.34	151.36	0.0	9.7	37.271	E
2 - David Purley Memorial	62.00	62.00	364.08	207.18	0.299	61.57	123.17	0.0	0.4	6.250	A
3 - A29 Shripney Road South	453.00	453.00	54.80	423.66	1.069	413.12	370.85	0.0	33.9	52.080	F
4 - A29 Shripney Road North	256.00	256.00	199.30	508.79	0.503	254.98	268.63	0.0	1.0	3.579	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 - A259 Felpham Relief Road	190.00	190.00	372.53	168.71	1.126	166.54	173.69	9.7	33.1	126.631	F
2 - David Purley Memorial	54.00	54.00	403.34	186.39	0.290	54.02	135.73	0.4	0.4	6.838	A
3 - A29 Shripney Road South	411.00	411.00	66.79	417.14	0.985	409.80	390.56	33.9	41.1	32.482	F
4 - A29 Shripney Road North	359.00	359.00	188.47	516.75	0.695	357.75	288.13	1.0	2.3	5.713	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 - A259 Felpham Relief Road	216.00	216.00	223.79	243.69	0.886	237.02	182.40	33.1	12.1	93.859	F
2 - David Purley Memorial	123.00	123.00	435.19	169.52	0.726	120.92	25.62	0.4	2.5	18.071	C
3 - A29 Shripney Road South	306.00	306.00	86.25	406.58	0.753	343.80	469.85	41.1	3.3	24.034	C
4 - A29 Shripney Road North	265.00	265.00	139.86	552.50	0.480	266.33	290.19	2.3	0.9	3.201	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 - A259 Felpham Relief Road	206.00	206.00	330.02	190.14	1.083	187.46	142.45	12.1	30.7	118.026	F
2 - David Purley Memorial	77.00	77.00	377.57	200.03	0.385	78.85	139.90	2.5	0.6	7.640	A
3 - A29 Shripney Road South	417.00	417.00	68.25	416.35	1.002	399.52	388.17	3.3	20.8	36.830	E
4 - A29 Shripney Road North	261.00	261.00	211.62	499.73	0.522	260.84	256.15	0.9	1.1	3.817	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	207.67	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
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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	107.00	65.00
	2 - David Purley Memorial	0.00	0.00	201.00	36.00
	3 - A29 Shripney Road South	145.00	133.00	0.00	256.00
	4 - A29 Shripney Road North	56.00	0.00	289.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.27	
	4 - A29 Shripney Road North	0.16	

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	115.00	37.00
	2 - David Purley Memorial	48.00	0.00	67.00	7.00
	3 - A29 Shripney Road South	144.00	50.00	0.00	208.00
	4 - A29 Shripney Road North	51.00	0.00	275.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.39	
	3 - A29 Shripney Road South	0.36	
	4 - A29 Shripney Road North	0.16	

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	119.00	61.00
	2 - David Purley Memorial	24.00	0.00	67.00	9.00
	3 - A29 Shripney Road South	155.00	100.00	0.00	192.00
	4 - A29 Shripney Road North	56.00	64.00	271.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.24	
	3 - A29 Shripney Road South	0.35	
	4 - A29 Shripney Road North	0.14	

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	107.00	51.00
	2 - David Purley Memorial	0.00	0.00	85.00	0.00
	3 - A29 Shripney Road South	117.00	50.00	0.00	183.00
	4 - A29 Shripney Road North	54.00	0.00	174.00	0.00

Proportions

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	0.00	
	2 - David Purley Memorial	0.00	
	3 - A29 Shripney Road South	0.33	
	4 - A29 Shripney Road North	0.24	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	1	2
	3 - A29 Shripney Road South	1	2	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	1	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	1.000	

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0
	2 - David Purley Memorial	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0
	4 - A29 Shripney Road North	0	0	0	0

Average PCU Per Veh

		To	
		1 - A259 Felpham Relief Road	2 Me
From	1 - A259 Felpham Relief Road	1.000	
	2 - David Purley Memorial	1.000	
	3 - A29 Shripney Road South	1.014	
	4 - A29 Shripney Road North	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 - A259 Felpham Relief Road	183.00	183.00
	2 - David Purley Memorial	237.00	237.00
	3 - A29 Shripney Road South	534.00	534.00
	4 - A29 Shripney Road North	345.00	345.00
17:15-17:30	1 - A259 Felpham Relief Road	163.00	163.00
	2 - David Purley Memorial	122.00	122.00
	3 - A29 Shripney Road South	402.00	402.00
	4 - A29 Shripney Road North	326.00	326.00
17:30-17:45	1 - A259 Felpham Relief Road	191.00	191.00
	2 - David Purley Memorial	100.00	100.00
	3 - A29 Shripney Road South	447.00	447.00
	4 - A29 Shripney Road North	391.00	391.00
17:45-18:00	1 - A259 Felpham Relief Road	169.00	169.00
	2 - David Purley Memorial	85.00	85.00
	3 - A29 Shripney Road South	350.00	350.00
	4 - A29 Shripney Road North	228.00	228.00

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 - A259 Felpham Relief Road	1.28	135.28	53.6	F	176.50	706.00
2 - David Purley Memorial	1.09	266.56	68.8	F	136.00	544.00
3 - A29 Shripney Road South	1.30	341.06	179.5	F	433.25	1733.00
4 - A29 Shripney Road North	0.83	10.84	4.7	B	322.50	1290.00

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 - A259 Felpham Relief Road	183.00	183.00	388.39	160.71	1.139	155.14	166.00	0.0	27.9	93.026	F
2 - David Purley Memorial	237.00	237.00	432.99	170.68	1.389	168.20	110.54	0.0	66.8	198.727	F
3 - A29 Shripney Road South	534.00	534.00	80.65	409.62	1.304	406.40	520.53	0.0	127.6	146.383	F
4 - A29 Shripney Road North	345.00	345.00	211.57	499.77	0.690	342.82	275.48	0.0	2.2	5.660	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 - A259 Felpham Relief Road	163.00	163.00	340.64	184.78	0.882	179.24	220.33	27.9	11.6	108.482	F
2 - David Purley Memorial	122.00	122.00	442.40	165.70	0.736	163.55	77.48	66.8	27.3	365.560	F
3 - A29 Shripney Road South	402.00	402.00	97.42	400.51	1.004	399.45	508.52	127.6	130.2	393.277	F
4 - A29 Shripney Road North	326.00	326.00	234.89	482.61	0.675	326.07	261.97	2.2	2.1	5.753	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 - A259 Felpham Relief Road	191.00	191.00	410.13	149.75	1.275	149.01	231.53	11.6	53.6	195.962	F
2 - David Purley Memorial	100.00	100.00	409.84	182.94	0.547	126.01	149.30	27.3	1.3	24.683	C
3 - A29 Shripney Road South	447.00	447.00	91.39	403.79	1.107	403.62	444.46	130.2	170.5	341.992	F
4 - A29 Shripney Road North	391.00	391.00	253.24	469.12	0.833	388.43	241.77	2.1	4.7	10.843	B

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 - A259 Felpham Relief Road	169.00	169.00	250.59	230.18	0.734	219.17	195.45	53.6	3.4	109.921	F
2 - David Purley Memorial	85.00	85.00	381.90	197.74	0.430	85.49	87.86	1.3	0.8	8.051	A
3 - A29 Shripney Road South	350.00	350.00	67.50	416.76	0.840	414.36	399.89	170.5	109.2	307.927	F
4 - A29 Shripney Road North	228.00	228.00	214.20	497.83	0.458	231.83	267.65	4.7	0.9	3.433	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 8a - Shripney Road_Charles Purley Way_ RevC.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 8a - Appendix Ff
Report generation date: 19/04/2021 13:51:35

»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								
1 - A259 Felpham Relief Road	1.5	5.95	0.60	A	1.2	6.16	0.54	A
2 - David Purley Memorial	1.4	10.37	0.59	B	23.2	64.73	1.07	F
3 - A29 Shripney Road South	1.3	2.69	0.56	A	1.7	3.19	0.63	A
4 - Saltbox Road	0.2	6.62	0.13	A	0.5	10.96	0.34	B
5 - A29 Shripney Road North	1.3	4.94	0.56	A	14.3	36.99	0.98	E
2031 DM								
1 - A259 Felpham Relief Road	1.6	6.12	0.61	A	1.2	6.27	0.55	A
2 - David Purley Memorial	1.5	10.88	0.60	B	25.1	68.14	1.08	F
3 - A29 Shripney Road South	1.3	2.71	0.57	A	1.8	3.25	0.64	A
4 - Saltbox Road	0.2	6.70	0.14	A	0.5	11.39	0.34	B
5 - A29 Shripney Road North	1.4	5.18	0.59	A	16.4	39.93	0.98	E
2031 DS No Cala								
1 - A259 Felpham Relief Road	1.6	6.36	0.62	A	1.2	6.18	0.54	A
2 - David Purley Memorial	1.6	11.47	0.61	B	28.1	69.16	1.08	F
3 - A29 Shripney Road South	1.4	2.79	0.58	A	1.8	3.29	0.64	A
4 - Saltbox Road	0.2	6.96	0.14	A	0.5	11.72	0.35	B
5 - A29 Shripney Road North	1.7	5.72	0.63	A	16.5	39.48	0.98	E
2031 DS								
1 - A259 Felpham Relief Road	1.6	6.50	0.62	A	1.3	6.64	0.57	A
2 - David Purley Memorial	1.6	11.63	0.62	B	30.4	82.08	1.12	F
3 - A29 Shripney Road South	1.4	2.78	0.58	A	1.9	3.41	0.65	A
4 - Saltbox Road	0.2	6.96	0.14	A	0.6	12.72	0.37	B
5 - A29 Shripney Road North	1.8	5.87	0.64	A	16.4	39.05	0.99	E
2038 DM								
1 - A259 Felpham Relief Road	1.7	6.52	0.62	A	1.2	6.36	0.56	A
2 - David Purley Memorial	1.6	11.77	0.62	B	30.3	81.80	1.12	F
3 - A29 Shripney Road South	1.4	2.79	0.58	A	1.9	3.42	0.66	A
4 - Saltbox Road	0.2	6.99	0.14	A	0.6	12.72	0.37	B
5 - A29 Shripney Road North	1.7	5.86	0.63	A	16.7	39.98	0.99	E
2038 DS								
1 - A259 Felpham Relief Road	1.7	7.66	0.63	A	1.9	8.87	0.66	A
2 - David Purley Memorial	2.1	15.57	0.69	C	77.4	328.01	1.47	F
3 - A29 Shripney Road South	1.7	3.16	0.62	A	2.9	4.77	0.75	A
4 - Saltbox Road	0.2	8.47	0.17	A	1.6	33.77	0.63	D
5 - A29 Shripney Road North	5.0	12.20	0.84	B	77.4	119.53	1.21	F

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

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

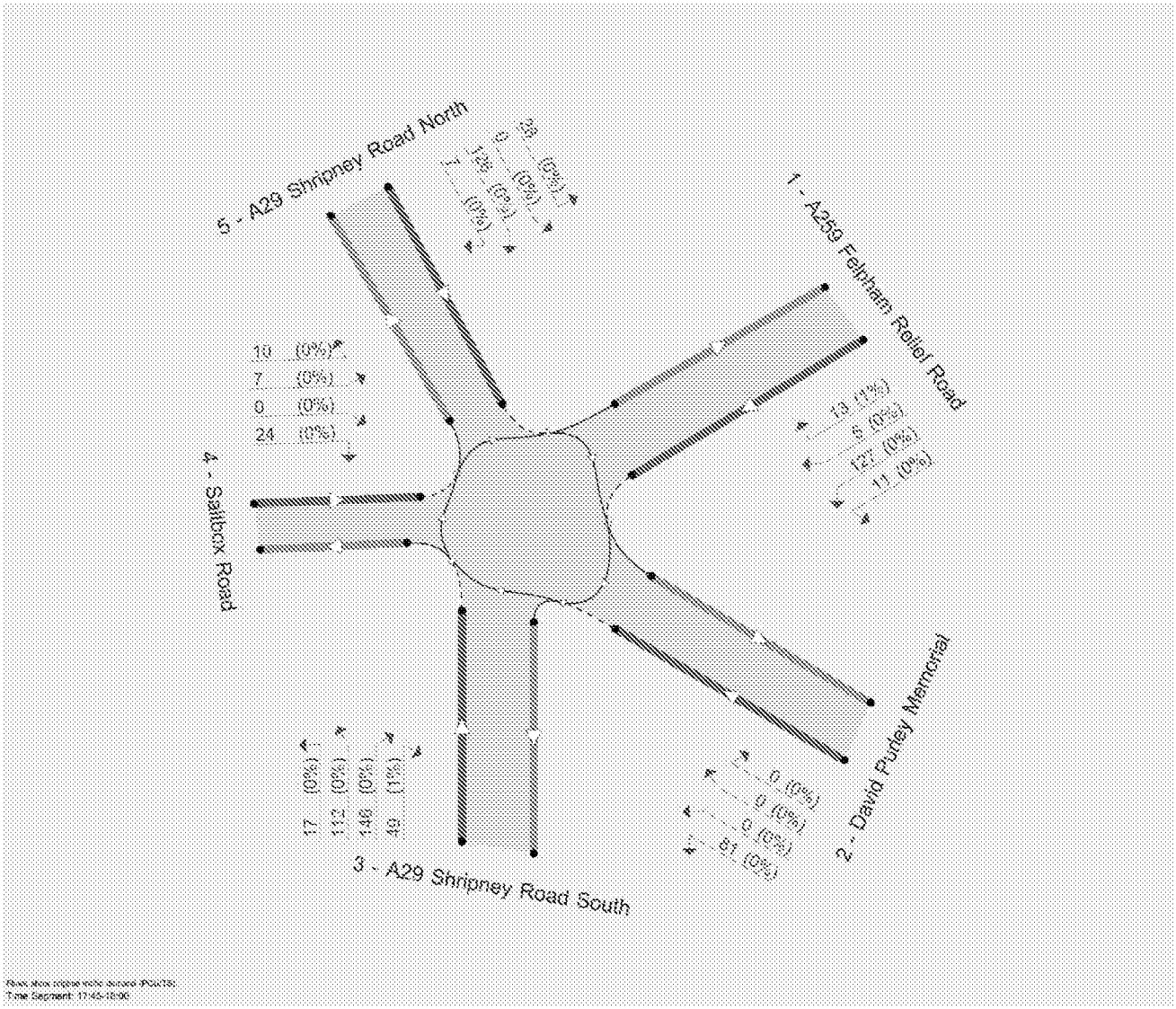
File summary

File Description

Title	
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	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D2	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D3	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓
D4	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓
D5	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D6	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D7	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓
D8	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓
D9	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓
D10	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓
D11	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓
D12	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

2031 DM No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	4.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A259 Felpham Relief Road	
2	David Purley Memorial	
3	A29 Shripney Road South	
4	Saltbox Road	
5	A29 Shripney Road North	

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 - A259 Felpham Relief Road	4.83	9.58	24.7	13.3	60.1	35.0	
2 - David Purley Memorial	4.85	6.40	6.7	13.9	60.1	32.5	
3 - A29 Shripney Road South	7.06	11.65	44.3	29.9	60.1	26.0	
4 - Saltbox Road	3.62	6.00	14.9	24.5	60.1	21.0	
5 - A29 Shripney Road North	7.19	12.53	43.0	42.2	60.1	20.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A259 Felpham Relief Road	None		
2 - David Purley Memorial	None		
3 - A29 Shripney Road South	None		
4 - Saltbox Road	None		
5 - A29 Shripney Road North	Percentage		70.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A259 Felpham Relief Road	0.642	563.876
2 - David Purley Memorial	0.547	421.975
3 - A29 Shripney Road South	0.838	819.853
4 - Saltbox Road	0.556	409.396
5 - A29 Shripney Road North	0.889	618.108

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	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	10.00	194.00	6.00	26.00
	2 - David Purley Memorial	7.00	0.00	46.00	0.00	9.00
	3 - A29 Shripney Road South	110.00	115.00	0.00	21.00	189.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	25.00	7.00	122.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

Demand (PCU/TS)

08:15 - 08:30

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	162.00	6.00	33.00
	2 - David Purley Memorial	7.00	0.00	32.00	0.00	16.00
	3 - A29 Shripney Road South	121.00	75.00	0.00	21.00	179.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	27.00	41.00	162.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	8.00	188.00	6.00	43.00
2 - David Purley Memorial	7.00	0.00	110.00	0.00	5.00
3 - A29 Shripney Road South	135.00	0.00	0.00	21.00	148.00
4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
5 - A29 Shripney Road North	21.00	7.00	133.00	9.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	25.00	166.00	6.00	36.00
2 - David Purley Memorial	7.00	0.00	62.00	0.00	8.00
3 - A29 Shripney Road South	114.00	115.00	0.00	21.00	158.00
4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
5 - A29 Shripney Road North	17.00	7.00	136.00	9.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	2	0	0
2 - David Purley Memorial	1	0	1	0	1
3 - A29 Shripney Road South	2	1	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	1	0	1	0	0

Average PCU Per Veh

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	1	1	0	0
2 - David Purley Memorial	1	0	0	0	1
3 - A29 Shripney Road South	2	1	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	1	3	1	0	0

Average PCU Per Veh

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	2	0	0
2 - David Purley Memorial	1	0	1	0	0
3 - A29 Shripney Road South	2	0	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	1	0	1	0	0

Average PCU Per Veh

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	1	1	0	0
2 - David Purley Memorial	1	0	1	0	1
3 - A29 Shripney Road South	2	1	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A259 Felpham Relief Road	236.00	236.00
	2 - David Purley Memorial	62.00	62.00
	3 - A29 Shripney Road South	435.00	435.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	163.00	163.00
08:15-08:30	1 - A259 Felpham Relief Road	219.00	219.00
	2 - David Purley Memorial	55.00	55.00
	3 - A29 Shripney Road South	396.00	396.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	239.00	239.00
08:30-08:45	1 - A259 Felpham Relief Road	245.00	245.00
	2 - David Purley Memorial	122.00	122.00
	3 - A29 Shripney Road South	304.00	304.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	170.00	170.00
08:45-09:00	1 - A259 Felpham Relief Road	233.00	233.00
	2 - David Purley Memorial	77.00	77.00
	3 - A29 Shripney Road South	408.00	408.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	169.00	169.00

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 - A259 Felpham Relief Road	0.60	5.95	1.5	A	233.25	933.00
2 - David Purley Memorial	0.59	10.37	1.4	B	79.00	316.00
3 - A29 Shripney Road South	0.56	2.69	1.3	A	385.75	1543.00
4 - Saltbox Road	0.13	6.62	0.2	A	21.00	84.00
5 - A29 Shripney Road North	0.56	4.94	1.3	A	185.25	741.00

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 - A259 Felpham Relief Road	236.00	236.00	263.98	394.48	0.598	234.50	145.49	0.0	1.5	5.703	A
2 - David Purley Memorial	62.00	62.00	366.92	221.44	0.280	61.61	131.56	0.0	0.4	5.696	A
3 - A29 Shripney Road South	435.00	435.00	56.66	772.39	0.563	433.70	371.87	0.0	1.3	2.692	A
4 - Saltbox Road	21.00	21.00	454.49	156.67	0.134	20.85	35.86	0.0	0.2	6.619	A
5 - A29 Shripney Road North	163.00	163.00	247.17	398.38	0.409	162.30	228.18	0.0	0.7	3.850	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 - A259 Felpham Relief Road	219.00	219.00	298.57	372.28	0.588	219.04	158.95	1.5	1.5	5.942	A
2 - David Purley Memorial	55.00	55.00	383.73	212.25	0.259	55.04	133.88	0.4	0.4	5.761	A
3 - A29 Shripney Road South	396.00	396.00	70.89	760.47	0.521	396.19	367.88	1.3	1.1	2.516	A
4 - Saltbox Road	21.00	21.00	431.08	169.69	0.124	21.01	35.99	0.2	0.1	6.053	A
5 - A29 Shripney Road North	239.00	239.00	219.13	423.30	0.565	238.39	232.96	0.7	1.3	4.940	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 - A259 Felpham Relief Road	245.00	245.00	161.89	459.99	0.533	245.28	167.09	1.5	1.2	4.288	A
2 - David Purley Memorial	122.00	122.00	391.69	207.90	0.587	120.95	15.49	0.4	1.4	10.369	B
3 - A29 Shripney Road South	304.00	304.00	70.05	761.16	0.399	304.43	442.59	1.1	0.7	2.011	A
4 - Saltbox Road	21.00	21.00	338.44	221.20	0.095	21.04	36.04	0.1	0.1	4.498	A
5 - A29 Shripney Road North	170.00	170.00	158.24	477.43	0.356	170.74	201.24	1.3	0.6	2.978	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 - A259 Felpham Relief Road	233.00	233.00	278.47	385.18	0.605	232.65	142.00	1.2	1.5	5.953	A
2 - David Purley Memorial	77.00	77.00	364.58	222.71	0.346	77.86	146.54	1.4	0.5	6.335	A
3 - A29 Shripney Road South	408.00	408.00	65.98	764.58	0.534	407.52	376.46	0.7	1.2	2.560	A
4 - Saltbox Road	21.00	21.00	437.54	166.10	0.126	20.96	35.97	0.1	0.1	6.199	A
5 - A29 Shripney Road North	169.00	169.00	251.65	394.39	0.429	168.81	206.85	0.6	0.8	4.031	A

2031 DM No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	20.59	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	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	127.00	5.00	17.00
2 - David Purley Memorial	0.00	0.00	191.00	0.00	35.00
3 - A29 Shripney Road South	182.00	131.00	0.00	17.00	157.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	29.00	0.00	209.00	7.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

17:15 - 17:30

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	136.00	5.00	10.00
	2 - David Purley Memorial	59.00	0.00	63.00	0.00	7.00
	3 - A29 Shripney Road South	180.00	49.00	0.00	17.00	127.00
	4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
	5 - A29 Shripney Road North	26.00	0.00	199.00	7.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

17:30 - 17:45

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	142.00	5.00	16.00
	2 - David Purley Memorial	29.00	0.00	63.00	0.00	8.00
	3 - A29 Shripney Road South	194.00	98.00	0.00	17.00	118.00
	4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
	5 - A29 Shripney Road North	29.00	67.00	196.00	7.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

17:45 - 18:00

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	127.00	5.00	13.00
	2 - David Purley Memorial	0.00	0.00	81.00	0.00	0.00
	3 - A29 Shripney Road South	146.00	49.00	0.00	17.00	112.00
	4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
	5 - A29 Shripney Road North	28.00	0.00	126.00	7.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0	1
	2 - David Purley Memorial	0	0	1	0	2
	3 - A29 Shripney Road South	0	2	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0	0
	2 - David Purley Memorial	0	0	0	0	0
	3 - A29 Shripney Road South	0	1	0	0	0
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:30 - 17:45

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	1
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	1	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	1	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	1
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	0	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A259 Felpham Relief Road	160.00	160.00
	2 - David Purley Memorial	226.00	226.00
	3 - A29 Shripney Road South	487.00	487.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	245.00	245.00
17:15-17:30	1 - A259 Felpham Relief Road	162.00	162.00
	2 - David Purley Memorial	129.00	129.00
	3 - A29 Shripney Road South	373.00	373.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	232.00	232.00
17:30-17:45	1 - A259 Felpham Relief Road	174.00	174.00
	2 - David Purley Memorial	100.00	100.00
	3 - A29 Shripney Road South	427.00	427.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	299.00	299.00
17:45-18:00	1 - A259 Felpham Relief Road	156.00	156.00
	2 - David Purley Memorial	81.00	81.00
	3 - A29 Shripney Road South	324.00	324.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	161.00	161.00

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 - A259 Felpham Relief Road	0.54	6.16	1.2	A	163.00	652.00
2 - David Purley Memorial	1.07	64.73	23.2	F	134.00	536.00
3 - A29 Shripney Road South	0.63	3.19	1.7	A	402.75	1611.00
4 - Saltbox Road	0.34	10.96	0.5	B	41.00	164.00
5 - A29 Shripney Road North	0.98	36.99	14.3	E	234.25	937.00

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 - A259 Felpham Relief Road	160.00	160.00	367.25	328.21	0.487	159.06	216.87	0.0	0.9	5.299	A
2 - David Purley Memorial	226.00	226.00	384.84	211.64	1.068	202.77	141.47	0.0	23.2	64.736	F
3 - A29 Shripney Road South	487.00	487.00	60.18	769.44	0.633	485.27	527.43	0.0	1.7	3.185	A
4 - Saltbox Road	41.00	41.00	516.63	122.12	0.336	40.50	28.81	0.0	0.5	10.963	B
5 - A29 Shripney Road North	245.00	245.00	342.51	313.61	0.781	241.60	214.62	0.0	3.4	12.137	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 - A259 Felpham Relief Road	162.00	162.00	280.36	383.97	0.422	162.21	271.59	0.9	0.7	4.061	A
2 - David Purley Memorial	129.00	129.00	382.22	213.07	0.605	150.63	60.35	23.2	1.6	19.818	C
3 - A29 Shripney Road South	373.00	373.00	90.87	743.73	0.502	373.71	441.98	1.7	1.0	2.442	A
4 - Saltbox Road	41.00	41.00	435.53	167.22	0.245	41.17	29.05	0.5	0.3	7.148	A
5 - A29 Shripney Road North	232.00	232.00	318.88	334.62	0.693	233.07	157.82	3.4	2.3	8.955	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 - A259 Felpham Relief Road	174.00	174.00	380.95	319.42	0.545	173.55	258.25	0.7	1.2	6.159	A
2 - David Purley Memorial	100.00	100.00	381.90	213.25	0.469	100.70	172.61	1.6	0.9	8.045	A
3 - A29 Shripney Road South	427.00	427.00	65.15	765.28	0.558	426.75	417.46	1.0	1.3	2.683	A
4 - Saltbox Road	41.00	41.00	463.17	151.85	0.270	40.96	28.72	0.3	0.4	8.114	A
5 - A29 Shripney Road North	299.00	299.00	352.20	305.00	0.980	287.00	151.94	2.3	14.3	36.985	E

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 - A259 Felpham Relief Road	156.00	156.00	218.68	423.55	0.368	156.59	182.83	1.2	0.6	3.381	A
2 - David Purley Memorial	81.00	81.00	311.85	251.53	0.322	81.42	63.43	0.9	0.5	5.304	A
3 - A29 Shripney Road South	324.00	324.00	25.71	798.31	0.406	324.58	367.55	1.3	0.7	1.905	A
4 - Saltbox Road	41.00	41.00	320.96	230.93	0.178	41.15	29.34	0.4	0.2	4.747	A
5 - A29 Shripney Road North	161.00	161.00	226.82	416.46	0.387	174.69	135.28	14.3	0.6	3.937	A

2031 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	4.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	10.00	193.00	6.00	27.00
	2 - David Purley Memorial	7.00	0.00	46.00	0.00	9.00
	3 - A29 Shripney Road South	109.00	115.00	0.00	21.00	192.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	27.00	7.00	126.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	161.00	6.00	34.00
	2 - David Purley Memorial	7.00	0.00	32.00	0.00	15.00
	3 - A29 Shripney Road South	120.00	76.00	0.00	21.00	183.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	30.00	41.00	168.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	8.00	187.00	6.00	45.00
	2 - David Purley Memorial	7.00	0.00	111.00	0.00	5.00
	3 - A29 Shripney Road South	134.00	0.00	0.00	21.00	151.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	23.00	7.00	138.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	25.00	166.00	6.00	37.00
	2 - David Purley Memorial	7.00	0.00	62.00	0.00	8.00
	3 - A29 Shripney Road South	113.00	115.00	0.00	21.00	161.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	19.00	7.00	141.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0	0
	2 - David Purley Memorial	0	0	1	0	1
	3 - A29 Shripney Road South	2	1	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0	0
	2 - David Purley Memorial	0	0	0	0	1
	3 - A29 Shripney Road South	3	1	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	3	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	2	0	0
2 - David Purley Memorial	0	0	1	0	0
3 - A29 Shripney Road South	3	0	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	1	1	0	0
2 - David Purley Memorial	0	0	1	0	1
3 - A29 Shripney Road South	2	1	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A259 Felpham Relief Road	236.00	236.00
	2 - David Purley Memorial	62.00	62.00
	3 - A29 Shripney Road South	437.00	437.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	169.00	169.00
08:15-08:30	1 - A259 Felpham Relief Road	219.00	219.00
	2 - David Purley Memorial	54.00	54.00
	3 - A29 Shripney Road South	400.00	400.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	248.00	248.00
08:30-08:45	1 - A259 Felpham Relief Road	246.00	246.00
	2 - David Purley Memorial	123.00	123.00
	3 - A29 Shripney Road South	306.00	306.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	177.00	177.00
08:45-09:00	1 - A259 Felpham Relief Road	234.00	234.00
	2 - David Purley Memorial	77.00	77.00
	3 - A29 Shripney Road South	410.00	410.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	176.00	176.00

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 - A259 Felpham Relief Road	0.61	6.12	1.6	A	233.75	935.00
2 - David Purley Memorial	0.60	10.88	1.5	B	79.00	316.00
3 - A29 Shripney Road South	0.57	2.71	1.3	A	388.25	1553.00
4 - Saltbox Road	0.14	6.70	0.2	A	21.00	84.00
5 - A29 Shripney Road North	0.59	5.18	1.4	A	192.50	770.00

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 - A259 Felpham Relief Road	236.00	236.00	267.95	391.94	0.602	234.48	146.48	0.0	1.5	5.791	A
2 - David Purley Memorial	62.00	62.00	370.86	219.28	0.283	61.60	131.56	0.0	0.4	5.765	A
3 - A29 Shripney Road South	437.00	437.00	57.65	771.56	0.566	435.68	374.82	0.0	1.3	2.715	A
4 - Saltbox Road	21.00	21.00	457.47	155.02	0.135	20.84	35.86	0.0	0.2	6.701	A
5 - A29 Shripney Road North	169.00	169.00	246.16	399.27	0.423	168.26	232.15	0.0	0.7	3.924	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 - A259 Felpham Relief Road	219.00	219.00	305.51	367.83	0.595	219.02	160.93	1.5	1.5	6.120	A
2 - David Purley Memorial	54.00	54.00	389.66	209.00	0.258	54.04	134.87	0.4	0.4	5.833	A
3 - A29 Shripney Road South	400.00	400.00	70.89	760.47	0.526	400.18	372.82	1.3	1.1	2.554	A
4 - Saltbox Road	21.00	21.00	435.08	167.47	0.125	21.01	35.99	0.2	0.1	6.147	A
5 - A29 Shripney Road North	248.00	248.00	219.12	423.31	0.586	247.32	236.96	0.7	1.4	5.177	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 - A259 Felpham Relief Road	246.00	246.00	166.97	456.73	0.539	246.29	168.10	1.5	1.2	4.374	A
2 - David Purley Memorial	123.00	123.00	397.75	204.59	0.601	121.87	15.51	0.4	1.5	10.876	B
3 - A29 Shripney Road South	306.00	306.00	72.04	759.50	0.403	306.45	447.58	1.1	0.7	2.039	A
4 - Saltbox Road	21.00	21.00	342.45	218.98	0.096	21.04	36.05	0.1	0.1	4.547	A
5 - A29 Shripney Road North	177.00	177.00	157.24	478.32	0.370	177.82	206.24	1.4	0.6	3.037	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 - A259 Felpham Relief Road	234.00	234.00	283.45	381.99	0.613	233.63	143.00	1.2	1.6	6.119	A
2 - David Purley Memorial	77.00	77.00	370.55	219.45	0.351	77.93	146.53	1.5	0.6	6.480	A
3 - A29 Shripney Road South	410.00	410.00	66.99	763.73	0.537	409.52	381.49	0.7	1.2	2.581	A
4 - Saltbox Road	21.00	21.00	440.54	164.43	0.128	20.96	35.97	0.1	0.1	6.271	A
5 - A29 Shripney Road North	176.00	176.00	250.66	395.27	0.445	175.79	210.85	0.6	0.8	4.143	A

2031 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	22.02	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
D4	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	125.00	5.00	21.00
	2 - David Purley Memorial	0.00	0.00	191.00	0.00	35.00
	3 - A29 Shripney Road South	179.00	131.00	0.00	17.00	162.00
	4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
	5 - A29 Shripney Road North	33.00	0.00	212.00	7.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:15 - 17:30

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	134.00	5.00	12.00
2 - David Purley Memorial	59.00	0.00	63.00	0.00	7.00
3 - A29 Shripney Road South	177.00	49.00	0.00	17.00	132.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	30.00	0.00	201.00	7.00	0.00

Proportions

From	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:30 - 17:45

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	140.00	5.00	20.00
2 - David Purley Memorial	29.00	0.00	63.00	0.00	8.00
3 - A29 Shripney Road South	191.00	99.00	0.00	17.00	122.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	33.00	66.00	199.00	7.00	0.00

Proportions

From	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:45 - 18:00

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	126.00	5.00	17.00
2 - David Purley Memorial	0.00	0.00	81.00	0.00	0.00
3 - A29 Shripney Road South	144.00	49.00	0.00	17.00	116.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	32.00	0.00	127.00	7.00	0.00

Proportions

From	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	1	0	2
3 - A29 Shripney Road South	1	2	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:15 - 17:30

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	1	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:30 - 17:45

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	1	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	1	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	0	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A259 Felpham Relief Road	162.00	162.00
	2 - David Purley Memorial	226.00	226.00
	3 - A29 Shripney Road South	489.00	489.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	252.00	252.00
17:15-17:30	1 - A259 Felpham Relief Road	162.00	162.00
	2 - David Purley Memorial	129.00	129.00
	3 - A29 Shripney Road South	375.00	375.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	238.00	238.00
17:30-17:45	1 - A259 Felpham Relief Road	176.00	176.00
	2 - David Purley Memorial	100.00	100.00
	3 - A29 Shripney Road South	429.00	429.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	305.00	305.00
17:45-18:00	1 - A259 Felpham Relief Road	159.00	159.00
	2 - David Purley Memorial	81.00	81.00
	3 - A29 Shripney Road South	326.00	326.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	166.00	166.00

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 - A259 Felpham Relief Road	0.55	6.27	1.2	A	164.75	659.00
2 - David Purley Memorial	1.08	69.14	25.1	F	134.00	536.00
3 - A29 Shripney Road South	0.64	3.25	1.8	A	404.75	1619.00
4 - Saltbox Road	0.34	11.39	0.5	B	41.00	164.00
5 - A29 Shripney Road North	0.93	38.99	16.4	E	240.25	961.00

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 - A259 Felpham Relief Road	162.00	162.00	370.05	326.42	0.496	161.03	217.79	0.0	1.0	5.411	A
2 - David Purley Memorial	226.00	226.00	389.61	209.03	1.081	200.90	141.46	0.0	25.1	69.140	F
3 - A29 Shripney Road South	489.00	489.00	63.85	766.36	0.638	487.23	526.66	0.0	1.8	3.246	A
4 - Saltbox Road	41.00	41.00	522.28	118.98	0.345	40.48	28.81	0.0	0.5	11.393	B
5 - A29 Shripney Road North	252.00	252.00	339.49	316.30	0.797	248.35	223.28	0.0	3.7	12.642	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 - A259 Felpham Relief Road	162.00	162.00	282.46	382.62	0.423	162.23	272.61	1.0	0.7	4.087	A
2 - David Purley Memorial	129.00	129.00	384.34	211.91	0.609	152.48	60.35	25.1	1.6	21.740	C
3 - A29 Shripney Road South	375.00	375.00	93.16	741.80	0.506	375.73	443.65	1.8	1.0	2.483	A
4 - Saltbox Road	41.00	41.00	439.84	164.82	0.249	41.18	29.05	0.5	0.3	7.288	A
5 - A29 Shripney Road North	238.00	238.00	315.89	337.28	0.706	239.18	165.14	3.7	2.5	9.284	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 - A259 Felpham Relief Road	176.00	176.00	382.37	318.51	0.553	175.52	258.93	0.7	1.2	6.272	A
2 - David Purley Memorial	100.00	100.00	385.63	211.21	0.473	100.71	172.27	1.6	0.9	8.196	A
3 - A29 Shripney Road South	429.00	429.00	69.10	761.97	0.563	428.74	417.25	1.0	1.3	2.726	A
4 - Saltbox Road	41.00	41.00	469.16	148.52	0.276	40.96	28.68	0.3	0.4	8.363	A
5 - A29 Shripney Road North	305.00	305.00	350.20	306.78	0.994	291.10	159.92	2.5	16.4	38.987	E

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 - A259 Felpham Relief Road	159.00	159.00	221.35	421.84	0.377	159.61	185.20	1.2	0.6	3.439	A
2 - David Purley Memorial	81.00	81.00	317.19	248.62	0.326	81.43	63.77	0.9	0.5	5.396	A
3 - A29 Shripney Road South	326.00	326.00	29.77	794.91	0.410	326.59	368.84	1.3	0.7	1.929	A
4 - Saltbox Road	41.00	41.00	326.99	227.57	0.180	41.16	29.38	0.4	0.2	4.833	A
5 - A29 Shripney Road North	166.00	166.00	224.84	418.22	0.397	181.71	143.30	16.4	0.7	4.067	A

2031 DS No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	5.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	10.00	189.00	6.00	28.00
	2 - David Purley Memorial	7.00	0.00	47.00	0.00	9.00
	3 - A29 Shripney Road South	109.00	115.00	0.00	21.00	200.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	31.00	7.00	135.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	158.00	6.00	35.00
	2 - David Purley Memorial	7.00	0.00	32.00	0.00	15.00
	3 - A29 Shripney Road South	120.00	76.00	0.00	21.00	190.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	35.00	41.00	180.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	8.00	184.00	6.00	46.00
	2 - David Purley Memorial	7.00	0.00	111.00	0.00	5.00
	3 - A29 Shripney Road South	134.00	0.00	0.00	21.00	157.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	26.00	7.00	148.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	25.00	162.00	6.00	39.00
	2 - David Purley Memorial	7.00	0.00	63.00	0.00	7.00
	3 - A29 Shripney Road South	113.00	115.00	0.00	21.00	167.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	22.00	7.00	151.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0	0
	2 - David Purley Memorial	0	0	1	0	1
	3 - A29 Shripney Road South	2	1	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0	0
	2 - David Purley Memorial	0	0	0	0	1
	3 - A29 Shripney Road South	2	1	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	3	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

08:30 - 08:45

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	2	0	0
2 - David Purley Memorial	0	0	1	0	0
3 - A29 Shripney Road South	2	0	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	1	1	0	0
2 - David Purley Memorial	0	0	1	0	1
3 - A29 Shripney Road South	2	1	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A259 Felpham Relief Road	233.00	233.00
	2 - David Purley Memorial	63.00	63.00
	3 - A29 Shripney Road South	445.00	445.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	182.00	182.00
08:15-08:30	1 - A259 Felpham Relief Road	217.00	217.00
	2 - David Purley Memorial	54.00	54.00
	3 - A29 Shripney Road South	407.00	407.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	265.00	265.00
08:30-08:45	1 - A259 Felpham Relief Road	244.00	244.00
	2 - David Purley Memorial	123.00	123.00
	3 - A29 Shripney Road South	312.00	312.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	190.00	190.00
08:45-09:00	1 - A259 Felpham Relief Road	232.00	232.00
	2 - David Purley Memorial	77.00	77.00
	3 - A29 Shripney Road South	416.00	416.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	189.00	189.00

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 - A259 Felpham Relief Road	0.62	6.36	1.6	A	231.50	926.00
2 - David Purley Memorial	0.61	11.47	1.6	B	79.25	317.00
3 - A29 Shripney Road South	0.58	2.79	1.4	A	395.00	1580.00
4 - Saltbox Road	0.14	6.96	0.2	A	21.00	84.00
5 - A29 Shripney Road North	0.63	5.72	1.7	A	206.50	826.00

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 - A259 Felpham Relief Road	233.00	233.00	276.86	386.22	0.603	231.47	150.44	0.0	1.5	5.891	A
2 - David Purley Memorial	63.00	63.00	376.78	216.05	0.292	62.59	131.55	0.0	0.4	5.922	A
3 - A29 Shripney Road South	445.00	445.00	58.63	770.73	0.577	443.62	380.74	0.0	1.4	2.786	A
4 - Saltbox Road	21.00	21.00	466.40	150.06	0.140	20.84	35.85	0.0	0.2	6.956	A
5 - A29 Shripney Road North	182.00	182.00	246.14	399.29	0.456	181.16	241.10	0.0	0.8	4.153	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 - A259 Felpham Relief Road	217.00	217.00	317.39	360.21	0.602	217.01	165.91	1.5	1.5	6.356	A
2 - David Purley Memorial	54.00	54.00	399.55	203.60	0.265	54.05	134.85	0.4	0.4	6.042	A
3 - A29 Shripney Road South	407.00	407.00	71.88	759.64	0.536	407.20	381.72	1.4	1.2	2.598	A
4 - Saltbox Road	21.00	21.00	443.09	163.02	0.129	21.01	35.99	0.2	0.1	6.340	A
5 - A29 Shripney Road North	265.00	265.00	219.13	423.30	0.626	264.17	244.97	0.8	1.7	5.715	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 - A259 Felpham Relief Road	244.00	244.00	177.12	450.22	0.542	244.30	171.14	1.5	1.2	4.470	A
2 - David Purley Memorial	123.00	123.00	405.88	200.14	0.615	121.80	15.54	0.4	1.6	11.465	B
3 - A29 Shripney Road South	312.00	312.00	73.05	758.66	0.411	312.47	454.63	1.2	0.7	2.058	A
4 - Saltbox Road	21.00	21.00	349.47	215.08	0.098	21.04	36.05	0.1	0.1	4.638	A
5 - A29 Shripney Road North	190.00	190.00	157.25	478.31	0.397	191.00	213.25	1.7	0.7	3.176	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 - A259 Felpham Relief Road	232.00	232.00	293.41	375.60	0.618	231.61	145.99	1.2	1.6	6.303	A
2 - David Purley Memorial	77.00	77.00	378.50	215.11	0.358	77.99	146.52	1.6	0.6	6.693	A
3 - A29 Shripney Road South	416.00	416.00	67.99	762.90	0.545	415.50	388.51	0.7	1.2	2.631	A
4 - Saltbox Road	21.00	21.00	447.52	160.55	0.131	20.96	35.96	0.1	0.1	6.446	A
5 - A29 Shripney Road North	189.00	189.00	250.65	395.28	0.478	188.75	217.84	0.7	0.9	4.400	A

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	22.04	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
D6	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	121.00	5.00	19.00
	2 - David Purley Memorial	0.00	0.00	191.00	0.00	35.00
	3 - A29 Shripney Road South	171.00	131.00	0.00	17.00	176.00
	4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
	5 - A29 Shripney Road North	33.00	0.00	218.00	7.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:15 - 17:30

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	130.00	5.00	11.00
2 - David Purley Memorial	59.00	0.00	63.00	0.00	7.00
3 - A29 Shripney Road South	170.00	49.00	0.00	17.00	143.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	29.00	0.00	207.00	7.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:30 - 17:45

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	136.00	5.00	18.00
2 - David Purley Memorial	30.00	0.00	63.00	0.00	8.00
3 - A29 Shripney Road South	183.00	98.00	0.00	17.00	132.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	33.00	67.00	205.00	7.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:45 - 18:00

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	122.00	5.00	15.00
2 - David Purley Memorial	0.00	0.00	81.00	0.00	0.00
3 - A29 Shripney Road South	138.00	49.00	0.00	17.00	125.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	31.00	0.00	131.00	7.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	1	0	2
3 - A29 Shripney Road South	1	2	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:15 - 17:30

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	1	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:30 - 17:45

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	1	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	1	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	0	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A259 Felpham Relief Road	156.00	156.00
	2 - David Purley Memorial	226.00	226.00
	3 - A29 Shripney Road South	495.00	495.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	258.00	258.00
17:15-17:30	1 - A259 Felpham Relief Road	157.00	157.00
	2 - David Purley Memorial	129.00	129.00
	3 - A29 Shripney Road South	379.00	379.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	243.00	243.00
17:30-17:45	1 - A259 Felpham Relief Road	170.00	170.00
	2 - David Purley Memorial	101.00	101.00
	3 - A29 Shripney Road South	430.00	430.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	312.00	312.00
17:45-18:00	1 - A259 Felpham Relief Road	153.00	153.00
	2 - David Purley Memorial	81.00	81.00
	3 - A29 Shripney Road South	329.00	329.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	169.00	169.00

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 - A259 Felpham Relief Road	0.54	6.18	1.2	A	159.00	636.00
2 - David Purley Memorial	1.08	69.16	25.1	F	134.25	537.00
3 - A29 Shripney Road South	0.64	3.29	1.8	A	408.25	1633.00
4 - Saltbox Road	0.35	11.72	0.5	B	41.00	164.00
5 - A29 Shripney Road North	0.99	39.45	16.5	E	245.50	982.00

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 - A259 Felpham Relief Road	156.00	156.00	376.00	322.60	0.484	155.07	209.81	0.0	0.9	5.344	A
2 - David Purley Memorial	226.00	226.00	389.62	209.03	1.081	200.90	141.45	0.0	25.1	69.159	F
3 - A29 Shripney Road South	495.00	495.00	61.87	768.02	0.645	493.18	528.65	0.0	1.8	3.293	A
4 - Saltbox Road	41.00	41.00	526.25	116.78	0.351	40.47	28.81	0.0	0.5	11.716	B
5 - A29 Shripney Road North	258.00	258.00	331.49	323.41	0.798	254.32	235.22	0.0	3.7	12.438	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 - A259 Felpham Relief Road	157.00	157.00	288.47	378.77	0.415	157.21	264.61	0.9	0.7	4.065	A
2 - David Purley Memorial	129.00	129.00	385.32	211.38	0.610	152.47	60.36	25.1	1.6	21.981	C
3 - A29 Shripney Road South	379.00	379.00	92.15	742.66	0.510	379.76	445.64	1.8	1.1	2.504	A
4 - Saltbox Road	41.00	41.00	442.86	163.15	0.251	41.19	29.05	0.5	0.3	7.390	A
5 - A29 Shripney Road North	243.00	243.00	308.89	343.50	0.707	244.19	175.16	3.7	2.5	9.171	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 - A259 Felpham Relief Road	170.00	170.00	388.24	314.74	0.540	169.56	251.94	0.7	1.2	6.180	A
2 - David Purley Memorial	101.00	101.00	385.53	211.26	0.478	101.71	172.27	1.6	0.9	8.266	A
3 - A29 Shripney Road South	430.00	430.00	68.10	762.80	0.564	429.76	419.13	1.1	1.3	2.726	A
4 - Saltbox Road	41.00	41.00	469.18	148.51	0.276	40.96	28.69	0.3	0.4	8.366	A
5 - A29 Shripney Road North	312.00	312.00	342.21	313.89	0.994	297.97	167.93	2.5	16.5	39.452	E

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 - A259 Felpham Relief Road	153.00	153.00	225.51	419.17	0.365	153.58	178.18	1.2	0.6	3.395	A
2 - David Purley Memorial	81.00	81.00	315.32	249.64	0.324	81.45	63.77	0.9	0.5	5.364	A
3 - A29 Shripney Road South	329.00	329.00	27.77	796.58	0.413	329.59	368.99	1.3	0.7	1.934	A
4 - Saltbox Road	41.00	41.00	327.99	227.02	0.181	41.16	29.37	0.4	0.2	4.845	A
5 - A29 Shripney Road North	169.00	169.00	218.84	423.56	0.399	184.85	150.31	16.5	0.7	4.029	A

2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	5.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	10.00	186.00	6.00	29.00
2 - David Purley Memorial	7.00	0.00	47.00	0.00	9.00
3 - A29 Shripney Road South	108.00	115.00	0.00	21.00	200.00
4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
5 - A29 Shripney Road North	34.00	7.00	137.00	9.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

08:15 - 08:30

Demand (PCU/TS)

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	18.00	156.00	6.00	37.00
2 - David Purley Memorial	7.00	0.00	32.00	0.00	15.00
3 - A29 Shripney Road South	119.00	76.00	0.00	21.00	190.00
4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
5 - A29 Shripney Road North	37.00	41.00	183.00	9.00	0.00

Proportions

From \	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	8.00	181.00	6.00	49.00
2 - David Purley Memorial	7.00	0.00	111.00	0.00	5.00
3 - A29 Shripney Road South	133.00	0.00	0.00	21.00	157.00
4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
5 - A29 Shripney Road North	29.00	7.00	150.00	9.00	0.00

Proportions

From \	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	25.00	160.00	6.00	41.00
2 - David Purley Memorial	7.00	0.00	63.00	0.00	7.00
3 - A29 Shripney Road South	112.00	115.00	0.00	21.00	167.00
4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
5 - A29 Shripney Road North	24.00	7.00	153.00	9.00	0.00

Proportions

From \	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	2	0	0
2 - David Purley Memorial	0	0	1	0	1
3 - A29 Shripney Road South	2	1	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	1	0	1	0	0

Average PCU Per Veh

From \	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	1	2	0	0
2 - David Purley Memorial	0	0	0	0	1
3 - A29 Shripney Road South	3	1	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	1	3	1	0	0

Average PCU Per Veh

From \	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	2	0	0
2 - David Purley Memorial	0	0	1	0	0
3 - A29 Shripney Road South	3	0	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	1	0	1	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	1	2	0	0
2 - David Purley Memorial	0	0	1	0	1
3 - A29 Shripney Road South	3	1	0	0	1
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	1	0	1	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A259 Felpham Relief Road	231.00	231.00
	2 - David Purley Memorial	63.00	63.00
	3 - A29 Shripney Road South	444.00	444.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	187.00	187.00
08:15-08:30	1 - A259 Felpham Relief Road	217.00	217.00
	2 - David Purley Memorial	54.00	54.00
	3 - A29 Shripney Road South	406.00	406.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	270.00	270.00
08:30-08:45	1 - A259 Felpham Relief Road	244.00	244.00
	2 - David Purley Memorial	123.00	123.00
	3 - A29 Shripney Road South	311.00	311.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	195.00	195.00
08:45-09:00	1 - A259 Felpham Relief Road	232.00	232.00
	2 - David Purley Memorial	77.00	77.00
	3 - A29 Shripney Road South	415.00	415.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	193.00	193.00

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 - A259 Felpham Relief Road	0.62	6.50	1.6	A	231.00	924.00
2 - David Purley Memorial	0.62	11.63	1.6	B	79.25	317.00
3 - A29 Shripney Road South	0.58	2.78	1.4	A	394.00	1576.00
4 - Saltbox Road	0.14	6.96	0.2	A	21.00	84.00
5 - A29 Shripney Road North	0.64	5.87	1.8	A	211.25	845.00

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 - A259 Felpham Relief Road	231.00	231.00	278.83	384.95	0.600	229.49	152.43	0.0	1.5	5.864	A
2 - David Purley Memorial	63.00	63.00	376.78	216.05	0.292	62.59	131.55	0.0	0.4	5.922	A
3 - A29 Shripney Road South	444.00	444.00	59.62	769.90	0.577	442.62	379.74	0.0	1.4	2.785	A
4 - Saltbox Road	21.00	21.00	466.40	150.06	0.140	20.84	35.85	0.0	0.2	6.956	A
5 - A29 Shripney Road North	187.00	187.00	245.14	400.18	0.467	186.12	242.09	0.0	0.9	4.242	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 - A259 Felpham Relief Road	217.00	217.00	320.35	358.31	0.606	216.96	166.91	1.5	1.5	6.498	A
2 - David Purley Memorial	54.00	54.00	402.47	202.00	0.267	54.04	134.84	0.4	0.4	6.107	A
3 - A29 Shripney Road South	406.00	406.00	73.86	757.98	0.536	406.19	382.66	1.4	1.2	2.613	A
4 - Saltbox Road	21.00	21.00	444.07	162.47	0.129	21.01	35.98	0.2	0.1	6.364	A
5 - A29 Shripney Road North	270.00	270.00	218.13	424.19	0.637	269.13	246.95	0.9	1.8	5.873	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 - A259 Felpham Relief Road	244.00	244.00	179.16	448.91	0.544	244.32	173.14	1.5	1.2	4.498	A
2 - David Purley Memorial	123.00	123.00	407.93	199.02	0.618	121.79	15.55	0.4	1.6	11.625	B
3 - A29 Shripney Road South	311.00	311.00	76.05	756.14	0.411	311.47	453.66	1.2	0.7	2.077	A
4 - Saltbox Road	21.00	21.00	351.47	213.96	0.098	21.04	36.05	0.1	0.1	4.665	A
5 - A29 Shripney Road North	195.00	195.00	156.25	479.20	0.407	196.05	216.26	1.8	0.7	3.232	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 - A259 Felpham Relief Road	232.00	232.00	295.40	374.32	0.620	231.59	146.99	1.2	1.6	6.416	A
2 - David Purley Memorial	77.00	77.00	380.48	214.03	0.360	78.01	146.52	1.6	0.6	6.751	A
3 - A29 Shripney Road South	415.00	415.00	69.98	761.22	0.545	414.50	388.50	0.7	1.2	2.646	A
4 - Saltbox Road	21.00	21.00	448.52	159.99	0.131	20.96	35.96	0.1	0.1	6.471	A
5 - A29 Shripney Road North	193.00	193.00	249.65	396.17	0.487	192.75	219.83	0.7	1.0	4.475	A

2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	23.81	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
D8	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	119.00	5.00	31.00
	2 - David Purley Memorial	0.00	0.00	191.00	0.00	35.00
	3 - A29 Shripney Road South	167.00	131.00	0.00	17.00	180.00
	4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
	5 - A29 Shripney Road North	36.00	0.00	221.00	7.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:15 - 17:30

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	128.00	5.00	18.00
2 - David Purley Memorial	59.00	0.00	63.00	0.00	7.00
3 - A29 Shripney Road South	166.00	50.00	0.00	17.00	146.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	33.00	0.00	209.00	7.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:30 - 17:45

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	133.00	5.00	29.00
2 - David Purley Memorial	30.00	0.00	63.00	0.00	8.00
3 - A29 Shripney Road South	178.00	99.00	0.00	17.00	135.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	36.00	65.00	207.00	7.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:45 - 18:00

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	120.00	5.00	25.00
2 - David Purley Memorial	0.00	0.00	81.00	0.00	0.00
3 - A29 Shripney Road South	134.00	50.00	0.00	17.00	128.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	35.00	0.00	133.00	7.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	1	0	0
2 - David Purley Memorial	0	0	1	0	2
3 - A29 Shripney Road South	1	2	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:15 - 17:30

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	1	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	1	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	1	0	0
	2 - David Purley Memorial	0	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0	0
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	1	0	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	1	0	0
	2 - David Purley Memorial	0	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0	0
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A259 Felpham Relief Road	166.00	166.00
	2 - David Purley Memorial	226.00	226.00
	3 - A29 Shripney Road South	495.00	495.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	264.00	264.00
17:15-17:30	1 - A259 Felpham Relief Road	162.00	162.00
	2 - David Purley Memorial	129.00	129.00
	3 - A29 Shripney Road South	379.00	379.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	249.00	249.00
17:30-17:45	1 - A259 Felpham Relief Road	178.00	178.00
	2 - David Purley Memorial	101.00	101.00
	3 - A29 Shripney Road South	429.00	429.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	315.00	315.00
17:45-18:00	1 - A259 Felpham Relief Road	161.00	161.00
	2 - David Purley Memorial	81.00	81.00
	3 - A29 Shripney Road South	329.00	329.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	175.00	175.00

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 - A259 Felpham Relief Road	0.57	6.64	1.3	A	166.75	667.00
2 - David Purley Memorial	1.13	82.08	30.4	F	134.25	537.00
3 - A29 Shripney Road South	0.65	3.41	1.9	A	408.00	1632.00
4 - Saltbox Road	0.37	12.72	0.6	B	41.00	164.00
5 - A29 Shripney Road North	0.93	38.05	16.4	E	250.75	1003.00

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 - A259 Felpham Relief Road	166.00	166.00	378.81	320.79	0.517	164.93	208.74	0.0	1.1	5.793	A
2 - David Purley Memorial	226.00	226.00	402.31	202.09	1.118	195.56	141.43	0.0	30.4	82.083	F
3 - A29 Shripney Road South	495.00	495.00	72.95	758.74	0.652	493.12	524.92	0.0	1.9	3.406	A
4 - Saltbox Road	41.00	41.00	537.27	110.65	0.371	40.42	28.80	0.0	0.6	12.717	B
5 - A29 Shripney Road North	264.00	264.00	327.43	327.02	0.807	260.11	250.26	0.0	3.9	12.799	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 - A259 Felpham Relief Road	162.00	162.00	291.55	376.79	0.430	162.30	264.59	1.1	0.8	4.247	A
2 - David Purley Memorial	129.00	129.00	392.47	207.47	0.622	157.70	61.37	30.4	1.7	30.015	C
3 - A29 Shripney Road South	379.00	379.00	99.98	736.10	0.515	379.80	450.20	1.9	1.1	2.551	A
4 - Saltbox Road	41.00	41.00	450.73	158.77	0.258	41.22	29.05	0.6	0.4	7.670	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 - A259 Felpham Relief Road	178.00	178.00	389.60	313.87	0.567	177.47	249.90	0.8	1.3	6.640	A
2 - David Purley Memorial	101.00	101.00	395.64	205.74	0.491	101.75	171.43	1.7	1.0	8.717	A
3 - A29 Shripney Road South	429.00	429.00	79.09	753.60	0.569	428.75	418.31	1.1	1.3	2.795	A
4 - Saltbox Road	41.00	41.00	479.15	142.97	0.287	40.95	28.69	0.4	0.4	8.819	A
5 - A29 Shripney Road North	315.00	315.00	338.23	317.43	0.992	301.27	181.88	2.6	16.4	38.045	E

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 - A259 Felpham Relief Road	161.00	161.00	228.24	417.42	0.386	161.66	178.31	1.3	0.6	3.566	A
2 - David Purley Memorial	81.00	81.00	325.29	244.19	0.332	81.48	64.61	1.0	0.5	5.549	A
3 - A29 Shripney Road South	329.00	329.00	37.83	788.16	0.417	329.60	368.94	1.3	0.7	1.980	A
4 - Saltbox Road	41.00	41.00	338.07	221.41	0.185	41.17	29.37	0.4	0.2	4.999	A
5 - A29 Shripney Road North	175.00	175.00	215.87	426.20	0.411	190.67	163.37	16.4	0.7	4.083	A

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	5.26	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	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	10.00	189.00	6.00	29.00
	2 - David Purley Memorial	7.00	0.00	47.00	0.00	9.00
	3 - A29 Shripney Road South	111.00	117.00	0.00	21.00	196.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	32.00	7.00	136.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:15 - 08:30

Demand (PCU/TS)

	To					
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	158.00	6.00	36.00
	2 - David Purley Memorial	7.00	0.00	32.00	0.00	16.00
	3 - A29 Shripney Road South	122.00	77.00	0.00	21.00	186.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	35.00	41.00	181.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:30 - 08:45

Demand (PCU/TS)

	To					
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	8.00	183.00	6.00	48.00
	2 - David Purley Memorial	7.00	0.00	111.00	0.00	6.00
	3 - A29 Shripney Road South	136.00	0.00	0.00	21.00	154.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	27.00	7.00	149.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:45 - 09:00

Demand (PCU/TS)

	To					
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	25.00	162.00	6.00	40.00
	2 - David Purley Memorial	7.00	0.00	63.00	0.00	8.00
	3 - A29 Shripney Road South	115.00	117.00	0.00	21.00	164.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	23.00	7.00	152.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

	To					
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0	0
	2 - David Purley Memorial	0	0	1	0	1
	3 - A29 Shripney Road South	2	1	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	1	0	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

08:15 - 08:30

Heavy Vehicle Percentages

	To					
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	2	0	0
	2 - David Purley Memorial	0	0	0	0	1
	3 - A29 Shripney Road South	2	1	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	1	3	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0	0
	2 - David Purley Memorial	0	0	1	0	0
	3 - A29 Shripney Road South	2	0	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	1	0	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	2	0	0
	2 - David Purley Memorial	0	0	1	0	1
	3 - A29 Shripney Road South	2	1	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A259 Felpham Relief Road	234.00	234.00
	2 - David Purley Memorial	63.00	63.00
	3 - A29 Shripney Road South	445.00	445.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	184.00	184.00
08:15-08:30	1 - A259 Felpham Relief Road	218.00	218.00
	2 - David Purley Memorial	55.00	55.00
	3 - A29 Shripney Road South	406.00	406.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	266.00	266.00
08:30-08:45	1 - A259 Felpham Relief Road	245.00	245.00
	2 - David Purley Memorial	124.00	124.00
	3 - A29 Shripney Road South	311.00	311.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	192.00	192.00
08:45-09:00	1 - A259 Felpham Relief Road	233.00	233.00
	2 - David Purley Memorial	78.00	78.00
	3 - A29 Shripney Road South	417.00	417.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	191.00	191.00

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 - A259 Felpham Relief Road	0.62	6.52	1.7	A	232.50	930.00
2 - David Purley Memorial	0.62	11.77	1.6	B	80.00	320.00
3 - A29 Shripney Road South	0.58	2.79	1.4	A	394.75	1579.00
4 - Saltbox Road	0.14	6.99	0.2	A	21.00	84.00
5 - A29 Shripney Road North	0.63	5.86	1.7	A	208.25	833.00

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 - A259 Felpham Relief Road	234.00	234.00	279.82	384.31	0.609	232.44	153.43	0.0	1.6	5.999	A
2 - David Purley Memorial	63.00	63.00	378.72	214.98	0.293	62.58	133.54	0.0	0.4	5.964	A
3 - A29 Shripney Road South	445.00	445.00	59.62	769.91	0.578	443.62	381.69	0.0	1.4	2.793	A
4 - Saltbox Road	21.00	21.00	467.38	149.51	0.140	20.84	35.85	0.0	0.2	6.986	A
5 - A29 Shripney Road North	184.00	184.00	250.12	395.75	0.465	183.13	238.10	0.0	0.9	4.270	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 - A259 Felpham Relief Road	218.00	218.00	319.37	358.93	0.607	218.00	167.92	1.6	1.6	6.521	A
2 - David Purley Memorial	55.00	55.00	401.52	202.52	0.272	55.04	135.84	0.4	0.4	6.128	A
3 - A29 Shripney Road South	406.00	406.00	73.86	757.97	0.536	406.20	382.70	1.4	1.2	2.606	A
4 - Saltbox Road	21.00	21.00	444.08	162.47	0.129	21.01	35.99	0.2	0.1	6.362	A
5 - A29 Shripney Road North	266.00	266.00	222.14	420.63	0.632	265.15	242.96	0.9	1.7	5.860	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 - A259 Felpham Relief Road	245.00	245.00	178.15	449.56	0.545	245.33	174.14	1.6	1.2	4.507	A
2 - David Purley Memorial	124.00	124.00	407.93	199.02	0.623	122.76	15.55	0.4	1.6	11.767	B
3 - A29 Shripney Road South	311.00	311.00	76.04	756.15	0.411	311.47	454.65	1.2	0.7	2.064	A
4 - Saltbox Road	21.00	21.00	351.46	213.97	0.098	21.04	36.05	0.1	0.1	4.665	A
5 - A29 Shripney Road North	192.00	192.00	159.25	476.53	0.403	193.03	213.25	1.7	0.7	3.228	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 - A259 Felpham Relief Road	233.00	233.00	296.39	373.69	0.624	232.58	148.99	1.2	1.7	6.491	A
2 - David Purley Memorial	78.00	78.00	380.45	214.04	0.364	79.03	148.51	1.6	0.6	6.800	A
3 - A29 Shripney Road South	417.00	417.00	69.99	761.22	0.548	416.49	389.49	0.7	1.2	2.652	A
4 - Saltbox Road	21.00	21.00	450.52	158.89	0.132	20.96	35.96	0.1	0.2	6.523	A
5 - A29 Shripney Road North	191.00	191.00	254.64	391.73	0.488	190.73	216.84	0.7	1.0	4.522	A

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	23.88	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
D10	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	123.00	5.00	25.00
	2 - David Purley Memorial	0.00	0.00	193.00	0.00	35.00
	3 - A29 Shripney Road South	169.00	133.00	0.00	17.00	182.00
	4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
	5 - A29 Shripney Road North	39.00	0.00	219.00	7.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	132.00	5.00	14.00
2 - David Purley Memorial	60.00	0.00	64.00	0.00	7.00
3 - A29 Shripney Road South	168.00	50.00	0.00	17.00	148.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	35.00	0.00	208.00	7.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	137.00	5.00	23.00
2 - David Purley Memorial	30.00	0.00	64.00	0.00	8.00
3 - A29 Shripney Road South	180.00	100.00	0.00	17.00	136.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	39.00	62.00	205.00	7.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	123.00	5.00	20.00
2 - David Purley Memorial	0.00	0.00	82.00	0.00	0.00
3 - A29 Shripney Road South	136.00	50.00	0.00	17.00	130.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	38.00	0.00	132.00	7.00	0.00

Proportions

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	1	0	2
3 - A29 Shripney Road South	1	2	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	1	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From \ To	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0	0
	2 - David Purley Memorial	0	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0	0
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	1	0	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	0	0	0
	2 - David Purley Memorial	0	0	0	0	0
	3 - A29 Shripney Road South	1	1	0	0	0
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A259 Felpham Relief Road	164.00	164.00
	2 - David Purley Memorial	228.00	228.00
	3 - A29 Shripney Road South	501.00	501.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	265.00	265.00
17:15-17:30	1 - A259 Felpham Relief Road	162.00	162.00
	2 - David Purley Memorial	131.00	131.00
	3 - A29 Shripney Road South	383.00	383.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	250.00	250.00
17:30-17:45	1 - A259 Felpham Relief Road	176.00	176.00
	2 - David Purley Memorial	102.00	102.00
	3 - A29 Shripney Road South	433.00	433.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	313.00	313.00
17:45-18:00	1 - A259 Felpham Relief Road	159.00	159.00
	2 - David Purley Memorial	82.00	82.00
	3 - A29 Shripney Road South	333.00	333.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	177.00	177.00

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 - A259 Felpham Relief Road	0.56	6.36	1.2	A	165.25	661.00
2 - David Purley Memorial	1.13	81.00	30.3	F	135.75	543.00
3 - A29 Shripney Road South	0.66	3.42	1.9	A	412.50	1650.00
4 - Saltbox Road	0.37	12.72	0.6	B	41.00	164.00
5 - A29 Shripney Road North	0.93	39.95	16.7	E	251.25	1005.00

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 - A259 Felpham Relief Road	164.00	164.00	378.61	320.93	0.511	162.97	213.64	0.0	1.0	5.662	A
2 - David Purley Memorial	228.00	228.00	398.15	204.37	1.116	197.73	143.42	0.0	30.3	81.008	F
3 - A29 Shripney Road South	501.00	501.00	67.05	763.68	0.656	499.09	528.82	0.0	1.9	3.417	A
4 - Saltbox Road	41.00	41.00	537.35	110.60	0.371	40.42	28.79	0.0	0.6	12.725	B
5 - A29 Shripney Road North	265.00	265.00	331.41	323.48	0.819	260.84	246.36	0.0	4.2	13.585	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 - A259 Felpham Relief Road	162.00	162.00	290.66	377.36	0.429	162.27	269.60	1.0	0.8	4.191	A
2 - David Purley Memorial	131.00	131.00	391.55	207.97	0.630	159.47	61.38	30.3	1.8	30.808	D
3 - A29 Shripney Road South	383.00	383.00	96.86	738.71	0.518	383.82	454.17	1.9	1.1	2.563	A
4 - Saltbox Road	41.00	41.00	451.62	158.27	0.259	41.22	29.06	0.6	0.4	7.704	A
5 - A29 Shripney Road North	250.00	250.00	308.87	343.52	0.728	251.39	183.97	4.2	2.8	9.917	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 - A259 Felpham Relief Road	176.00	176.00	385.60	316.44	0.556	175.52	254.76	0.8	1.2	6.365	A
2 - David Purley Memorial	102.00	102.00	391.62	207.94	0.491	102.82	169.51	1.8	1.0	8.628	A
3 - A29 Shripney Road South	433.00	433.00	73.15	758.57	0.571	432.76	421.29	1.1	1.3	2.786	A
4 - Saltbox Road	41.00	41.00	477.22	144.04	0.285	40.96	28.69	0.4	0.4	8.727	A
5 - A29 Shripney Road North	313.00	313.00	341.27	314.72	0.995	299.10	176.92	2.8	16.7	39.950	E

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 - A259 Felpham Relief Road	159.00	159.00	227.32	418.00	0.380	159.62	183.49	1.2	0.6	3.490	A
2 - David Purley Memorial	82.00	82.00	322.40	245.77	0.334	82.47	64.53	1.0	0.5	5.529	A
3 - A29 Shripney Road South	333.00	333.00	32.81	792.37	0.420	333.60	372.07	1.3	0.7	1.979	A
4 - Saltbox Road	41.00	41.00	337.03	221.99	0.185	41.17	29.37	0.4	0.2	4.983	A
5 - A29 Shripney Road North	177.00	177.00	217.87	424.43	0.417	192.95	160.33	16.7	0.7	4.166	A

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	7.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	10.00	142.00	6.00	42.00
	2 - David Purley Memorial	6.00	0.00	47.00	0.00	9.00
	3 - A29 Shripney Road South	95.00	117.00	0.00	21.00	241.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	59.00	7.00	190.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	18.00	119.00	6.00	53.00
	2 - David Purley Memorial	6.00	0.00	33.00	0.00	15.00
	3 - A29 Shripney Road South	105.00	77.00	0.00	21.00	229.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	65.00	41.00	253.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	8.00	138.00	6.00	70.00
	2 - David Purley Memorial	6.00	0.00	112.00	0.00	5.00
	3 - A29 Shripney Road South	117.00	0.00	0.00	21.00	189.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	50.00	7.00	208.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	25.00	122.00	6.00	59.00
	2 - David Purley Memorial	6.00	0.00	63.00	0.00	8.00
	3 - A29 Shripney Road South	98.00	117.00	0.00	21.00	202.00
	4 - Saltbox Road	4.00	0.00	12.00	0.00	5.00
	5 - A29 Shripney Road North	42.00	7.00	212.00	9.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0	0
	2 - David Purley Memorial	0	0	1	0	1
	3 - A29 Shripney Road South	2	1	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0	0
	2 - David Purley Memorial	0	0	0	0	1
	3 - A29 Shripney Road South	2	1	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	3	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	0	2	0	0
	2 - David Purley Memorial	0	0	1	0	0
	3 - A29 Shripney Road South	2	0	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0	1	1	0	0
	2 - David Purley Memorial	0	0	1	0	1
	3 - A29 Shripney Road South	2	1	0	0	1
	4 - Saltbox Road	0	0	0	0	0
	5 - A29 Shripney Road North	0	0	1	0	0

Average PCU Per Veh

		1 - Fel R R
From	1 - A259 Felpham Relief Road	1.
	2 - David Purley Memorial	1.
	3 - A29 Shripney Road South	1.
	4 - Saltbox Road	1.
	5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A259 Felpham Relief Road	200.00	200.00
	2 - David Purley Memorial	62.00	62.00
	3 - A29 Shripney Road South	474.00	474.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	265.00	265.00
08:15-08:30	1 - A259 Felpham Relief Road	196.00	196.00
	2 - David Purley Memorial	54.00	54.00
	3 - A29 Shripney Road South	432.00	432.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	368.00	368.00
08:30-08:45	1 - A259 Felpham Relief Road	222.00	222.00
	2 - David Purley Memorial	123.00	123.00
	3 - A29 Shripney Road South	327.00	327.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	274.00	274.00
08:45-09:00	1 - A259 Felpham Relief Road	212.00	212.00
	2 - David Purley Memorial	77.00	77.00
	3 - A29 Shripney Road South	438.00	438.00
	4 - Saltbox Road	21.00	21.00
	5 - A29 Shripney Road North	270.00	270.00

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 - A259 Felpham Relief Road	0.63	7.66	1.7	A	207.50	830.00
2 - David Purley Memorial	0.69	15.57	2.1	C	79.00	316.00
3 - A29 Shripney Road South	0.62	3.16	1.7	A	417.75	1671.00
4 - Saltbox Road	0.17	8.47	0.2	A	21.00	84.00
5 - A29 Shripney Road North	0.84	12.20	5.0	B	294.25	1177.00

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 - A259 Felpham Relief Road	200.00	200.00	333.08	350.14	0.571	198.66	163.19	0.0	1.3	6.006	A
2 - David Purley Memorial	62.00	62.00	398.27	204.30	0.303	61.56	133.47	0.0	0.4	6.366	A
3 - A29 Shripney Road South	474.00	474.00	71.51	759.94	0.624	472.33	388.32	0.0	1.7	3.162	A
4 - Saltbox Road	21.00	21.00	508.02	126.91	0.165	20.80	35.82	0.0	0.2	8.467	A
5 - A29 Shripney Road North	265.00	265.00	233.06	410.92	0.645	263.20	295.76	0.0	1.8	6.082	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 - A259 Felpham Relief Road	196.00	196.00	389.45	313.97	0.624	195.69	179.50	1.3	1.6	7.660	A
2 - David Purley Memorial	54.00	54.00	449.57	176.26	0.306	54.00	135.57	0.4	0.4	7.389	A
3 - A29 Shripney Road South	432.00	432.00	88.70	745.54	0.579	432.26	414.87	1.7	1.4	2.922	A
4 - Saltbox Road	21.00	21.00	485.02	139.70	0.150	21.02	35.93	0.2	0.2	7.586	A
5 - A29 Shripney Road North	368.00	368.00	204.16	436.61	0.843	364.79	301.88	1.8	5.0	12.200	B

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 - A259 Felpham Relief Road	222.00	222.00	239.37	410.27	0.541	222.43	177.66	1.6	1.2	4.886	A
2 - David Purley Memorial	123.00	123.00	445.91	178.26	0.690	121.31	15.88	0.4	2.1	15.574	C
3 - A29 Shripney Road South	327.00	327.00	96.14	739.31	0.442	327.60	471.08	1.4	0.8	2.228	A
4 - Saltbox Road	21.00	21.00	387.63	193.86	0.108	21.06	36.11	0.2	0.1	5.209	A
5 - A29 Shripney Road North	274.00	274.00	139.29	494.28	0.554	277.74	269.39	5.0	1.3	4.270	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 - A259 Felpham Relief Road	212.00	212.00	355.98	335.44	0.632	211.51	149.94	1.2	1.7	7.303	A
2 - David Purley Memorial	77.00	77.00	419.06	192.94	0.399	78.45	148.44	2.1	0.7	8.060	A
3 - A29 Shripney Road South	438.00	438.00	87.94	746.18	0.587	437.38	409.57	0.8	1.4	2.956	A
4 - Saltbox Road	21.00	21.00	489.37	137.28	0.153	20.94	35.95	0.1	0.2	7.732	A
5 - A29 Shripney Road North	270.00	270.00	236.59	407.78	0.662	269.33	273.72	1.3	1.9	6.538	A

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A29 Shripney Road South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A29 Shripney Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
20a	Shripney Road / CP Way Mitigation	Standard Roundabout		1, 2, 3, 4, 5	78.31	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
D12	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 - A259 Felpham Relief Road		DIRECT	✓	100.000
2 - David Purley Memorial		DIRECT	✓	100.000
3 - A29 Shripney Road South		DIRECT	✓	100.000
4 - Saltbox Road		DIRECT	✓	100.000
5 - A29 Shripney Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
From	1 - A259 Felpham Relief Road	0.00	11.00	107.00	5.00	65.00
	2 - David Purley Memorial	0.00	0.00	201.00	0.00	36.00
	3 - A29 Shripney Road South	145.00	133.00	0.00	17.00	256.00
	4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
	5 - A29 Shripney Road North	56.00	0.00	289.00	7.00	0.00

Proportions

		1 - Fel R R
From	1 - A259 Felpham Relief Road	0
	2 - David Purley Memorial	0
	3 - A29 Shripney Road South	0
	4 - Saltbox Road	0
	5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:15 - 17:30

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	115.00	5.00	37.00
2 - David Purley Memorial	48.00	0.00	67.00	0.00	7.00
3 - A29 Shripney Road South	144.00	50.00	0.00	17.00	208.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	51.00	0.00	275.00	7.00	0.00

Proportions

From	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:30 - 17:45

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	119.00	5.00	61.00
2 - David Purley Memorial	24.00	0.00	67.00	0.00	9.00
3 - A29 Shripney Road South	155.00	100.00	0.00	17.00	192.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	56.00	64.00	271.00	7.00	0.00

Proportions

From	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Demand (PCU/TS)

17:45 - 18:00

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0.00	11.00	107.00	5.00	51.00
2 - David Purley Memorial	0.00	0.00	85.00	0.00	0.00
3 - A29 Shripney Road South	117.00	50.00	0.00	17.00	183.00
4 - Saltbox Road	7.00	0.00	24.00	0.00	10.00
5 - A29 Shripney Road North	54.00	0.00	174.00	7.00	0.00

Proportions

From	1 - Fel R R
1 - A259 Felpham Relief Road	0
2 - David Purley Memorial	0
3 - A29 Shripney Road South	0
4 - Saltbox Road	0
5 - A29 Shripney Road North	0

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	1	0	2
3 - A29 Shripney Road South	1	2	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Heavy Vehicle Percentages

17:15 - 17:30

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	1	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

17:30 - 17:45

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	1	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	1	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

17:45 - 18:00

Heavy Vehicle Percentages

From \ To	1 - A259 Felpham Relief Road	2 - David Purley Memorial	3 - A29 Shripney Road South	4 - Saltbox Road	5 - A29 Shripney Road North
1 - A259 Felpham Relief Road	0	0	0	0	0
2 - David Purley Memorial	0	0	0	0	0
3 - A29 Shripney Road South	0	1	0	0	0
4 - Saltbox Road	0	0	0	0	0
5 - A29 Shripney Road North	0	0	0	0	0

Average PCU Per Veh

From	1 - Fel R R
1 - A259 Felpham Relief Road	1.
2 - David Purley Memorial	1.
3 - A29 Shripney Road South	1.
4 - Saltbox Road	1.
5 - A29 Shripney Road North	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A259 Felpham Relief Road	188.00	188.00
	2 - David Purley Memorial	237.00	237.00
	3 - A29 Shripney Road South	551.00	551.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	352.00	352.00
17:15-17:30	1 - A259 Felpham Relief Road	168.00	168.00
	2 - David Purley Memorial	122.00	122.00
	3 - A29 Shripney Road South	419.00	419.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	333.00	333.00
17:30-17:45	1 - A259 Felpham Relief Road	196.00	196.00
	2 - David Purley Memorial	100.00	100.00
	3 - A29 Shripney Road South	464.00	464.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	398.00	398.00
17:45-18:00	1 - A259 Felpham Relief Road	174.00	174.00
	2 - David Purley Memorial	85.00	85.00
	3 - A29 Shripney Road South	367.00	367.00
	4 - Saltbox Road	41.00	41.00
	5 - A29 Shripney Road North	235.00	235.00

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 - A259 Felpham Relief Road	0.66	8.87	1.9	A	181.50	726.00
2 - David Purley Memorial	1.47	328.01	77.4	F	136.00	544.00
3 - A29 Shripney Road South	0.75	4.77	2.9	A	450.25	1801.00
4 - Saltbox Road	0.63	33.77	1.6	D	41.00	164.00
5 - A29 Shripney Road North	1.21	119.53	77.4	F	329.50	1318.00

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 - A259 Felpham Relief Road	188.00	188.00	433.25	285.86	0.658	186.13	203.53	0.0	1.9	8.867	A
2 - David Purley Memorial	237.00	237.00	476.21	161.70	1.466	159.61	143.18	0.0	77.4	225.852	F
3 - A29 Shripney Road South	551.00	551.00	100.12	735.98	0.749	548.05	535.69	0.0	2.9	4.767	A
4 - Saltbox Road	41.00	41.00	619.74	64.79	0.633	39.44	28.43	0.0	1.6	33.771	D
5 - A29 Shripney Road North	352.00	352.00	306.34	345.77	1.018	330.44	352.85	0.0	21.6	93.800	E

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 - A259 Felpham Relief Road	168.00	168.00	369.51	326.76	0.514	168.79	237.23	1.9	1.1	5.727	A
2 - David Purley Memorial	122.00	122.00	476.71	161.43	0.756	159.60	61.59	77.4	33.8	326.011	F
3 - A29 Shripney Road South	419.00	419.00	98.53	737.31	0.568	420.61	537.78	2.9	1.3	2.876	A
4 - Saltbox Road	41.00	41.00	489.80	137.04	0.299	42.12	29.34	1.6	0.4	9.591	A
5 - A29 Shripney Road North	333.00	333.00	259.06	387.80	0.859	347.67	272.86	21.6	6.9	27.180	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 - A259 Felpham Relief Road	196.00	196.00	404.98	304.00	0.645	195.30	247.33	1.1	1.8	8.225	A
2 - David Purley Memorial	100.00	100.00	437.98	182.60	0.548	138.53	162.30	33.8	1.3	45.874	E
3 - A29 Shripney Road South	464.00	464.00	121.98	717.66	0.647	463.51	454.53	1.3	1.8	3.563	A
4 - Saltbox Road	41.00	41.00	557.73	99.27	0.413	40.75	27.76	0.4	0.7	15.310	C
5 - A29 Shripney Road North	398.00	398.00	324.78	329.38	1.208	327.53	273.70	6.9	77.4	119.530	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 - A259 Felpham Relief Road	174.00	174.00	321.07	357.84	0.486	174.81	189.30	1.8	1.0	4.940	A
2 - David Purley Memorial	85.00	85.00	422.14	191.25	0.444	85.46	73.74	1.3	0.8	8.542	A
3 - A29 Shripney Road South	367.00	367.00	65.03	765.37	0.480	367.90	442.57	1.8	0.9	2.275	A
4 - Saltbox Road	41.00	41.00	402.56	185.55	0.221	41.40	30.37	0.7	0.3	6.261	A
5 - A29 Shripney Road North	235.00	235.00	199.19	441.03	0.533	311.19	244.77	77.4	1.2	14.172	B

Appendix Q Shripney Road / Rowan Way

ARUN DISTRICT COUNCIL BNN1/22/OUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 9 - Shripney Road_Rowan Way_RevD.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 9 - Shripney Road_Rowan Way
Report generation date: 26/04/2021 11:36:08

»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			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2019 Base								
A - A29 Shripney Road North	1.6	4.61	0.60	A	2.8	6.71	0.74	A
B - Steyning Way	0.3	4.97	0.22	A	1.8	10.58	0.65	B
C - A29 Shripney Road South	1.3	4.81	0.57	A	2.6	8.64	0.73	A
D - Rowan Way	1.5	6.90	0.59	A	1.9	8.63	0.65	A
2031 DM No Gala								
A - A29 Shripney Road North	3.1	7.43	0.76	A	5.9	12.54	0.86	B
B - Steyning Way	0.4	5.32	0.25	A	2.4	15.02	0.72	C
C - A29 Shripney Road South	2.3	7.42	0.70	A	2.6	9.14	0.73	A
D - Rowan Way	3.9	14.07	0.80	B	6.3	20.74	0.88	C
2031 DM								
A - A29 Shripney Road North	3.3	7.69	0.77	A	6.0	12.71	0.86	B
B - Steyning Way	0.4	5.34	0.25	A	2.5	15.35	0.72	C
C - A29 Shripney Road South	2.3	7.45	0.70	A	2.7	9.27	0.74	A
D - Rowan Way	3.8	13.91	0.80	B	6.7	21.22	0.83	C
2031 DS No Gala								
A - A29 Shripney Road North	3.5	7.94	0.78	A	6.2	13.13	0.87	B
B - Steyning Way	0.4	5.33	0.26	A	2.5	15.70	0.73	C
C - A29 Shripney Road South	2.3	7.52	0.70	A	2.8	9.52	0.75	A
D - Rowan Way	3.7	13.56	0.79	B	6.9	22.14	0.89	C
2031 DS								
A - A29 Shripney Road North	3.5	8.04	0.78	A	6.1	12.98	0.87	B
B - Steyning Way	0.4	5.37	0.26	A	2.6	15.70	0.73	C
C - A29 Shripney Road South	2.4	7.63	0.70	A	2.8	9.56	0.75	A
D - Rowan Way	3.7	13.65	0.79	B	6.6	22.31	0.89	C
2038 DM								
A - A29 Shripney Road North	3.6	8.16	0.78	A	6.6	13.90	0.88	B
B - Steyning Way	0.4	5.34	0.26	A	3.0	17.41	0.76	C
C - A29 Shripney Road South	2.3	7.61	0.70	A	2.8	9.61	0.75	A
D - Rowan Way	3.8	13.94	0.80	B	7.7	25.55	0.91	D
2038 DS								
A - A29 Shripney Road North	4.1	9.07	0.81	A	15.1	28.96	0.96	D
B - Steyning Way	0.4	5.29	0.27	A	4.8	26.06	0.85	D
C - A29 Shripney Road South	2.4	7.76	0.71	A	3.1	10.78	0.77	B
D - Rowan Way	3.3	12.83	0.77	B	7.7	23.35	0.91	C

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

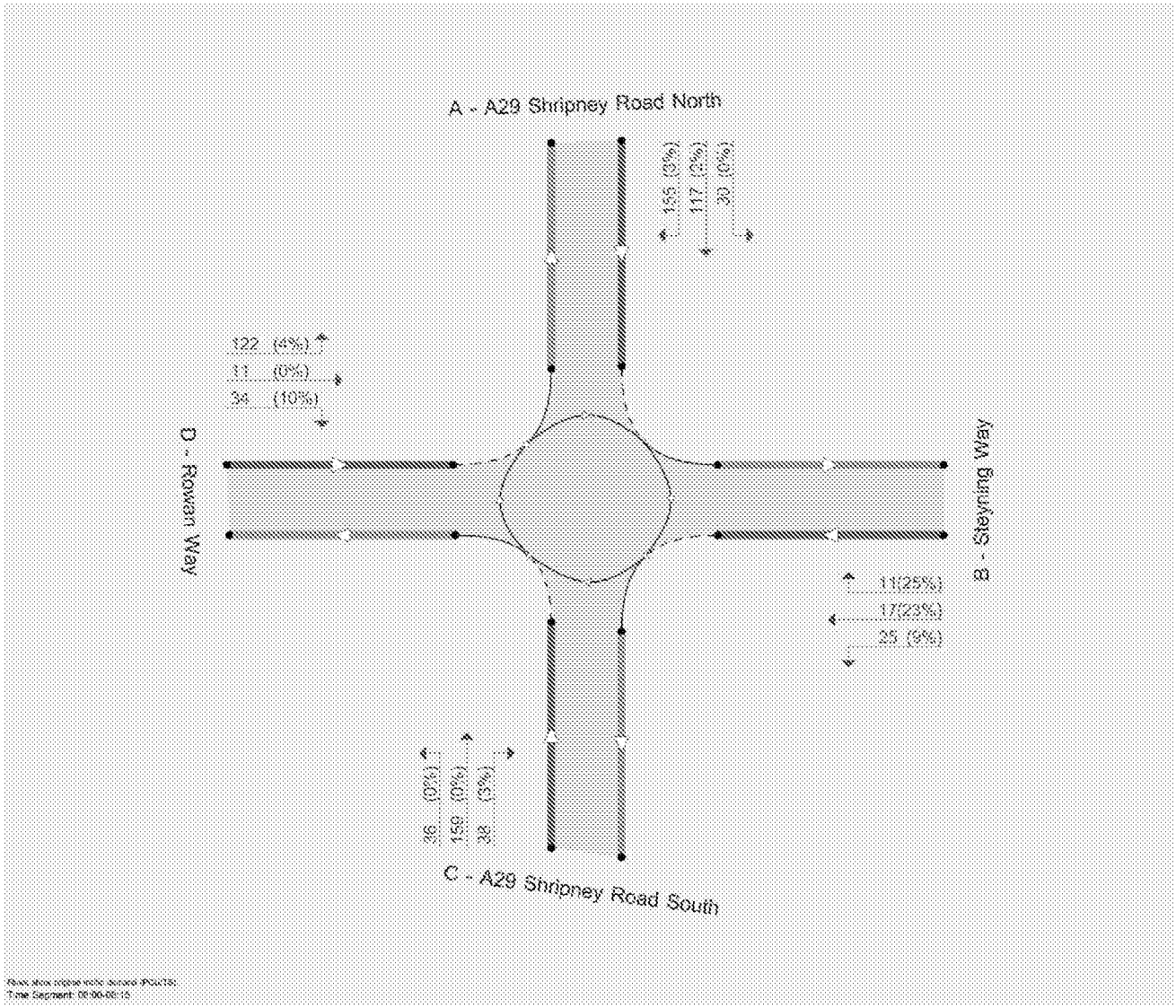
File summary

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	5.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A29 Shripney Road North	
B	Steyning Way	
C	A29 Shripney Road South	
D	Rowan Way	

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
A - A29 Shripney Road North	5.93	8.19	7.2	23.0	72.0	13.5	
B - Steyning Way	3.58	6.60	12.2	54.0	72.0	13.0	
C - A29 Shripney Road South	6.77	7.15	0.5	25.0	72.0	19.0	
D - Rowan Way	3.27	7.70	12.1	44.0	72.0	14.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - A29 Shripney Road North	0.601	568.624
B - Steyning Way	0.524	434.440
C - A29 Shripney Road South	0.583	546.207
D - Rowan Way	0.523	435.293

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
C - A29 Shripney Road South	Percentage		100.00

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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	30.00	117.00	155.00
	B - Steyning Way	11.00	0.00	25.00	17.00
	C - A29 Shripney Road South	159.00	38.00	0.00	36.00
	D - Rowan Way	122.00	11.00	34.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.21	0.
	C - A29 Shripney Road South	0.68	0.
	D - Rowan Way	0.73	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	33.00	135.00	138.00
	B - Steyning Way	16.00	0.00	25.00	12.00
	C - A29 Shripney Road South	158.00	44.00	5.00	42.00
	D - Rowan Way	124.00	11.00	39.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.63	0.
	D - Rowan Way	0.71	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	32.00	133.00	146.00
	B - Steyning Way	18.00	0.00	19.00	5.00
	C - A29 Shripney Road South	142.00	48.00	1.00	57.00
	D - Rowan Way	131.00	10.00	31.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.43	0.
	C - A29 Shripney Road South	0.57	0.
	D - Rowan Way	0.76	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	25.00	122.00	142.00
	B - Steyning Way	21.00	0.00	20.00	17.00
	C - A29 Shripney Road South	130.00	52.00	3.00	68.00
	D - Rowan Way	123.00	16.00	53.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.36	0.
	C - A29 Shripney Road South	0.51	0.
	D - Rowan Way	0.64	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	2	3
	B - Steyning Way	25	0	9	23
	C - A29 Shripney Road South	0	3	0	0
	D - Rowan Way	4	0	10	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.350	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.056	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	3	1	5
	B - Steyning Way	25	0	9	10
	C - A29 Shripney Road South	1	0	0	0
	D - Rowan Way	6	0	6	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.350	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.084	1.0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	3	2	4
	B - Steyning Way	6	0	6	0
	C - A29 Shripney Road South	3	4	0	4
	D - Rowan Way	5	0	3	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.084	1.0
	C - A29 Shripney Road South	1.042	1.0
	D - Rowan Way	1.070	1.0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	3
	B - Steyning Way	18	0	0	6
	C - A29 Shripney Road South	1	0	0	0
	D - Rowan Way	4	0	2	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.252	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.056	1.0

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 Shripney Road North	302.00	302.00
	B - Steyning Way	53.00	53.00
	C - A29 Shripney Road South	233.00	233.00
	D - Rowan Way	167.00	167.00
08:15-08:30	A - A29 Shripney Road North	306.00	306.00
	B - Steyning Way	53.00	53.00
	C - A29 Shripney Road South	249.00	249.00
	D - Rowan Way	174.00	174.00
08:30-08:45	A - A29 Shripney Road North	311.00	311.00
	B - Steyning Way	42.00	42.00
	C - A29 Shripney Road South	248.00	248.00
	D - Rowan Way	172.00	172.00
08:45-09:00	A - A29 Shripney Road North	289.00	289.00
	B - Steyning Way	58.00	58.00
	C - A29 Shripney Road South	253.00	253.00
	D - Rowan Way	192.00	192.00

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)
A - A29 Shripney Road North	0.60	4.61	1.6	A	302.00	1208.00
B - Steyning Way	0.22	4.97	0.3	A	51.50	206.00
C - A29 Shripney Road South	0.57	4.81	1.3	A	245.75	983.00
D - Rowan Way	0.59	6.90	1.5	A	176.25	705.00

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
A - A29 Shripney Road North	302.00	302.00	82.52	519.03	0.582	300.58	290.37	0.0	1.4	4.226	A
B - Steyning Way	53.00	53.00	304.50	274.85	0.193	52.71	78.60	0.0	0.3	4.963	A
C - A29 Shripney Road South	233.00	233.00	182.12	439.95	0.530	231.88	175.09	0.0	1.1	4.331	A
D - Rowan Way	167.00	167.00	206.99	327.07	0.511	165.90	207.00	0.0	1.1	5.925	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
A - A29 Shripney Road North	306.00	306.00	98.87	509.21	0.601	305.87	297.84	1.4	1.6	4.607	A
B - Steyning Way	53.00	53.00	316.81	268.40	0.197	53.00	87.93	0.3	0.3	4.967	A
C - A29 Shripney Road South	249.00	249.00	166.03	449.34	0.554	248.88	203.78	1.1	1.2	4.526	A
D - Rowan Way	174.00	174.00	222.89	318.76	0.546	173.82	192.02	1.1	1.3	6.686	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
A - A29 Shripney Road North	311.00	311.00	90.07	514.49	0.604	310.97	291.05	1.6	1.6	4.608	A
B - Steyning Way	42.00	42.00	311.06	271.41	0.155	42.09	89.98	0.3	0.2	4.217	A
C - A29 Shripney Road South	248.00	248.00	169.00	447.60	0.554	247.95	184.15	1.2	1.3	4.721	A
D - Rowan Way	172.00	172.00	209.04	326.00	0.528	172.08	207.91	1.3	1.2	6.206	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
A - A29 Shripney Road North	289.00	289.00	123.73	494.27	0.585	289.12	274.01	1.6	1.5	4.505	A
B - Steyning Way	58.00	58.00	319.89	266.79	0.217	57.89	92.96	0.2	0.3	4.761	A
C - A29 Shripney Road South	253.00	253.00	179.93	441.23	0.573	252.95	197.85	1.3	1.3	4.813	A
D - Rowan Way	192.00	192.00	205.99	327.59	0.586	191.75	226.90	1.2	1.5	6.898	A

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		B, C, D, A	8.12	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 - A29 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	10.00	148.00	210.00
	B - Steyning Way	49.00	0.00	57.00	44.00
	C - A29 Shripney Road South	129.00	74.00	0.00	67.00
	D - Rowan Way	152.00	13.00	30.00	2.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.33	0.
	C - A29 Shripney Road South	0.48	0.
	D - Rowan Way	0.77	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	7.00	137.00	214.00
	B - Steyning Way	38.00	0.00	32.00	22.00
	C - A29 Shripney Road South	129.00	49.00	2.00	43.00
	D - Rowan Way	132.00	14.00	48.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.41	0.
	C - A29 Shripney Road South	0.58	0.
	D - Rowan Way	0.68	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	12.00	152.00	198.00
	B - Steyning Way	45.00	0.00	36.00	27.00
	C - A29 Shripney Road South	129.00	45.00	3.00	83.00
	D - Rowan Way	136.00	19.00	43.00	3.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.42	0.
	C - A29 Shripney Road South	0.50	0.
	D - Rowan Way	0.68	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	13.00	116.00	155.00
	B - Steyning Way	23.00	0.00	21.00	29.00
	C - A29 Shripney Road South	108.00	50.00	0.00	60.00
	D - Rowan Way	120.00	12.00	50.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.32	0.
	C - A29 Shripney Road South	0.50	0.
	D - Rowan Way	0.66	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	1
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	2
	D - Rowan Way	6	0	0	100

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.084	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	1
	B - Steyning Way	0	0	0	5
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	4	8	9	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.056	1.1

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	2	1
	B - Steyning Way	2	0	0	4
	C - A29 Shripney Road South	1	0	50	1
	D - Rowan Way	2	0	2	100

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.028	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.028	1.0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	1
	B - Steyning Way	0	0	0	4
	C - A29 Shripney Road South	3	0	0	0
	D - Rowan Way	4	0	2	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.042	1.0
	D - Rowan Way	1.056	1.0

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 Shripney Road North	368.00	368.00
	B - Steyning Way	150.00	150.00
	C - A29 Shripney Road South	270.00	270.00
	D - Rowan Way	197.00	197.00
17:15-17:30	A - A29 Shripney Road North	358.00	358.00
	B - Steyning Way	92.00	92.00
	C - A29 Shripney Road South	223.00	223.00
	D - Rowan Way	194.00	194.00
17:30-17:45	A - A29 Shripney Road North	362.00	362.00
	B - Steyning Way	108.00	108.00
	C - A29 Shripney Road South	260.00	260.00
	D - Rowan Way	201.00	201.00
17:45-18:00	A - A29 Shripney Road North	284.00	284.00
	B - Steyning Way	73.00	73.00
	C - A29 Shripney Road South	218.00	218.00
	D - Rowan Way	182.00	182.00

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)
A - A29 Shripney Road North	0.74	6.71	2.8	A	343.00	1372.00
B - Steyning Way	0.65	10.58	1.8	B	105.75	423.00
C - A29 Shripney Road South	0.73	8.64	2.6	A	242.75	971.00
D - Rowan Way	0.65	8.63	1.9	A	193.50	774.00

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
A - A29 Shripney Road North	368.00	368.00	117.85	497.80	0.739	365.22	326.70	0.0	2.8	6.709	A
B - Steyning Way	150.00	150.00	386.99	231.62	0.648	148.22	96.08	0.0	1.8	10.580	B
C - A29 Shripney Road South	270.00	270.00	302.29	369.84	0.730	267.37	232.92	0.0	2.6	8.636	A
D - Rowan Way	197.00	197.00	249.44	304.87	0.646	195.10	320.22	0.0	1.9	8.633	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
A - A29 Shripney Road North	358.00	358.00	113.30	500.53	0.715	358.19	300.06	2.8	2.6	6.387	A
B - Steyning Way	92.00	92.00	401.05	224.25	0.410	93.06	70.44	1.8	0.7	7.026	A
C - A29 Shripney Road South	223.00	223.00	274.70	385.94	0.578	224.24	219.42	2.6	1.4	5.608	A
D - Rowan Way	194.00	194.00	219.14	320.72	0.605	194.22	279.79	1.9	1.7	7.674	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
A - A29 Shripney Road North	362.00	362.00	112.92	500.76	0.723	361.95	309.68	2.6	2.6	6.606	A
B - Steyning Way	108.00	108.00	399.00	225.32	0.479	107.79	75.87	0.7	0.9	7.835	A
C - A29 Shripney Road South	260.00	260.00	272.93	386.97	0.672	259.35	233.86	1.4	2.0	7.130	A
D - Rowan Way	201.00	201.00	221.64	319.41	0.629	200.95	310.64	1.7	1.7	7.849	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
A - A29 Shripney Road North	284.00	284.00	112.27	501.15	0.567	285.29	252.10	2.6	1.3	4.251	A
B - Steyning Way	73.00	73.00	322.35	265.50	0.275	73.54	75.21	0.9	0.4	4.802	A
C - A29 Shripney Road South	218.00	218.00	208.07	424.81	0.513	218.95	187.81	2.0	1.1	4.482	A
D - Rowan Way	182.00	182.00	181.86	340.21	0.535	182.51	245.16	1.7	1.2	5.980	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	untitled	Standard Roundabout		B, C, D, A	8.98	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
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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	28.00	138.00	215.00
	B - Steyning Way	13.00	0.00	15.00	24.00
	C - A29 Shripney Road South	190.00	34.00	0.00	43.00
	D - Rowan Way	167.00	34.00	24.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.71	0.
	D - Rowan Way	0.74	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	31.00	158.00	193.00
	B - Steyning Way	18.00	0.00	15.00	17.00
	C - A29 Shripney Road South	188.00	39.00	0.00	49.00
	D - Rowan Way	171.00	34.00	28.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.36	0.
	C - A29 Shripney Road South	0.68	0.
	D - Rowan Way	0.73	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	30.00	156.00	203.00
	B - Steyning Way	21.00	0.00	12.00	7.00
	C - A29 Shripney Road South	169.00	42.00	0.00	67.00
	D - Rowan Way	179.00	31.00	22.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.53	0.
	C - A29 Shripney Road South	0.61	0.
	D - Rowan Way	0.77	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	23.00	143.00	197.00
	B - Steyning Way	24.00	0.00	12.00	24.00
	C - A29 Shripney Road South	155.00	46.00	0.00	80.00
	D - Rowan Way	168.00	49.00	38.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.40	0.
	C - A29 Shripney Road South	0.55	0.
	D - Rowan Way	0.66	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	1	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	381.00	381.00
	B - Steyning Way	52.00	52.00
	C - A29 Shripney Road South	267.00	267.00
	D - Rowan Way	225.00	225.00
08:15-08:30	A - A29 Shripney Road North	382.00	382.00
	B - Steyning Way	50.00	50.00
	C - A29 Shripney Road South	276.00	276.00
	D - Rowan Way	233.00	233.00
08:30-08:45	A - A29 Shripney Road North	389.00	389.00
	B - Steyning Way	40.00	40.00
	C - A29 Shripney Road South	278.00	278.00
	D - Rowan Way	232.00	232.00
08:45-09:00	A - A29 Shripney Road North	363.00	363.00
	B - Steyning Way	60.00	60.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	255.00	255.00

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)
A - A29 Shripney Road North	0.76	7.43	3.1	A	378.75	1515.00
B - Steyning Way	0.25	5.32	0.4	A	50.50	202.00
C - A29 Shripney Road South	0.70	7.42	2.3	A	275.50	1102.00
D - Rowan Way	0.80	14.07	3.9	B	236.25	945.00

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
A - A29 Shripney Road North	381.00	381.00	91.10	513.87	0.741	378.17	366.66	0.0	2.8	6.596	A
B - Steyning Way	52.00	52.00	374.11	238.37	0.218	51.71	95.16	0.0	0.3	4.967	A
C - A29 Shripney Road South	267.00	267.00	250.20	400.23	0.667	265.02	175.63	0.0	2.0	6.641	A
D - Rowan Way	225.00	225.00	235.26	312.28	0.721	222.49	279.95	0.0	2.5	9.892	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
A - A29 Shripney Road North	382.00	382.00	100.81	508.04	0.752	381.82	376.64	2.8	3.0	7.214	A
B - Steyning Way	50.00	50.00	378.76	235.93	0.212	50.01	103.87	0.3	0.3	5.002	A
C - A29 Shripney Road South	276.00	276.00	228.09	413.13	0.668	275.97	200.68	2.0	2.0	6.635	A
D - Rowan Way	233.00	233.00	244.98	307.21	0.758	232.47	259.08	2.5	3.0	12.082	B

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
A - A29 Shripney Road North	389.00	389.00	95.11	511.47	0.761	388.86	369.05	3.0	3.1	7.427	A
B - Steyning Way	40.00	40.00	380.94	234.79	0.170	40.06	103.02	0.3	0.2	4.819	A
C - A29 Shripney Road South	278.00	278.00	230.92	411.48	0.676	277.93	190.08	2.0	2.1	6.818	A
D - Rowan Way	232.00	232.00	232.07	313.96	0.739	232.10	276.79	3.0	2.9	11.164	B

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
A - A29 Shripney Road North	363.00	363.00	132.30	489.12	0.742	363.16	346.71	3.1	3.0	7.260	A
B - Steyning Way	60.00	60.00	377.81	236.43	0.254	59.86	117.65	0.2	0.4	5.323	A
C - A29 Shripney Road South	281.00	281.00	244.89	403.33	0.697	280.80	192.79	2.1	2.3	7.420	A
D - Rowan Way	255.00	255.00	224.92	317.69	0.803	254.09	300.77	2.9	3.9	14.072	B

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		B, C, D, A	14.15	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
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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	15.00	182.00	248.00
	B - Steyning Way	30.00	0.00	47.00	64.00
	C - A29 Shripney Road South	169.00	29.00	0.00	58.00
	D - Rowan Way	225.00	26.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.21	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.80	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	10.00	169.00	252.00
	B - Steyning Way	24.00	0.00	27.00	32.00
	C - A29 Shripney Road South	170.00	20.00	0.00	38.00
	D - Rowan Way	195.00	28.00	46.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.29	0.
	C - A29 Shripney Road South	0.75	0.
	D - Rowan Way	0.72	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	18.00	187.00	234.00
	B - Steyning Way	28.00	0.00	30.00	39.00
	C - A29 Shripney Road South	169.00	18.00	0.00	72.00
	D - Rowan Way	201.00	39.00	41.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.29	0.
	C - A29 Shripney Road South	0.65	0.
	D - Rowan Way	0.72	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	143.00	183.00
	B - Steyning Way	14.00	0.00	17.00	42.00
	C - A29 Shripney Road South	141.00	20.00	0.00	52.00
	D - Rowan Way	177.00	24.00	49.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.19	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.71	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	1
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	445.00	445.00
	B - Steyning Way	141.00	141.00
	C - A29 Shripney Road South	256.00	256.00
	D - Rowan Way	280.00	280.00
17:15-17:30	A - A29 Shripney Road North	431.00	431.00
	B - Steyning Way	83.00	83.00
	C - A29 Shripney Road South	228.00	228.00
	D - Rowan Way	269.00	269.00
17:30-17:45	A - A29 Shripney Road North	439.00	439.00
	B - Steyning Way	97.00	97.00
	C - A29 Shripney Road South	259.00	259.00
	D - Rowan Way	281.00	281.00
17:45-18:00	A - A29 Shripney Road North	346.00	346.00
	B - Steyning Way	73.00	73.00
	C - A29 Shripney Road South	213.00	213.00
	D - Rowan Way	250.00	250.00

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)
A - A29 Shripney Road North	0.86	12.54	5.9	B	415.25	1661.00
B - Steyning Way	0.72	15.02	2.4	C	98.50	394.00
C - A29 Shripney Road South	0.73	9.14	2.6	A	239.00	956.00
D - Rowan Way	0.88	20.74	6.3	C	270.00	1080.00

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
A - A29 Shripney Road North	445.00	445.00	82.46	519.07	0.857	439.45	416.66	0.0	5.6	10.716	B
B - Steyning Way	141.00	141.00	452.98	197.03	0.716	138.60	68.93	0.0	2.4	15.018	C
C - A29 Shripney Road South	256.00	256.00	337.31	349.41	0.733	253.36	254.27	0.0	2.6	9.137	A
D - Rowan Way	280.00	280.00	225.45	317.42	0.882	273.67	365.22	0.0	6.3	18.745	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
A - A29 Shripney Road North	431.00	431.00	93.90	512.19	0.841	431.10	390.91	5.6	5.4	11.140	B
B - Steyning Way	83.00	83.00	466.77	189.81	0.437	84.61	58.23	2.4	0.8	8.680	A
C - A29 Shripney Road South	228.00	228.00	308.97	365.94	0.623	228.95	242.40	2.6	1.7	6.617	A
D - Rowan Way	269.00	269.00	214.92	322.92	0.833	269.89	323.01	6.3	5.4	17.599	C

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
A - A29 Shripney Road North	439.00	439.00	97.74	509.88	0.861	438.56	397.28	5.4	5.9	12.544	B
B - Steyning Way	97.00	97.00	461.72	192.45	0.504	96.79	74.59	0.8	1.0	9.425	A
C - A29 Shripney Road South	259.00	259.00	300.89	370.65	0.699	258.43	257.61	1.7	2.3	7.975	A
D - Rowan Way	281.00	281.00	214.71	323.03	0.870	280.31	344.60	5.4	6.1	20.743	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
A - A29 Shripney Road North	346.00	346.00	93.98	512.15	0.676	349.75	335.33	5.9	2.1	5.713	A
B - Steyning Way	73.00	73.00	378.97	235.82	0.310	73.55	64.75	1.0	0.5	5.564	A
C - A29 Shripney Road South	213.00	213.00	241.35	405.39	0.525	214.14	211.17	2.3	1.1	4.734	A
D - Rowan Way	250.00	250.00	175.99	343.28	0.728	253.32	279.50	6.1	2.8	10.491	B

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	untitled	Standard Roundabout		B, C, D, A	9.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	29.00	140.00	216.00
	B - Steyning Way	13.00	0.00	15.00	24.00
	C - A29 Shripney Road South	190.00	33.00	0.00	43.00
	D - Rowan Way	169.00	34.00	23.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.71	0.
	D - Rowan Way	0.75	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	31.00	161.00	194.00
	B - Steyning Way	18.00	0.00	15.00	17.00
	C - A29 Shripney Road South	188.00	39.00	0.00	49.00
	D - Rowan Way	173.00	34.00	26.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.36	0.
	C - A29 Shripney Road South	0.68	0.
	D - Rowan Way	0.74	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	31.00	159.00	204.00
	B - Steyning Way	21.00	0.00	12.00	7.00
	C - A29 Shripney Road South	169.00	42.00	0.00	66.00
	D - Rowan Way	182.00	31.00	21.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.53	0.
	C - A29 Shripney Road South	0.61	0.
	D - Rowan Way	0.78	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	24.00	146.00	198.00
	B - Steyning Way	24.00	0.00	12.00	24.00
	C - A29 Shripney Road South	155.00	46.00	0.00	80.00
	D - Rowan Way	170.00	49.00	35.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.40	0.
	C - A29 Shripney Road South	0.55	0.
	D - Rowan Way	0.67	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	1	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	385.00	385.00
	B - Steyning Way	52.00	52.00
	C - A29 Shripney Road South	266.00	266.00
	D - Rowan Way	226.00	226.00
08:15-08:30	A - A29 Shripney Road North	386.00	386.00
	B - Steyning Way	50.00	50.00
	C - A29 Shripney Road South	276.00	276.00
	D - Rowan Way	233.00	233.00
08:30-08:45	A - A29 Shripney Road North	394.00	394.00
	B - Steyning Way	40.00	40.00
	C - A29 Shripney Road South	277.00	277.00
	D - Rowan Way	234.00	234.00
08:45-09:00	A - A29 Shripney Road North	368.00	368.00
	B - Steyning Way	60.00	60.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	254.00	254.00

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)
A - A29 Shripney Road North	0.77	7.69	3.3	A	383.25	1533.00
B - Steyning Way	0.25	5.34	0.4	A	50.50	202.00
C - A29 Shripney Road South	0.70	7.45	2.3	A	275.00	1100.00
D - Rowan Way	0.80	13.91	3.8	B	236.75	947.00

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
A - A29 Shripney Road North	385.00	385.00	89.12	515.07	0.747	382.09	368.63	0.0	2.9	6.725	A
B - Steyning Way	52.00	52.00	376.05	237.35	0.219	51.71	95.16	0.0	0.3	4.994	A
C - A29 Shripney Road South	266.00	266.00	251.16	399.67	0.666	264.03	176.60	0.0	2.0	6.622	A
D - Rowan Way	226.00	226.00	234.28	312.80	0.723	223.47	280.91	0.0	2.5	9.940	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
A - A29 Shripney Road North	386.00	386.00	98.82	509.24	0.758	385.81	378.64	2.9	3.1	7.375	A
B - Steyning Way	50.00	50.00	380.76	234.88	0.213	50.01	103.87	0.3	0.3	5.030	A
C - A29 Shripney Road South	276.00	276.00	229.08	412.55	0.669	275.95	201.68	2.0	2.0	6.660	A
D - Rowan Way	233.00	233.00	244.96	307.21	0.758	232.49	260.07	2.5	3.0	12.090	B

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
A - A29 Shripney Road North	394.00	394.00	94.08	512.08	0.769	393.80	372.01	3.1	3.3	7.695	A
B - Steyning Way	40.00	40.00	383.88	233.25	0.171	40.06	104.01	0.3	0.2	4.858	A
C - A29 Shripney Road South	277.00	277.00	231.90	410.91	0.674	276.95	192.05	2.0	2.1	6.800	A
D - Rowan Way	234.00	234.00	232.07	313.95	0.745	234.02	276.77	3.0	3.0	11.420	B

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
A - A29 Shripney Road North	368.00	368.00	129.35	490.88	0.750	368.19	348.78	3.3	3.1	7.457	A
B - Steyning Way	60.00	60.00	378.88	235.87	0.254	59.86	118.66	0.2	0.4	5.340	A
C - A29 Shripney Road South	281.00	281.00	245.90	402.74	0.698	280.78	192.84	2.1	2.3	7.453	A
D - Rowan Way	254.00	254.00	224.91	317.70	0.800	253.22	301.77	3.0	3.8	13.913	B

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		B, C, D, A	14.40	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 (%)
A - A29 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	15.00	183.00	248.00
	B - Steyning Way	31.00	0.00	47.00	64.00
	C - A29 Shripney Road South	171.00	29.00	0.00	57.00
	D - Rowan Way	225.00	27.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.22	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.80	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	10.00	169.00	252.00
	B - Steyning Way	24.00	0.00	26.00	32.00
	C - A29 Shripney Road South	171.00	20.00	0.00	37.00
	D - Rowan Way	195.00	28.00	46.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.29	0.
	C - A29 Shripney Road South	0.75	0.
	D - Rowan Way	0.72	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	18.00	188.00	234.00
	B - Steyning Way	28.00	0.00	30.00	39.00
	C - A29 Shripney Road South	171.00	18.00	0.00	71.00
	D - Rowan Way	201.00	39.00	41.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.29	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.72	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	143.00	183.00
	B - Steyning Way	15.00	0.00	17.00	42.00
	C - A29 Shripney Road South	143.00	20.00	0.00	51.00
	D - Rowan Way	177.00	25.00	49.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.20	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.71	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	9	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	1
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	446.00	446.00
	B - Steyning Way	142.00	142.00
	C - A29 Shripney Road South	257.00	257.00
	D - Rowan Way	281.00	281.00
17:15-17:30	A - A29 Shripney Road North	431.00	431.00
	B - Steyning Way	82.00	82.00
	C - A29 Shripney Road South	228.00	228.00
	D - Rowan Way	269.00	269.00
17:30-17:45	A - A29 Shripney Road North	440.00	440.00
	B - Steyning Way	97.00	97.00
	C - A29 Shripney Road South	260.00	260.00
	D - Rowan Way	281.00	281.00
17:45-18:00	A - A29 Shripney Road North	346.00	346.00
	B - Steyning Way	74.00	74.00
	C - A29 Shripney Road South	214.00	214.00
	D - Rowan Way	251.00	251.00

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)
A - A29 Shripney Road North	0.86	12.71	6.0	B	415.75	1663.00
B - Steyning Way	0.72	15.35	2.5	C	98.75	395.00
C - A29 Shripney Road South	0.74	9.27	2.7	A	239.75	959.00
D - Rowan Way	0.83	21.22	6.7	C	270.50	1082.00

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
A - A29 Shripney Road North	446.00	446.00	83.37	518.52	0.860	440.34	419.32	0.0	5.7	10.897	B
B - Steyning Way	142.00	142.00	453.84	196.58	0.722	139.53	69.86	0.0	2.5	15.351	C
C - A29 Shripney Road South	257.00	257.00	338.20	348.89	0.737	254.31	255.17	0.0	2.7	9.271	A
D - Rowan Way	281.00	281.00	228.37	315.89	0.890	274.32	364.14	0.0	6.7	19.557	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
A - A29 Shripney Road North	431.00	431.00	93.94	512.17	0.842	431.17	392.12	5.7	5.5	11.168	B
B - Steyning Way	82.00	82.00	466.84	189.77	0.432	83.70	58.28	2.5	0.8	8.615	A
C - A29 Shripney Road South	228.00	228.00	309.06	365.89	0.623	229.00	241.47	2.7	1.7	6.622	A
D - Rowan Way	269.00	269.00	215.99	322.36	0.834	270.07	322.07	6.7	5.6	18.224	C

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
A - A29 Shripney Road North	440.00	440.00	97.75	509.88	0.863	439.52	399.28	5.5	6.0	12.707	B
B - Steyning Way	97.00	97.00	462.69	191.95	0.505	96.77	74.59	0.8	1.0	9.472	A
C - A29 Shripney Road South	260.00	260.00	300.87	370.67	0.701	259.40	258.58	1.7	2.3	8.041	A
D - Rowan Way	281.00	281.00	216.69	322.00	0.873	280.34	343.58	5.6	6.3	21.219	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
A - A29 Shripney Road North	346.00	346.00	94.98	511.54	0.676	349.82	338.37	6.0	2.1	5.738	A
B - Steyning Way	74.00	74.00	379.05	235.78	0.314	74.54	65.75	1.0	0.5	5.599	A
C - A29 Shripney Road South	214.00	214.00	242.38	404.79	0.529	215.15	211.21	2.3	1.1	4.773	A
D - Rowan Way	251.00	251.00	178.99	341.71	0.735	254.35	278.53	6.3	2.9	10.820	B

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	untitled	Standard Roundabout		B, C, D, A	9.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	29.00	146.00	217.00
	B - Steyning Way	13.00	0.00	15.00	24.00
	C - A29 Shripney Road South	192.00	33.00	0.00	42.00
	D - Rowan Way	172.00	35.00	17.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.72	0.
	D - Rowan Way	0.77	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	32.00	168.00	194.00
	B - Steyning Way	19.00	0.00	15.00	17.00
	C - A29 Shripney Road South	190.00	39.00	0.00	48.00
	D - Rowan Way	176.00	35.00	20.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.37	0.
	C - A29 Shripney Road South	0.69	0.
	D - Rowan Way	0.76	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	31.00	165.00	204.00
	B - Steyning Way	21.00	0.00	12.00	7.00
	C - A29 Shripney Road South	171.00	42.00	0.00	65.00
	D - Rowan Way	185.00	32.00	16.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.53	0.
	C - A29 Shripney Road South	0.62	0.
	D - Rowan Way	0.79	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	24.00	152.00	198.00
	B - Steyning Way	24.00	0.00	12.00	25.00
	C - A29 Shripney Road South	157.00	46.00	0.00	78.00
	D - Rowan Way	174.00	50.00	27.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.39	0.
	C - A29 Shripney Road South	0.56	0.
	D - Rowan Way	0.69	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	0	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	2	0	1	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.028	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	392.00	392.00
	B - Steyning Way	52.00	52.00
	C - A29 Shripney Road South	267.00	267.00
	D - Rowan Way	224.00	224.00
08:15-08:30	A - A29 Shripney Road North	394.00	394.00
	B - Steyning Way	51.00	51.00
	C - A29 Shripney Road South	277.00	277.00
	D - Rowan Way	231.00	231.00
08:30-08:45	A - A29 Shripney Road North	400.00	400.00
	B - Steyning Way	40.00	40.00
	C - A29 Shripney Road South	278.00	278.00
	D - Rowan Way	233.00	233.00
08:45-09:00	A - A29 Shripney Road North	374.00	374.00
	B - Steyning Way	61.00	61.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	251.00	251.00

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)
A - A29 Shripney Road North	0.78	7.94	3.5	A	390.00	1560.00
B - Steyning Way	0.26	5.33	0.4	A	51.00	204.00
C - A29 Shripney Road South	0.70	7.52	2.3	A	275.75	1103.00
D - Rowan Way	0.79	13.56	3.7	B	234.75	939.00

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
A - A29 Shripney Road North	392.00	392.00	84.18	518.03	0.757	388.94	373.60	0.0	3.1	6.914	A
B - Steyning Way	52.00	52.00	376.98	236.86	0.220	51.71	96.14	0.0	0.3	5.007	A
C - A29 Shripney Road South	267.00	267.00	252.10	399.12	0.669	265.02	176.59	0.0	2.0	6.630	A
D - Rowan Way	224.00	224.00	236.26	311.76	0.718	221.51	280.86	0.0	2.5	9.849	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
A - A29 Shripney Road North	394.00	394.00	93.82	512.24	0.769	393.77	384.61	3.1	3.3	7.680	A
B - Steyning Way	51.00	51.00	381.74	234.37	0.218	51.00	105.85	0.3	0.3	5.071	A
C - A29 Shripney Road South	277.00	277.00	230.07	411.97	0.672	276.93	202.66	2.0	2.0	6.737	A
D - Rowan Way	231.00	231.00	247.94	305.66	0.756	230.49	259.07	2.5	3.0	12.022	B

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
A - A29 Shripney Road North	400.00	400.00	90.07	514.49	0.777	399.84	377.03	3.3	3.5	7.939	A
B - Steyning Way	40.00	40.00	384.89	232.72	0.172	40.07	105.02	0.3	0.2	4.775	A
C - A29 Shripney Road South	278.00	278.00	231.91	410.90	0.677	277.96	193.05	2.0	2.1	6.852	A
D - Rowan Way	233.00	233.00	234.09	312.90	0.745	233.01	275.78	3.0	3.0	11.423	B

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
A - A29 Shripney Road North	374.00	374.00	122.43	495.04	0.755	374.24	354.81	3.5	3.2	7.575	A
B - Steyning Way	61.00	61.00	376.99	236.86	0.258	60.85	119.68	0.2	0.4	5.334	A
C - A29 Shripney Road South	281.00	281.00	246.92	402.14	0.699	280.78	190.92	2.1	2.3	7.518	A
D - Rowan Way	251.00	251.00	226.91	316.65	0.793	250.33	300.80	3.0	3.7	13.561	B

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		B, C, D, A	14.89	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 (%)
A - A29 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	15.00	187.00	245.00
	B - Steyning Way	32.00	0.00	47.00	64.00
	C - A29 Shripney Road South	174.00	30.00	0.00	57.00
	D - Rowan Way	224.00	27.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.22	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.80	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	10.00	174.00	248.00
	B - Steyning Way	25.00	0.00	26.00	32.00
	C - A29 Shripney Road South	175.00	20.00	0.00	37.00
	D - Rowan Way	194.00	28.00	46.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.75	0.
	D - Rowan Way	0.72	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	18.00	193.00	231.00
	B - Steyning Way	29.00	0.00	30.00	39.00
	C - A29 Shripney Road South	174.00	18.00	0.00	71.00
	D - Rowan Way	200.00	39.00	42.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.71	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	147.00	181.00
	B - Steyning Way	15.00	0.00	17.00	42.00
	C - A29 Shripney Road South	146.00	20.00	0.00	51.00
	D - Rowan Way	176.00	25.00	49.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.20	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.70	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	447.00	447.00
	B - Steyning Way	143.00	143.00
	C - A29 Shripney Road South	261.00	261.00
	D - Rowan Way	280.00	280.00
17:15-17:30	A - A29 Shripney Road North	432.00	432.00
	B - Steyning Way	83.00	83.00
	C - A29 Shripney Road South	232.00	232.00
	D - Rowan Way	268.00	268.00
17:30-17:45	A - A29 Shripney Road North	442.00	442.00
	B - Steyning Way	98.00	98.00
	C - A29 Shripney Road South	263.00	263.00
	D - Rowan Way	281.00	281.00
17:45-18:00	A - A29 Shripney Road North	348.00	348.00
	B - Steyning Way	74.00	74.00
	C - A29 Shripney Road South	217.00	217.00
	D - Rowan Way	250.00	250.00

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)
A - A29 Shripney Road North	0.87	13.13	6.2	B	417.25	1669.00
B - Steyning Way	0.73	15.70	2.5	C	99.50	398.00
C - A29 Shripney Road South	0.75	9.52	2.8	A	243.25	973.00
D - Rowan Way	0.83	22.14	6.9	C	269.75	1079.00

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
A - A29 Shripney Road North	447.00	447.00	84.30	517.96	0.863	441.22	422.06	0.0	5.8	11.079	B
B - Steyning Way	143.00	143.00	454.70	196.13	0.729	140.45	70.82	0.0	2.5	15.699	C
C - A29 Shripney Road South	261.00	261.00	336.12	350.10	0.746	258.19	259.03	0.0	2.8	9.522	A
D - Rowan Way	280.00	280.00	233.23	313.35	0.894	273.12	361.08	0.0	6.9	20.107	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
A - A29 Shripney Road North	432.00	432.00	93.97	512.15	0.844	432.20	396.26	5.8	5.6	11.323	B
B - Steyning Way	83.00	83.00	467.86	189.23	0.439	84.75	58.30	2.5	0.8	8.755	A
C - A29 Shripney Road South	232.00	232.00	306.13	367.60	0.631	233.07	246.49	2.8	1.7	6.741	A
D - Rowan Way	268.00	268.00	221.06	319.71	0.838	269.17	318.13	6.9	5.7	18.576	C

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
A - A29 Shripney Road North	442.00	442.00	98.68	509.32	0.868	441.41	402.17	5.6	6.2	13.128	B
B - Steyning Way	98.00	98.00	465.53	190.45	0.515	97.75	74.56	0.8	1.0	9.721	A
C - A29 Shripney Road South	263.00	263.00	298.80	371.88	0.707	262.40	264.48	1.7	2.3	8.172	A
D - Rowan Way	281.00	281.00	220.68	319.91	0.878	280.17	340.51	5.7	6.5	22.143	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
A - A29 Shripney Road North	348.00	348.00	95.07	511.49	0.680	352.01	340.58	6.2	2.2	5.785	A
B - Steyning Way	74.00	74.00	381.29	234.61	0.315	74.58	65.79	1.0	0.5	5.645	A
C - A29 Shripney Road South	217.00	217.00	240.47	405.91	0.535	218.19	215.40	2.3	1.2	4.823	A
D - Rowan Way	250.00	250.00	182.04	340.11	0.735	253.61	276.61	6.5	2.9	10.957	B

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	untitled	Standard Roundabout		B, C, D, A	9.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	29.00	148.00	214.00
	B - Steyning Way	13.00	0.00	15.00	25.00
	C - A29 Shripney Road South	195.00	33.00	0.00	42.00
	D - Rowan Way	169.00	35.00	19.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.72	0.
	D - Rowan Way	0.76	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	32.00	170.00	191.00
	B - Steyning Way	18.00	0.00	15.00	17.00
	C - A29 Shripney Road South	193.00	39.00	0.00	48.00
	D - Rowan Way	173.00	35.00	21.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.36	0.
	C - A29 Shripney Road South	0.69	0.
	D - Rowan Way	0.76	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	32.00	168.00	201.00
	B - Steyning Way	21.00	0.00	12.00	7.00
	C - A29 Shripney Road South	174.00	42.00	0.00	65.00
	D - Rowan Way	182.00	32.00	17.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.53	0.
	C - A29 Shripney Road South	0.62	0.
	D - Rowan Way	0.79	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	24.00	154.00	196.00
	B - Steyning Way	24.00	0.00	12.00	25.00
	C - A29 Shripney Road South	160.00	46.00	0.00	78.00
	D - Rowan Way	170.00	51.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.39	0.
	C - A29 Shripney Road South	0.56	0.
	D - Rowan Way	0.68	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	1	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	391.00	391.00
	B - Steyning Way	53.00	53.00
	C - A29 Shripney Road South	270.00	270.00
	D - Rowan Way	223.00	223.00
08:15-08:30	A - A29 Shripney Road North	393.00	393.00
	B - Steyning Way	50.00	50.00
	C - A29 Shripney Road South	280.00	280.00
	D - Rowan Way	229.00	229.00
08:30-08:45	A - A29 Shripney Road North	401.00	401.00
	B - Steyning Way	40.00	40.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	231.00	231.00
08:45-09:00	A - A29 Shripney Road North	374.00	374.00
	B - Steyning Way	61.00	61.00
	C - A29 Shripney Road South	284.00	284.00
	D - Rowan Way	250.00	250.00

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)
A - A29 Shripney Road North	0.78	8.04	3.5	A	389.75	1559.00
B - Steyning Way	0.26	5.37	0.4	A	51.00	204.00
C - A29 Shripney Road South	0.70	7.63	2.4	A	278.75	1115.00
D - Rowan Way	0.79	13.65	3.7	B	233.25	933.00

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
A - A29 Shripney Road North	391.00	391.00	86.15	516.85	0.757	387.95	373.56	0.0	3.1	6.924	A
B - Steyning Way	53.00	53.00	377.96	236.35	0.224	52.70	96.13	0.0	0.3	5.046	A
C - A29 Shripney Road South	270.00	270.00	250.12	400.28	0.675	267.95	180.55	0.0	2.0	6.781	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
A - A29 Shripney Road North	393.00	393.00	94.84	511.62	0.768	392.78	383.68	3.1	3.3	7.656	A
B - Steyning Way	50.00	50.00	381.76	234.36	0.213	50.01	105.86	0.3	0.3	5.045	A
C - A29 Shripney Road South	280.00	280.00	226.10	414.29	0.676	279.97	205.68	2.0	2.1	6.773	A
D - Rowan Way	229.00	229.00	249.98	304.59	0.752	228.55	256.09	2.5	2.9	11.893	B

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
A - A29 Shripney Road North	401.00	401.00	91.07	513.89	0.780	400.77	377.01	3.3	3.5	8.040	A
B - Steyning Way	40.00	40.00	385.84	232.22	0.172	40.06	106.00	0.3	0.2	4.884	A
C - A29 Shripney Road South	281.00	281.00	228.88	412.67	0.681	280.95	197.02	2.1	2.1	6.916	A
D - Rowan Way	231.00	231.00	237.07	311.34	0.742	231.00	272.76	2.9	2.9	11.354	B

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
A - A29 Shripney Road North	374.00	374.00	125.39	493.27	0.758	374.24	353.78	3.5	3.3	7.691	A
B - Steyning Way	61.00	61.00	378.96	235.83	0.259	60.86	120.66	0.2	0.4	5.366	A
C - A29 Shripney Road South	284.00	284.00	244.91	403.32	0.704	283.77	194.91	2.1	2.4	7.630	A
D - Rowan Way	250.00	250.00	229.90	315.09	0.793	249.27	298.78	2.9	3.7	13.649	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		B, C, D, A	14.87	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 (%)
A - A29 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	15.00	188.00	244.00
	B - Steyning Way	32.00	0.00	47.00	64.00
	C - A29 Shripney Road South	175.00	30.00	0.00	57.00
	D - Rowan Way	222.00	27.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.22	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.80	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	10.00	174.00	247.00
	B - Steyning Way	25.00	0.00	26.00	32.00
	C - A29 Shripney Road South	176.00	20.00	0.00	37.00
	D - Rowan Way	193.00	29.00	47.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.76	0.
	D - Rowan Way	0.72	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	18.00	193.00	230.00
	B - Steyning Way	30.00	0.00	30.00	39.00
	C - A29 Shripney Road South	175.00	18.00	0.00	71.00
	D - Rowan Way	199.00	39.00	42.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.71	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	147.00	180.00
	B - Steyning Way	15.00	0.00	17.00	42.00
	C - A29 Shripney Road South	146.00	20.00	0.00	52.00
	D - Rowan Way	175.00	25.00	49.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.20	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.70	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	447.00	447.00
	B - Steyning Way	143.00	143.00
	C - A29 Shripney Road South	262.00	262.00
	D - Rowan Way	278.00	278.00
17:15-17:30	A - A29 Shripney Road North	431.00	431.00
	B - Steyning Way	83.00	83.00
	C - A29 Shripney Road South	233.00	233.00
	D - Rowan Way	269.00	269.00
17:30-17:45	A - A29 Shripney Road North	441.00	441.00
	B - Steyning Way	99.00	99.00
	C - A29 Shripney Road South	264.00	264.00
	D - Rowan Way	280.00	280.00
17:45-18:00	A - A29 Shripney Road North	347.00	347.00
	B - Steyning Way	74.00	74.00
	C - A29 Shripney Road South	218.00	218.00
	D - Rowan Way	249.00	249.00

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)
A - A29 Shripney Road North	0.87	12.98	6.1	B	416.50	1666.00
B - Steyning Way	0.73	15.70	2.6	C	99.75	399.00
C - A29 Shripney Road South	0.75	9.56	2.8	A	244.25	977.00
D - Rowan Way	0.83	22.31	6.6	C	269.00	1076.00

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
A - A29 Shripney Road North	447.00	447.00	84.34	517.94	0.863	441.22	421.25	0.0	5.8	11.083	B
B - Steyning Way	143.00	143.00	454.72	196.12	0.729	140.45	70.84	0.0	2.6	15.697	C
C - A29 Shripney Road South	262.00	262.00	335.13	350.68	0.747	259.17	260.04	0.0	2.8	9.561	A
D - Rowan Way	278.00	278.00	234.21	312.83	0.889	271.37	360.09	0.0	6.6	19.619	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
A - A29 Shripney Road North	431.00	431.00	95.85	511.02	0.843	431.20	395.98	5.8	5.6	11.342	B
B - Steyning Way	83.00	83.00	467.80	189.27	0.439	84.76	59.25	2.6	0.8	8.750	A
C - A29 Shripney Road South	233.00	233.00	305.12	368.19	0.633	234.08	247.43	2.8	1.8	6.763	A
D - Rowan Way	269.00	269.00	222.07	319.18	0.843	269.76	317.13	6.6	5.9	18.892	C

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
A - A29 Shripney Road North	441.00	441.00	98.75	509.28	0.866	440.48	403.22	5.6	6.1	12.980	B
B - Steyning Way	99.00	99.00	464.64	190.92	0.519	98.74	74.59	0.8	1.1	9.773	A
C - A29 Shripney Road South	264.00	264.00	298.83	371.86	0.710	263.38	264.55	1.8	2.4	8.246	A
D - Rowan Way	280.00	280.00	222.66	318.88	0.878	279.31	339.55	5.9	6.6	22.307	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
A - A29 Shripney Road North	347.00	347.00	95.10	511.47	0.678	350.95	339.66	6.1	2.2	5.745	A
B - Steyning Way	74.00	74.00	380.24	235.15	0.315	74.60	65.80	1.1	0.5	5.627	A
C - A29 Shripney Road South	218.00	218.00	239.45	406.50	0.536	219.21	215.39	2.4	1.2	4.837	A
D - Rowan Way	249.00	249.00	182.07	340.10	0.732	252.68	276.58	6.6	2.9	10.847	B

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	untitled	Standard Roundabout		B, C, D, A	9.26	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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	30.00	148.00	214.00
	B - Steyning Way	13.00	0.00	15.00	25.00
	C - A29 Shripney Road South	196.00	34.00	0.00	41.00
	D - Rowan Way	169.00	37.00	16.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.72	0.
	D - Rowan Way	0.76	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	33.00	170.00	192.00
	B - Steyning Way	19.00	0.00	15.00	17.00
	C - A29 Shripney Road South	194.00	39.00	0.00	48.00
	D - Rowan Way	173.00	37.00	19.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.37	0.
	C - A29 Shripney Road South	0.69	0.
	D - Rowan Way	0.76	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	33.00	167.00	202.00
	B - Steyning Way	21.00	0.00	12.00	7.00
	C - A29 Shripney Road South	174.00	43.00	0.00	64.00
	D - Rowan Way	182.00	34.00	15.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.53	0.
	C - A29 Shripney Road South	0.62	0.
	D - Rowan Way	0.79	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	25.00	153.00	196.00
	B - Steyning Way	25.00	0.00	12.00	25.00
	C - A29 Shripney Road South	160.00	46.00	0.00	77.00
	D - Rowan Way	171.00	54.00	26.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.40	0.
	C - A29 Shripney Road South	0.57	0.
	D - Rowan Way	0.68	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	392.00	392.00
	B - Steyning Way	53.00	53.00
	C - A29 Shripney Road South	271.00	271.00
	D - Rowan Way	222.00	222.00
08:15-08:30	A - A29 Shripney Road North	395.00	395.00
	B - Steyning Way	51.00	51.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	229.00	229.00
08:30-08:45	A - A29 Shripney Road North	402.00	402.00
	B - Steyning Way	40.00	40.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	231.00	231.00
08:45-09:00	A - A29 Shripney Road North	374.00	374.00
	B - Steyning Way	62.00	62.00
	C - A29 Shripney Road South	283.00	283.00
	D - Rowan Way	251.00	251.00

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)
A - A29 Shripney Road North	0.78	8.16	3.6	A	390.75	1563.00
B - Steyning Way	0.26	5.34	0.4	A	51.50	206.00
C - A29 Shripney Road South	0.70	7.61	2.3	A	279.00	1116.00
D - Rowan Way	0.80	13.94	3.8	B	233.25	933.00

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
A - A29 Shripney Road North	392.00	392.00	86.15	516.85	0.758	388.92	374.54	0.0	3.1	6.974	A
B - Steyning Way	53.00	53.00	374.97	237.92	0.223	52.71	100.09	0.0	0.3	5.003	A
C - A29 Shripney Road South	271.00	271.00	250.11	400.28	0.677	268.93	177.57	0.0	2.1	6.831	A
D - Rowan Way	222.00	222.00	241.17	309.20	0.718	219.52	277.87	0.0	2.5	9.911	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
A - A29 Shripney Road North	395.00	395.00	94.83	511.63	0.772	394.74	385.64	3.1	3.3	7.781	A
B - Steyning Way	51.00	51.00	380.72	234.91	0.217	51.01	108.85	0.3	0.3	5.059	A
C - A29 Shripney Road South	281.00	281.00	228.07	413.14	0.680	280.95	203.66	2.1	2.1	6.896	A
D - Rowan Way	229.00	229.00	251.96	303.55	0.754	228.50	257.05	2.5	3.0	12.041	B

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
A - A29 Shripney Road North	402.00	402.00	92.06	513.29	0.783	401.78	377.04	3.3	3.6	8.156	A
B - Steyning Way	40.00	40.00	383.85	233.26	0.171	40.07	110.00	0.3	0.2	4.878	A
C - A29 Shripney Road South	281.00	281.00	229.89	412.08	0.682	280.98	194.03	2.1	2.1	6.950	A
D - Rowan Way	231.00	231.00	238.10	310.80	0.743	231.01	272.77	3.0	3.0	11.436	B

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
A - A29 Shripney Road North	374.00	374.00	125.38	493.27	0.758	374.29	355.74	3.6	3.3	7.698	A
B - Steyning Way	62.00	62.00	375.02	237.89	0.261	61.85	124.65	0.2	0.4	5.335	A
C - A29 Shripney Road South	283.00	283.00	245.93	402.72	0.703	282.80	190.94	2.1	2.3	7.608	A
D - Rowan Way	251.00	251.00	230.91	314.56	0.798	250.21	297.82	3.0	3.8	13.945	B

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		B, C, D, A	16.34	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
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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	16.00	188.00	247.00
	B - Steyning Way	33.00	0.00	47.00	68.00
	C - A29 Shripney Road South	171.00	29.00	0.00	58.00
	D - Rowan Way	230.00	27.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.22	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.80	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	11.00	174.00	251.00
	B - Steyning Way	26.00	0.00	26.00	34.00
	C - A29 Shripney Road South	172.00	20.00	0.00	37.00
	D - Rowan Way	200.00	29.00	46.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.75	0.
	D - Rowan Way	0.73	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	19.00	194.00	233.00
	B - Steyning Way	31.00	0.00	30.00	41.00
	C - A29 Shripney Road South	172.00	18.00	0.00	72.00
	D - Rowan Way	206.00	40.00	41.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.72	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	147.00	183.00
	B - Steyning Way	16.00	0.00	17.00	45.00
	C - A29 Shripney Road South	143.00	20.00	0.00	52.00
	D - Rowan Way	181.00	25.00	48.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.21	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.71	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	451.00	451.00
	B - Steyning Way	148.00	148.00
	C - A29 Shripney Road South	258.00	258.00
	D - Rowan Way	286.00	286.00
17:15-17:30	A - A29 Shripney Road North	436.00	436.00
	B - Steyning Way	86.00	86.00
	C - A29 Shripney Road South	229.00	229.00
	D - Rowan Way	275.00	275.00
17:30-17:45	A - A29 Shripney Road North	446.00	446.00
	B - Steyning Way	102.00	102.00
	C - A29 Shripney Road South	262.00	262.00
	D - Rowan Way	287.00	287.00
17:45-18:00	A - A29 Shripney Road North	350.00	350.00
	B - Steyning Way	78.00	78.00
	C - A29 Shripney Road South	215.00	215.00
	D - Rowan Way	254.00	254.00

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)
A - A29 Shripney Road North	0.88	13.90	6.6	B	420.75	1683.00
B - Steyning Way	0.76	17.41	3.0	C	103.50	414.00
C - A29 Shripney Road South	0.75	9.61	2.8	A	241.00	964.00
D - Rowan Way	0.91	25.55	7.7	D	275.50	1102.00

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
A - A29 Shripney Road North	451.00	451.00	83.18	518.63	0.870	444.93	425.30	0.0	6.1	11.479	B
B - Steyning Way	148.00	148.00	457.36	194.74	0.760	145.05	70.74	0.0	3.0	17.412	C
C - A29 Shripney Road South	258.00	258.00	342.66	346.28	0.745	255.20	259.75	0.0	2.8	9.608	A
D - Rowan Way	286.00	286.00	230.17	314.95	0.908	278.31	367.69	0.0	7.7	21.656	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
A - A29 Shripney Road North	436.00	436.00	94.85	511.62	0.852	436.13	400.28	6.1	5.9	11.981	B
B - Steyning Way	86.00	86.00	470.72	187.73	0.458	88.09	60.25	3.0	0.9	9.213	A
C - A29 Shripney Road South	229.00	229.00	312.32	363.99	0.629	230.07	246.50	2.8	1.7	6.772	A
D - Rowan Way	275.00	275.00	219.12	320.73	0.857	276.01	323.27	7.7	6.7	21.062	C

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
A - A29 Shripney Road North	446.00	446.00	98.65	509.34	0.876	445.36	408.00	5.9	6.6	13.899	B
B - Steyning Way	102.00	102.00	467.51	189.42	0.539	101.72	76.49	0.9	1.1	10.266	B
C - A29 Shripney Road South	262.00	262.00	304.77	368.39	0.711	261.34	264.45	1.7	2.4	8.351	A
D - Rowan Way	287.00	287.00	220.63	319.94	0.897	286.02	345.48	6.7	7.7	25.555	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
A - A29 Shripney Road North	350.00	350.00	94.33	511.93	0.684	354.38	344.34	6.6	2.2	5.868	A
B - Steyning Way	78.00	78.00	382.74	233.85	0.334	78.64	65.98	1.1	0.5	5.821	A
C - A29 Shripney Road South	215.00	215.00	246.70	402.27	0.534	216.23	214.68	2.4	1.2	4.870	A
D - Rowan Way	254.00	254.00	180.10	341.13	0.745	258.58	282.83	7.7	3.1	11.616	B

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	untitled	Standard Roundabout		B, C, D, A	9.36	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 (%)
A - A29 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	34.00	163.00	214.00
	B - Steyning Way	14.00	0.00	15.00	25.00
	C - A29 Shripney Road South	209.00	33.00	0.00	36.00
	D - Rowan Way	178.00	38.00	2.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.26	0.
	C - A29 Shripney Road South	0.75	0.
	D - Rowan Way	0.82	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	37.00	187.00	191.00
	B - Steyning Way	20.00	0.00	15.00	18.00
	C - A29 Shripney Road South	207.00	39.00	0.00	42.00
	D - Rowan Way	182.00	38.00	2.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.38	0.
	C - A29 Shripney Road South	0.72	0.
	D - Rowan Way	0.82	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	36.00	185.00	201.00
	B - Steyning Way	22.00	0.00	12.00	8.00
	C - A29 Shripney Road South	186.00	42.00	0.00	56.00
	D - Rowan Way	192.00	34.00	2.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.52	0.
	C - A29 Shripney Road South	0.65	0.
	D - Rowan Way	0.84	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	28.00	169.00	196.00
	B - Steyning Way	26.00	0.00	12.00	26.00
	C - A29 Shripney Road South	171.00	46.00	0.00	67.00
	D - Rowan Way	180.00	55.00	3.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.41	0.
	C - A29 Shripney Road South	0.60	0.
	D - Rowan Way	0.76	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	2	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	411.00	411.00
	B - Steyning Way	54.00	54.00
	C - A29 Shripney Road South	278.00	278.00
	D - Rowan Way	218.00	218.00
08:15-08:30	A - A29 Shripney Road North	415.00	415.00
	B - Steyning Way	53.00	53.00
	C - A29 Shripney Road South	288.00	288.00
	D - Rowan Way	222.00	222.00
08:30-08:45	A - A29 Shripney Road North	422.00	422.00
	B - Steyning Way	42.00	42.00
	C - A29 Shripney Road South	284.00	284.00
	D - Rowan Way	228.00	228.00
08:45-09:00	A - A29 Shripney Road North	393.00	393.00
	B - Steyning Way	64.00	64.00
	C - A29 Shripney Road South	284.00	284.00
	D - Rowan Way	238.00	238.00

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)
A - A29 Shripney Road North	0.81	9.07	4.1	A	410.25	1641.00
B - Steyning Way	0.27	5.29	0.4	A	53.25	213.00
C - A29 Shripney Road South	0.71	7.76	2.4	A	283.50	1134.00
D - Rowan Way	0.77	12.83	3.3	B	226.50	906.00

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
A - A29 Shripney Road North	411.00	411.00	72.27	525.19	0.783	407.49	397.18	0.0	3.5	7.545	A
B - Steyning Way	54.00	54.00	375.76	237.51	0.227	53.70	104.00	0.0	0.3	5.043	A
C - A29 Shripney Road South	278.00	278.00	250.95	399.79	0.695	275.75	178.50	0.0	2.3	7.218	A
D - Rowan Way	218.00	218.00	253.96	302.51	0.721	215.49	272.74	0.0	2.5	10.212	B

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
A - A29 Shripney Road North	415.00	415.00	78.89	521.21	0.796	414.68	408.67	3.5	3.8	8.526	A
B - Steyning Way	53.00	53.00	379.73	235.42	0.225	53.00	113.84	0.3	0.3	5.100	A
C - A29 Shripney Road South	288.00	288.00	229.07	412.56	0.698	287.94	203.66	2.3	2.3	7.315	A
D - Rowan Way	222.00	222.00	265.95	296.24	0.749	221.60	251.06	2.5	2.9	12.136	B

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
A - A29 Shripney Road North	422.00	422.00	78.03	521.73	0.809	421.69	400.05	3.8	4.1	9.075	A
B - Steyning Way	42.00	42.00	387.70	231.24	0.182	42.07	112.02	0.3	0.2	4.949	A
C - A29 Shripney Road South	284.00	284.00	230.84	411.52	0.690	284.02	198.93	2.3	2.3	7.174	A
D - Rowan Way	228.00	228.00	250.12	304.52	0.749	227.95	264.73	2.9	3.0	11.894	B

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
A - A29 Shripney Road North	393.00	393.00	103.61	506.35	0.776	393.51	377.02	4.1	3.6	8.134	A
B - Steyning Way	64.00	64.00	368.40	241.36	0.265	63.86	128.72	0.2	0.4	5.292	A
C - A29 Shripney Road South	284.00	284.00	248.02	401.50	0.707	283.88	184.23	2.3	2.4	7.763	A
D - Rowan Way	238.00	238.00	242.97	308.26	0.772	237.67	288.94	3.0	3.3	12.831	B

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		B, C, D, A	23.29	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
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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	16.00	215.00	271.00
	B - Steyning Way	38.00	0.00	46.00	69.00
	C - A29 Shripney Road South	213.00	29.00	0.00	12.00
	D - Rowan Way	225.00	27.00	13.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.84	0.
	D - Rowan Way	0.85	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	11.00	199.00	276.00
	B - Steyning Way	30.00	0.00	26.00	34.00
	C - A29 Shripney Road South	214.00	20.00	0.00	8.00
	D - Rowan Way	195.00	29.00	21.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.33	0.
	C - A29 Shripney Road South	0.88	0.
	D - Rowan Way	0.80	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	222.00	256.00
	B - Steyning Way	35.00	0.00	29.00	42.00
	C - A29 Shripney Road South	213.00	18.00	0.00	15.00
	D - Rowan Way	201.00	40.00	19.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.33	0.
	C - A29 Shripney Road South	0.87	0.
	D - Rowan Way	0.77	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	21.00	169.00	201.00
	B - Steyning Way	18.00	0.00	17.00	45.00
	C - A29 Shripney Road South	178.00	20.00	0.00	11.00
	D - Rowan Way	177.00	25.00	22.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.23	0.
	C - A29 Shripney Road South	0.85	0.
	D - Rowan Way	0.79	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	502.00	502.00
	B - Steyning Way	153.00	153.00
	C - A29 Shripney Road South	254.00	254.00
	D - Rowan Way	265.00	265.00
17:15-17:30	A - A29 Shripney Road North	486.00	486.00
	B - Steyning Way	90.00	90.00
	C - A29 Shripney Road South	242.00	242.00
	D - Rowan Way	245.00	245.00
17:30-17:45	A - A29 Shripney Road North	498.00	498.00
	B - Steyning Way	106.00	106.00
	C - A29 Shripney Road South	246.00	246.00
	D - Rowan Way	260.00	260.00
17:45-18:00	A - A29 Shripney Road North	391.00	391.00
	B - Steyning Way	80.00	80.00
	C - A29 Shripney Road South	209.00	209.00
	D - Rowan Way	224.00	224.00

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)
A - A29 Shripney Road North	0.96	28.96	15.1	D	469.25	1877.00
B - Steyning Way	0.85	26.06	4.8	D	107.25	429.00
C - A29 Shripney Road South	0.77	10.78	3.1	B	237.75	951.00
D - Rowan Way	0.91	23.35	7.7	C	248.50	994.00

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
A - A29 Shripney Road North	502.00	502.00	67.48	528.07	0.951	489.36	465.65	0.0	12.6	19.277	C
B - Steyning Way	153.00	153.00	486.38	179.53	0.852	148.22	70.46	0.0	4.8	26.057	D
C - A29 Shripney Road South	254.00	254.00	367.83	331.60	0.766	250.89	266.77	0.0	3.1	10.779	B
D - Rowan Way	265.00	265.00	275.85	291.07	0.910	257.28	342.87	0.0	7.7	23.313	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
A - A29 Shripney Road North	486.00	486.00	70.25	526.41	0.923	486.08	442.69	12.6	12.6	22.691	C
B - Steyning Way	90.00	90.00	495.89	174.54	0.516	93.69	60.44	4.8	1.1	11.613	B
C - A29 Shripney Road South	242.00	242.00	342.26	346.52	0.698	242.73	247.32	3.1	2.4	8.741	A
D - Rowan Way	245.00	245.00	265.48	296.49	0.826	247.46	319.51	7.7	5.3	19.458	C

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
A - A29 Shripney Road North	498.00	498.00	76.65	522.56	0.953	495.48	448.21	12.6	15.1	28.962	D
B - Steyning Way	106.00	106.00	494.79	175.12	0.605	105.60	77.35	1.1	1.5	12.914	B
C - A29 Shripney Road South	246.00	246.00	332.08	352.46	0.698	246.03	268.31	2.4	2.3	8.472	A
D - Rowan Way	260.00	260.00	265.97	296.23	0.878	258.89	312.14	5.3	6.4	23.348	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
A - A29 Shripney Road North	391.00	391.00	68.00	527.76	0.741	403.13	377.42	15.1	2.9	7.909	A
B - Steyning Way	80.00	80.00	403.92	222.75	0.359	80.92	67.22	1.5	0.6	6.387	A
C - A29 Shripney Road South	209.00	209.00	270.87	388.17	0.538	210.17	213.97	2.3	1.2	5.093	A
D - Rowan Way	224.00	224.00	217.45	321.60	0.697	227.97	263.59	6.4	2.4	10.119	B

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 9a - Appendix Fe RevC.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 9a - Appendix Fe
Report generation date: 07/04/2021 11:34:11

»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
2031 DM No Calla										
A - A29 Shripney Road North	D1	1.8	4.18	0.64	A	D2	2.6	5.47	0.73	A
B - Steyning Way		0.4	6.80	0.30	A		5.5	31.77	0.88	D
C - A29 Shripney Road South		1.3	4.16	0.56	A		1.4	4.77	0.58	A
D - Rowan Way		1.5	5.21	0.59	A		1.9	5.98	0.65	A
2031 DM										
A - A29 Shripney Road North	D3	1.8	4.26	0.65	A	D4	2.6	5.46	0.73	A
B - Steyning Way		0.5	6.83	0.30	A		5.8	33.00	0.89	D
C - A29 Shripney Road South		1.3	4.18	0.56	A		1.4	4.81	0.58	A
D - Rowan Way		1.4	5.19	0.59	A		1.9	6.08	0.66	A
2031 DS No Calla										
A - A29 Shripney Road North	D5	1.9	4.33	0.66	A	D6	2.7	5.55	0.73	A
B - Steyning Way		0.5	6.83	0.31	A		6.1	34.29	0.90	D
C - A29 Shripney Road South		1.3	4.20	0.56	A		1.4	4.88	0.59	A
D - Rowan Way		1.4	5.14	0.59	A		1.9	6.16	0.66	A
2031 DS										
A - A29 Shripney Road North	D7	1.9	4.37	0.66	A	D8	2.7	5.51	0.73	A
B - Steyning Way		0.5	6.87	0.31	A		6.1	34.29	0.90	D
C - A29 Shripney Road South		1.3	4.24	0.57	A		1.4	4.89	0.59	A
D - Rowan Way		1.4	5.16	0.59	A		1.9	6.10	0.66	A
2038 DM										
A - A29 Shripney Road North	D9	1.9	4.40	0.66	A	D10	2.8	5.69	0.74	A
B - Steyning Way		0.5	6.83	0.31	A		7.9	40.78	0.94	E
C - A29 Shripney Road South		1.3	4.23	0.57	A		1.4	4.89	0.59	A
D - Rowan Way		1.4	5.20	0.59	A		2.0	6.32	0.67	A
2038 DS										
A - A29 Shripney Road North	D11	2.2	4.65	0.68	A	D12	4.0	7.40	0.80	A
B - Steyning Way		0.5	6.77	0.32	A		18.5	78.68	1.08	F
C - A29 Shripney Road South		1.3	4.28	0.57	A		1.5	5.16	0.60	A
D - Rowan Way		1.3	5.05	0.57	A		1.9	6.54	0.66	A

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

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

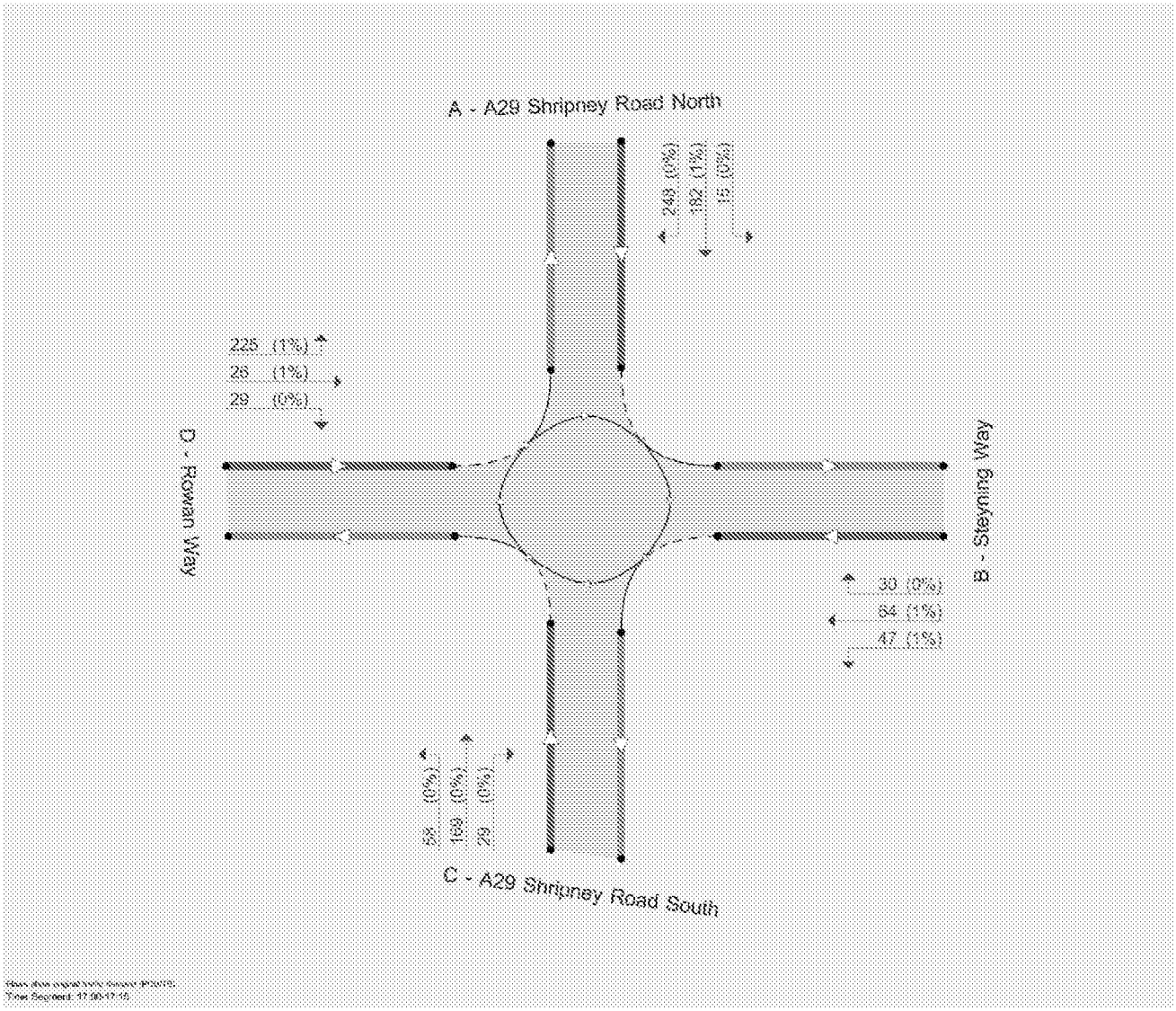
File summary

File Description

Title	
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	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D2	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D3	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓
D4	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓
D5	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D6	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D7	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓
D8	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓
D9	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓
D10	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓
D11	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓
D12	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

2031 DM No Cala, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	4.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A29 Shripney Road North	
B	Steyning Way	
C	A29 Shripney Road South	
D	Rowan Way	

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
A - A29 Shripney Road North	6.68	10.54	21.5	19.9	73.0	40.0	
B - Steyning Way	3.54	6.86	5.9	25.5	73.0	16.0	
C - A29 Shripney Road South	6.78	9.91	19.4	27.5	73.0	41.0	
D - Rowan Way	3.18	10.13	30.3	36.7	73.0	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - A29 Shripney Road North	0.634	667.543
B - Steyning Way	0.479	378.794
C - A29 Shripney Road South	0.628	653.315
D - Rowan Way	0.583	560.392

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
C - A29 Shripney Road South	Percentage		100.00

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	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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	28.00	138.00	215.00
	B - Steyning Way	13.00	0.00	15.00	24.00
	C - A29 Shripney Road South	190.00	34.00	0.00	43.00
	D - Rowan Way	167.00	34.00	24.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.71	0.
	D - Rowan Way	0.74	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	31.00	158.00	193.00
	B - Steyning Way	18.00	0.00	15.00	17.00
	C - A29 Shripney Road South	188.00	39.00	0.00	49.00
	D - Rowan Way	171.00	34.00	28.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.36	0.
	C - A29 Shripney Road South	0.68	0.
	D - Rowan Way	0.73	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	30.00	156.00	203.00
	B - Steyning Way	21.00	0.00	12.00	7.00
	C - A29 Shripney Road South	169.00	42.00	0.00	67.00
	D - Rowan Way	179.00	31.00	22.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.53	0.
	C - A29 Shripney Road South	0.61	0.
	D - Rowan Way	0.77	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	23.00	143.00	197.00
	B - Steyning Way	24.00	0.00	12.00	24.00
	C - A29 Shripney Road South	155.00	46.00	0.00	80.00
	D - Rowan Way	168.00	49.00	38.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.40	0.
	C - A29 Shripney Road South	0.55	0.
	D - Rowan Way	0.66	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	1	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	381.00	381.00
	B - Steyning Way	52.00	52.00
	C - A29 Shripney Road South	267.00	267.00
	D - Rowan Way	225.00	225.00
08:15-08:30	A - A29 Shripney Road North	382.00	382.00
	B - Steyning Way	50.00	50.00
	C - A29 Shripney Road South	276.00	276.00
	D - Rowan Way	233.00	233.00
08:30-08:45	A - A29 Shripney Road North	389.00	389.00
	B - Steyning Way	40.00	40.00
	C - A29 Shripney Road South	278.00	278.00
	D - Rowan Way	232.00	232.00
08:45-09:00	A - A29 Shripney Road North	363.00	363.00
	B - Steyning Way	60.00	60.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	255.00	255.00

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)
A - A29 Shripney Road North	0.64	4.18	1.8	A	378.75	1515.00
B - Steyning Way	0.30	6.80	0.4	A	50.50	202.00
C - A29 Shripney Road South	0.56	4.16	1.3	A	275.50	1102.00
D - Rowan Way	0.59	5.21	1.5	A	236.25	945.00

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
A - A29 Shripney Road North	381.00	381.00	91.56	609.48	0.625	379.33	368.23	0.0	1.7	3.937	A
B - Steyning Way	52.00	52.00	375.33	199.10	0.261	51.64	95.56	0.0	0.4	6.280	A
C - A29 Shripney Road South	267.00	267.00	250.80	495.88	0.538	265.83	176.17	0.0	1.2	3.939	A
D - Rowan Way	225.00	225.00	235.93	422.78	0.532	223.86	280.70	0.0	1.1	4.556	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
A - A29 Shripney Road North	382.00	382.00	100.94	603.54	0.633	381.94	376.91	1.7	1.7	4.117	A
B - Steyning Way	50.00	50.00	378.93	197.38	0.253	50.01	103.95	0.4	0.4	6.308	A
C - A29 Shripney Road South	276.00	276.00	228.08	510.14	0.541	275.98	200.86	1.2	1.2	3.887	A
D - Rowan Way	233.00	233.00	244.97	417.51	0.558	232.88	259.09	1.1	1.3	4.931	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
A - A29 Shripney Road North	389.00	389.00	95.04	607.28	0.641	388.94	369.04	1.7	1.8	4.179	A
B - Steyning Way	40.00	40.00	380.98	196.40	0.204	40.08	103.01	0.4	0.3	6.007	A
C - A29 Shripney Road South	278.00	278.00	231.00	508.31	0.547	277.97	190.06	1.2	1.2	3.957	A
D - Rowan Way	232.00	232.00	232.04	425.05	0.546	232.04	276.93	1.3	1.2	4.724	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
A - A29 Shripney Road North	363.00	363.00	132.75	583.36	0.622	363.10	346.97	1.8	1.7	4.145	A
B - Steyning Way	60.00	60.00	377.97	197.84	0.303	59.82	117.89	0.3	0.4	6.802	A
C - A29 Shripney Road South	281.00	281.00	244.85	499.61	0.562	280.92	192.94	1.2	1.3	4.162	A
D - Rowan Way	255.00	255.00	224.96	429.18	0.594	254.77	300.81	1.2	1.5	5.213	A

2031 DM No Cala, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	7.98	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
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 (%)
A - A29 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	15.00	182.00	248.00
	B - Steyning Way	30.00	0.00	47.00	64.00
	C - A29 Shripney Road South	169.00	29.00	0.00	58.00
	D - Rowan Way	225.00	26.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.21	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.80	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	10.00	169.00	252.00
	B - Steyning Way	24.00	0.00	27.00	32.00
	C - A29 Shripney Road South	170.00	20.00	0.00	38.00
	D - Rowan Way	195.00	28.00	46.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.29	0.
	C - A29 Shripney Road South	0.75	0.
	D - Rowan Way	0.72	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	18.00	187.00	234.00
	B - Steyning Way	28.00	0.00	30.00	39.00
	C - A29 Shripney Road South	169.00	18.00	0.00	72.00
	D - Rowan Way	201.00	39.00	41.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.29	0.
	C - A29 Shripney Road South	0.65	0.
	D - Rowan Way	0.72	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	143.00	183.00
	B - Steyning Way	14.00	0.00	17.00	42.00
	C - A29 Shripney Road South	141.00	20.00	0.00	52.00
	D - Rowan Way	177.00	24.00	49.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.19	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.71	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	1
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	445.00	445.00
	B - Steyning Way	141.00	141.00
	C - A29 Shripney Road South	256.00	256.00
	D - Rowan Way	280.00	280.00
17:15-17:30	A - A29 Shripney Road North	431.00	431.00
	B - Steyning Way	83.00	83.00
	C - A29 Shripney Road South	228.00	228.00
	D - Rowan Way	269.00	269.00
17:30-17:45	A - A29 Shripney Road North	439.00	439.00
	B - Steyning Way	97.00	97.00
	C - A29 Shripney Road South	259.00	259.00
	D - Rowan Way	281.00	281.00
17:45-18:00	A - A29 Shripney Road North	346.00	346.00
	B - Steyning Way	73.00	73.00
	C - A29 Shripney Road South	213.00	213.00
	D - Rowan Way	250.00	250.00

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)
A - A29 Shripney Road North	0.73	5.47	2.6	A	415.25	1661.00
B - Steyning Way	0.88	31.77	5.5	D	98.50	394.00
C - A29 Shripney Road South	0.58	4.77	1.4	A	239.00	956.00
D - Rowan Way	0.65	5.98	1.9	A	270.00	1080.00

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
A - A29 Shripney Road North	445.00	445.00	83.48	614.61	0.724	442.42	420.43	0.0	2.6	5.181	A
B - Steyning Way	141.00	141.00	456.31	160.34	0.879	135.49	69.59	0.0	5.5	31.774	D
C - A29 Shripney Road South	256.00	256.00	336.88	441.84	0.579	254.64	254.91	0.0	1.4	4.774	A
D - Rowan Way	280.00	280.00	225.78	428.71	0.653	278.13	365.75	0.0	1.9	5.981	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
A - A29 Shripney Road North	431.00	431.00	93.98	607.95	0.709	431.11	390.28	2.6	2.5	5.093	A
B - Steyning Way	83.00	83.00	466.99	155.22	0.535	87.33	58.10	5.5	1.2	14.050	B
C - A29 Shripney Road South	228.00	228.00	310.87	458.17	0.498	228.36	243.45	1.4	1.0	3.922	A
D - Rowan Way	269.00	269.00	215.05	434.96	0.618	269.20	324.18	1.9	1.7	5.514	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
A - A29 Shripney Road North	439.00	439.00	97.94	605.44	0.725	438.84	397.73	2.5	2.6	5.469	A
B - Steyning Way	97.00	97.00	461.91	157.65	0.615	96.64	74.87	1.2	1.5	14.715	B
C - A29 Shripney Road South	259.00	259.00	300.78	464.51	0.558	258.75	257.78	1.0	1.2	4.368	A
D - Rowan Way	281.00	281.00	214.83	435.09	0.646	280.85	344.70	1.7	1.8	5.910	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
A - A29 Shripney Road North	346.00	346.00	93.18	608.46	0.569	347.30	333.09	2.6	1.3	3.464	A
B - Steyning Way	73.00	73.00	376.29	198.64	0.367	73.96	64.18	1.5	0.6	7.274	A
C - A29 Shripney Road South	213.00	213.00	240.31	502.46	0.424	213.51	209.94	1.2	0.7	3.121	A
D - Rowan Way	250.00	250.00	175.67	457.93	0.546	250.59	278.15	1.8	1.2	4.413	A

2031 DM, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	4.61	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
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 (%)
A - A29 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	29.00	140.00	216.00
	B - Steyning Way	13.00	0.00	15.00	24.00
	C - A29 Shripney Road South	190.00	33.00	0.00	43.00
	D - Rowan Way	169.00	34.00	23.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.71	0.
	D - Rowan Way	0.75	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	31.00	161.00	194.00
	B - Steyning Way	18.00	0.00	15.00	17.00
	C - A29 Shripney Road South	188.00	39.00	0.00	49.00
	D - Rowan Way	173.00	34.00	26.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.36	0.
	C - A29 Shripney Road South	0.68	0.
	D - Rowan Way	0.74	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	31.00	159.00	204.00
	B - Steyning Way	21.00	0.00	12.00	7.00
	C - A29 Shripney Road South	169.00	42.00	0.00	66.00
	D - Rowan Way	182.00	31.00	21.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.53	0.
	C - A29 Shripney Road South	0.61	0.
	D - Rowan Way	0.78	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	24.00	146.00	198.00
	B - Steyning Way	24.00	0.00	12.00	24.00
	C - A29 Shripney Road South	155.00	46.00	0.00	80.00
	D - Rowan Way	170.00	49.00	35.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.40	0.
	C - A29 Shripney Road South	0.55	0.
	D - Rowan Way	0.67	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	1	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	385.00	385.00
	B - Steyning Way	52.00	52.00
	C - A29 Shripney Road South	266.00	266.00
	D - Rowan Way	226.00	226.00
08:15-08:30	A - A29 Shripney Road North	386.00	386.00
	B - Steyning Way	50.00	50.00
	C - A29 Shripney Road South	276.00	276.00
	D - Rowan Way	233.00	233.00
08:30-08:45	A - A29 Shripney Road North	394.00	394.00
	B - Steyning Way	40.00	40.00
	C - A29 Shripney Road South	277.00	277.00
	D - Rowan Way	234.00	234.00
08:45-09:00	A - A29 Shripney Road North	368.00	368.00
	B - Steyning Way	60.00	60.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	254.00	254.00

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)
A - A29 Shripney Road North	0.65	4.26	1.8	A	383.25	1533.00
B - Steyning Way	0.30	6.83	0.5	A	50.50	202.00
C - A29 Shripney Road South	0.56	4.18	1.3	A	275.00	1100.00
D - Rowan Way	0.59	5.19	1.4	A	236.75	947.00

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
A - A29 Shripney Road North	385.00	385.00	89.57	610.75	0.630	383.29	370.22	0.0	1.7	3.983	A
B - Steyning Way	52.00	52.00	377.30	198.16	0.262	51.64	95.55	0.0	0.4	6.320	A
C - A29 Shripney Road South	266.00	266.00	251.78	495.26	0.537	264.84	177.16	0.0	1.2	3.932	A
D - Rowan Way	226.00	226.00	234.93	423.36	0.534	224.85	281.69	0.0	1.1	4.564	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
A - A29 Shripney Road North	386.00	386.00	98.94	604.80	0.638	385.94	378.90	1.7	1.8	4.168	A
B - Steyning Way	50.00	50.00	380.93	196.43	0.255	50.01	103.95	0.4	0.4	6.351	A
C - A29 Shripney Road South	276.00	276.00	229.08	509.51	0.542	275.98	201.86	1.2	1.2	3.898	A
D - Rowan Way	233.00	233.00	244.96	417.52	0.558	232.88	260.09	1.1	1.3	4.931	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
A - A29 Shripney Road North	394.00	394.00	94.03	607.91	0.648	393.92	372.02	1.8	1.8	4.262	A
B - Steyning Way	40.00	40.00	383.96	194.98	0.205	40.08	104.00	0.4	0.3	6.062	A
C - A29 Shripney Road South	277.00	277.00	231.99	507.68	0.546	276.98	192.05	1.2	1.2	3.950	A
D - Rowan Way	234.00	234.00	232.04	425.05	0.551	234.01	276.93	1.3	1.2	4.771	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
A - A29 Shripney Road North	368.00	368.00	129.77	585.25	0.629	368.11	348.99	1.8	1.7	4.206	A
B - Steyning Way	60.00	60.00	378.99	197.35	0.304	59.82	118.89	0.3	0.5	6.826	A
C - A29 Shripney Road South	281.00	281.00	245.85	498.98	0.563	280.92	192.96	1.2	1.3	4.175	A
D - Rowan Way	254.00	254.00	224.96	429.18	0.592	253.80	301.81	1.2	1.4	5.186	A

2031 DM, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	8.13	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
D4	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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	15.00	183.00	248.00
	B - Steyning Way	31.00	0.00	47.00	64.00
	C - A29 Shripney Road South	171.00	29.00	0.00	57.00
	D - Rowan Way	225.00	27.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.22	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.80	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	10.00	169.00	252.00
	B - Steyning Way	24.00	0.00	26.00	32.00
	C - A29 Shripney Road South	171.00	20.00	0.00	37.00
	D - Rowan Way	195.00	28.00	46.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.29	0.
	C - A29 Shripney Road South	0.75	0.
	D - Rowan Way	0.72	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	18.00	188.00	234.00
	B - Steyning Way	28.00	0.00	30.00	39.00
	C - A29 Shripney Road South	171.00	18.00	0.00	71.00
	D - Rowan Way	201.00	39.00	41.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.29	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.72	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	143.00	183.00
	B - Steyning Way	15.00	0.00	17.00	42.00
	C - A29 Shripney Road South	143.00	20.00	0.00	51.00
	D - Rowan Way	177.00	25.00	49.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.20	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.71	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	9	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	1
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	446.00	446.00
	B - Steyning Way	142.00	142.00
	C - A29 Shripney Road South	257.00	257.00
	D - Rowan Way	281.00	281.00
17:15-17:30	A - A29 Shripney Road North	431.00	431.00
	B - Steyning Way	82.00	82.00
	C - A29 Shripney Road South	228.00	228.00
	D - Rowan Way	269.00	269.00
17:30-17:45	A - A29 Shripney Road North	440.00	440.00
	B - Steyning Way	97.00	97.00
	C - A29 Shripney Road South	260.00	260.00
	D - Rowan Way	281.00	281.00
17:45-18:00	A - A29 Shripney Road North	346.00	346.00
	B - Steyning Way	74.00	74.00
	C - A29 Shripney Road South	214.00	214.00
	D - Rowan Way	251.00	251.00

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)
A - A29 Shripney Road North	0.73	5.46	2.6	A	415.75	1663.00
B - Steyning Way	0.89	33.00	5.8	D	98.75	395.00
C - A29 Shripney Road South	0.58	4.81	1.4	A	239.75	959.00
D - Rowan Way	0.66	6.08	1.9	A	270.50	1082.00

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
A - A29 Shripney Road North	446.00	446.00	84.46	613.98	0.726	443.39	423.29	0.0	2.6	5.229	A
B - Steyning Way	142.00	142.00	457.28	159.87	0.888	136.19	70.57	0.0	5.8	32.996	D
C - A29 Shripney Road South	257.00	257.00	337.66	441.35	0.582	255.62	255.81	0.0	1.4	4.810	A
D - Rowan Way	281.00	281.00	228.66	427.02	0.658	279.09	364.62	0.0	1.9	6.083	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
A - A29 Shripney Road North	431.00	431.00	93.98	607.95	0.709	431.14	391.39	2.6	2.5	5.097	A
B - Steyning Way	82.00	82.00	467.02	155.21	0.528	86.66	58.10	5.8	1.2	13.969	B
C - A29 Shripney Road South	228.00	228.00	311.11	458.02	0.498	228.38	242.57	1.4	1.0	3.925	A
D - Rowan Way	269.00	269.00	216.16	434.31	0.619	269.21	323.32	1.9	1.7	5.632	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
A - A29 Shripney Road North	440.00	440.00	97.95	605.43	0.727	439.84	399.73	2.5	2.6	5.460	A
B - Steyning Way	97.00	97.00	462.92	157.17	0.617	96.60	74.87	1.2	1.6	14.812	B
C - A29 Shripney Road South	260.00	260.00	300.76	464.52	0.560	259.74	258.75	1.0	1.3	4.389	A
D - Rowan Way	281.00	281.00	216.81	433.94	0.648	280.87	343.69	1.7	1.8	5.954	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
A - A29 Shripney Road North	346.00	346.00	94.17	607.83	0.569	347.29	336.08	2.6	1.3	3.498	A
B - Steyning Way	74.00	74.00	376.28	198.65	0.373	74.96	65.18	1.6	0.6	7.329	A
C - A29 Shripney Road South	214.00	214.00	241.30	501.84	0.426	214.51	209.93	1.3	0.7	3.139	A
D - Rowan Way	251.00	251.00	178.67	456.18	0.550	251.58	277.14	1.8	1.3	4.472	A

2031 DS No Cala, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	4.63	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
D5	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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	29.00	146.00	217.00
	B - Steyning Way	13.00	0.00	15.00	24.00
	C - A29 Shripney Road South	192.00	33.00	0.00	42.00
	D - Rowan Way	172.00	35.00	17.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.72	0.
	D - Rowan Way	0.77	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	32.00	168.00	194.00
	B - Steyning Way	19.00	0.00	15.00	17.00
	C - A29 Shripney Road South	190.00	39.00	0.00	48.00
	D - Rowan Way	176.00	35.00	20.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.37	0.
	C - A29 Shripney Road South	0.69	0.
	D - Rowan Way	0.76	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	31.00	165.00	204.00
	B - Steyning Way	21.00	0.00	12.00	7.00
	C - A29 Shripney Road South	171.00	42.00	0.00	65.00
	D - Rowan Way	185.00	32.00	16.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.53	0.
	C - A29 Shripney Road South	0.62	0.
	D - Rowan Way	0.79	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	24.00	152.00	198.00
	B - Steyning Way	24.00	0.00	12.00	25.00
	C - A29 Shripney Road South	157.00	46.00	0.00	78.00
	D - Rowan Way	174.00	50.00	27.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.39	0.
	C - A29 Shripney Road South	0.56	0.
	D - Rowan Way	0.69	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	0	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:30 - 08:45

From \ To	A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
A - A29 Shripney Road North	0	1	1	1
B - Steyning Way	2	0	1	1
C - A29 Shripney Road South	1	2	0	0
D - Rowan Way	1	1	0	0

Average PCU Per Veh

From \ To	A - A29 Shripney Road North	B Stey W
A - A29 Shripney Road North	1.000	1.0
B - Steyning Way	1.028	1.0
C - A29 Shripney Road South	1.014	1.0
D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
A - A29 Shripney Road North	0	1	1	1
B - Steyning Way	5	0	2	2
C - A29 Shripney Road South	1	2	0	1
D - Rowan Way	1	1	0	0

Average PCU Per Veh

From \ To	A - A29 Shripney Road North	B Stey W
A - A29 Shripney Road North	1.000	1.0
B - Steyning Way	1.070	1.0
C - A29 Shripney Road South	1.014	1.0
D - Rowan Way	1.014	1.0

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 Shripney Road North	392.00	392.00
	B - Steyning Way	52.00	52.00
	C - A29 Shripney Road South	267.00	267.00
	D - Rowan Way	224.00	224.00
08:15-08:30	A - A29 Shripney Road North	394.00	394.00
	B - Steyning Way	51.00	51.00
	C - A29 Shripney Road South	277.00	277.00
	D - Rowan Way	231.00	231.00
08:30-08:45	A - A29 Shripney Road North	400.00	400.00
	B - Steyning Way	40.00	40.00
	C - A29 Shripney Road South	278.00	278.00
	D - Rowan Way	233.00	233.00
08:45-09:00	A - A29 Shripney Road North	374.00	374.00
	B - Steyning Way	61.00	61.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	251.00	251.00

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)
A - A29 Shripney Road North	0.66	4.33	1.9	A	390.00	1560.00
B - Steyning Way	0.31	6.83	0.5	A	51.00	204.00
C - A29 Shripney Road South	0.56	4.20	1.3	A	275.75	1103.00
D - Rowan Way	0.59	5.14	1.4	A	234.75	939.00

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
A - A29 Shripney Road North	392.00	392.00	84.59	613.90	0.639	390.23	375.20	0.0	1.8	4.049	A
B - Steyning Way	52.00	52.00	378.28	197.69	0.263	51.64	96.55	0.0	0.4	6.341	A
C - A29 Shripney Road South	267.00	267.00	252.76	494.65	0.540	265.84	177.15	0.0	1.2	3.921	A
D - Rowan Way	224.00	224.00	236.93	422.20	0.531	222.87	281.67	0.0	1.1	4.548	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
A - A29 Shripney Road North	394.00	394.00	93.94	607.97	0.648	393.92	384.88	1.8	1.8	4.261	A
B - Steyning Way	51.00	51.00	381.92	195.95	0.260	51.00	105.94	0.4	0.4	6.418	A
C - A29 Shripney Road South	277.00	277.00	230.07	508.89	0.544	276.96	202.85	1.2	1.2	3.925	A
D - Rowan Way	231.00	231.00	247.94	415.78	0.556	230.88	259.09	1.1	1.3	4.926	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
A - A29 Shripney Road North	400.00	400.00	90.03	610.45	0.655	399.94	377.04	1.8	1.9	4.334	A
B - Steyning Way	40.00	40.00	384.96	194.49	0.206	40.10	105.01	0.4	0.3	5.959	A
C - A29 Shripney Road South	278.00	278.00	232.01	507.67	0.548	277.98	193.05	1.2	1.2	3.968	A
D - Rowan Way	233.00	233.00	234.05	423.88	0.550	233.01	275.93	1.3	1.2	4.776	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
A - A29 Shripney Road North	374.00	374.00	122.79	589.68	0.634	374.13	354.99	1.9	1.8	4.236	A
B - Steyning Way	61.00	61.00	377.03	198.29	0.308	60.81	119.89	0.3	0.5	6.826	A
C - A29 Shripney Road South	281.00	281.00	246.85	498.36	0.564	280.92	190.99	1.2	1.3	4.204	A
D - Rowan Way	251.00	251.00	226.95	428.02	0.586	250.83	300.81	1.2	1.4	5.137	A

2031 DS No Cala, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	8.33	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 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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	15.00	187.00	245.00
	B - Steyning Way	32.00	0.00	47.00	64.00
	C - A29 Shripney Road South	174.00	30.00	0.00	57.00
	D - Rowan Way	224.00	27.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.22	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.80	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	10.00	174.00	248.00
	B - Steyning Way	25.00	0.00	26.00	32.00
	C - A29 Shripney Road South	175.00	20.00	0.00	37.00
	D - Rowan Way	194.00	28.00	46.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.75	0.
	D - Rowan Way	0.72	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	18.00	193.00	231.00
	B - Steyning Way	29.00	0.00	30.00	39.00
	C - A29 Shripney Road South	174.00	18.00	0.00	71.00
	D - Rowan Way	200.00	39.00	42.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.71	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	147.00	181.00
	B - Steyning Way	15.00	0.00	17.00	42.00
	C - A29 Shripney Road South	146.00	20.00	0.00	51.00
	D - Rowan Way	176.00	25.00	49.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.20	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.70	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	447.00	447.00
	B - Steyning Way	143.00	143.00
	C - A29 Shripney Road South	261.00	261.00
	D - Rowan Way	280.00	280.00
17:15-17:30	A - A29 Shripney Road North	432.00	432.00
	B - Steyning Way	83.00	83.00
	C - A29 Shripney Road South	232.00	232.00
	D - Rowan Way	268.00	268.00
17:30-17:45	A - A29 Shripney Road North	442.00	442.00
	B - Steyning Way	98.00	98.00
	C - A29 Shripney Road South	263.00	263.00
	D - Rowan Way	281.00	281.00
17:45-18:00	A - A29 Shripney Road North	348.00	348.00
	B - Steyning Way	74.00	74.00
	C - A29 Shripney Road South	217.00	217.00
	D - Rowan Way	250.00	250.00

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)
A - A29 Shripney Road North	0.73	5.55	2.7	A	417.25	1669.00
B - Steyning Way	0.30	34.29	6.1	D	99.50	398.00
C - A29 Shripney Road South	0.59	4.88	1.4	A	243.25	973.00
D - Rowan Way	0.66	6.16	1.9	A	269.75	1079.00

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
A - A29 Shripney Road North	447.00	447.00	85.45	613.36	0.729	444.36	426.14	0.0	2.6	5.277	A
B - Steyning Way	143.00	143.00	458.24	159.41	0.897	136.86	71.56	0.0	6.1	34.287	D
C - A29 Shripney Road South	261.00	261.00	335.43	442.75	0.590	259.58	259.68	0.0	1.4	4.877	A
D - Rowan Way	280.00	280.00	233.52	424.19	0.660	278.07	361.49	0.0	1.9	6.158	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
A - A29 Shripney Road North	432.00	432.00	93.99	607.94	0.711	432.15	395.50	2.6	2.5	5.127	A
B - Steyning Way	83.00	83.00	468.03	154.72	0.536	87.94	58.11	6.1	1.2	14.415	B
C - A29 Shripney Road South	232.00	232.00	308.32	459.77	0.505	232.39	247.65	1.4	1.0	3.966	A
D - Rowan Way	268.00	268.00	221.26	431.34	0.621	268.24	319.45	1.9	1.7	5.606	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
A - A29 Shripney Road North	442.00	442.00	98.93	604.81	0.731	441.81	402.70	2.5	2.7	5.547	A
B - Steyning Way	98.00	98.00	465.87	155.76	0.629	97.56	74.87	1.2	1.6	15.401	C
C - A29 Shripney Road South	263.00	263.00	298.72	465.80	0.565	262.74	264.72	1.0	1.3	4.427	A
D - Rowan Way	281.00	281.00	220.80	431.61	0.651	280.83	340.66	1.7	1.9	6.044	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
A - A29 Shripney Road North	348.00	348.00	94.18	607.82	0.573	349.33	338.14	2.7	1.4	3.504	A
B - Steyning Way	74.00	74.00	378.33	197.67	0.374	75.03	65.18	1.6	0.6	7.400	A
C - A29 Shripney Road South	217.00	217.00	239.37	503.05	0.431	217.52	213.99	1.3	0.8	3.156	A
D - Rowan Way	250.00	250.00	181.71	454.41	0.550	250.61	275.17	1.9	1.3	4.492	A

2031 DS, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	4.66	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
D7	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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	29.00	148.00	214.00
	B - Steyning Way	13.00	0.00	15.00	25.00
	C - A29 Shripney Road South	195.00	33.00	0.00	42.00
	D - Rowan Way	169.00	35.00	19.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.72	0.
	D - Rowan Way	0.76	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	32.00	170.00	191.00
	B - Steyning Way	18.00	0.00	15.00	17.00
	C - A29 Shripney Road South	193.00	39.00	0.00	48.00
	D - Rowan Way	173.00	35.00	21.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.36	0.
	C - A29 Shripney Road South	0.69	0.
	D - Rowan Way	0.76	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	32.00	168.00	201.00
	B - Steyning Way	21.00	0.00	12.00	7.00
	C - A29 Shripney Road South	174.00	42.00	0.00	65.00
	D - Rowan Way	182.00	32.00	17.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.53	0.
	C - A29 Shripney Road South	0.62	0.
	D - Rowan Way	0.79	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	24.00	154.00	196.00
	B - Steyning Way	24.00	0.00	12.00	25.00
	C - A29 Shripney Road South	160.00	46.00	0.00	78.00
	D - Rowan Way	170.00	51.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.39	0.
	C - A29 Shripney Road South	0.56	0.
	D - Rowan Way	0.68	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	1	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	391.00	391.00
	B - Steyning Way	53.00	53.00
	C - A29 Shripney Road South	270.00	270.00
	D - Rowan Way	223.00	223.00
08:15-08:30	A - A29 Shripney Road North	393.00	393.00
	B - Steyning Way	50.00	50.00
	C - A29 Shripney Road South	280.00	280.00
	D - Rowan Way	229.00	229.00
08:30-08:45	A - A29 Shripney Road North	401.00	401.00
	B - Steyning Way	40.00	40.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	231.00	231.00
08:45-09:00	A - A29 Shripney Road North	374.00	374.00
	B - Steyning Way	61.00	61.00
	C - A29 Shripney Road South	284.00	284.00
	D - Rowan Way	250.00	250.00

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)
A - A29 Shripney Road North	0.66	4.37	1.9	A	389.75	1559.00
B - Steyning Way	0.31	6.87	0.5	A	51.00	204.00
C - A29 Shripney Road South	0.57	4.24	1.3	A	278.75	1115.00
D - Rowan Way	0.59	5.16	1.4	A	233.25	933.00

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
A - A29 Shripney Road North	391.00	391.00	86.58	612.64	0.638	389.23	375.19	0.0	1.8	4.054	A
B - Steyning Way	53.00	53.00	379.27	197.22	0.269	52.62	96.55	0.0	0.4	6.403	A
C - A29 Shripney Road South	270.00	270.00	250.76	495.90	0.544	268.80	181.13	0.0	1.2	3.989	A
D - Rowan Way	223.00	223.00	239.90	420.47	0.530	221.87	279.67	0.0	1.1	4.565	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
A - A29 Shripney Road North	393.00	393.00	94.95	607.33	0.647	392.93	383.91	1.8	1.8	4.254	A
B - Steyning Way	50.00	50.00	381.93	195.95	0.255	50.02	105.95	0.4	0.4	6.373	A
C - A29 Shripney Road South	280.00	280.00	226.09	511.39	0.548	279.98	205.86	1.2	1.2	3.934	A
D - Rowan Way	229.00	229.00	249.97	414.60	0.552	228.90	256.11	1.1	1.2	4.904	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
A - A29 Shripney Road North	401.00	401.00	91.03	609.82	0.658	400.91	377.02	1.8	1.9	4.366	A
B - Steyning Way	40.00	40.00	385.94	194.02	0.206	40.08	106.00	0.4	0.3	6.097	A
C - A29 Shripney Road South	281.00	281.00	228.99	509.57	0.551	280.98	197.04	1.2	1.2	3.987	A
D - Rowan Way	231.00	231.00	237.04	422.14	0.547	231.01	272.93	1.2	1.2	4.771	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
A - A29 Shripney Road North	374.00	374.00	125.78	587.78	0.636	374.13	353.99	1.9	1.8	4.274	A
B - Steyning Way	61.00	61.00	379.02	197.34	0.309	60.81	120.89	0.3	0.5	6.872	A
C - A29 Shripney Road South	284.00	284.00	244.84	499.62	0.568	283.91	194.99	1.2	1.3	4.238	A
D - Rowan Way	250.00	250.00	229.95	426.27	0.586	249.81	298.81	1.2	1.4	5.158	A

2031 DS, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	8.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	15.00	188.00	244.00
	B - Steyning Way	32.00	0.00	47.00	64.00
	C - A29 Shripney Road South	175.00	30.00	0.00	57.00
	D - Rowan Way	222.00	27.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.22	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.80	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	10.00	174.00	247.00
	B - Steyning Way	25.00	0.00	26.00	32.00
	C - A29 Shripney Road South	176.00	20.00	0.00	37.00
	D - Rowan Way	193.00	29.00	47.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.76	0.
	D - Rowan Way	0.72	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	18.00	193.00	230.00
	B - Steyning Way	30.00	0.00	30.00	39.00
	C - A29 Shripney Road South	175.00	18.00	0.00	71.00
	D - Rowan Way	199.00	39.00	42.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.71	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	147.00	180.00
	B - Steyning Way	15.00	0.00	17.00	42.00
	C - A29 Shripney Road South	146.00	20.00	0.00	52.00
	D - Rowan Way	175.00	25.00	49.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.20	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.70	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	447.00	447.00
	B - Steyning Way	143.00	143.00
	C - A29 Shripney Road South	262.00	262.00
	D - Rowan Way	278.00	278.00
17:15-17:30	A - A29 Shripney Road North	431.00	431.00
	B - Steyning Way	83.00	83.00
	C - A29 Shripney Road South	233.00	233.00
	D - Rowan Way	269.00	269.00
17:30-17:45	A - A29 Shripney Road North	441.00	441.00
	B - Steyning Way	99.00	99.00
	C - A29 Shripney Road South	264.00	264.00
	D - Rowan Way	280.00	280.00
17:45-18:00	A - A29 Shripney Road North	347.00	347.00
	B - Steyning Way	74.00	74.00
	C - A29 Shripney Road South	218.00	218.00
	D - Rowan Way	249.00	249.00

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)
A - A29 Shripney Road North	0.73	5.51	2.7	A	416.50	1666.00
B - Steyning Way	0.30	34.29	6.1	D	99.75	399.00
C - A29 Shripney Road South	0.59	4.89	1.4	A	244.25	977.00
D - Rowan Way	0.66	6.10	1.9	A	269.00	1076.00

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
A - A29 Shripney Road North	447.00	447.00	85.46	613.35	0.729	444.36	425.16	0.0	2.6	5.277	A
B - Steyning Way	143.00	143.00	458.25	159.41	0.897	136.86	71.56	0.0	6.1	34.289	D
C - A29 Shripney Road South	262.00	262.00	334.44	443.38	0.591	260.57	260.67	0.0	1.4	4.886	A
D - Rowan Way	278.00	278.00	234.51	423.61	0.656	276.10	360.50	0.0	1.9	6.103	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
A - A29 Shripney Road North	431.00	431.00	95.97	606.68	0.710	431.15	395.47	2.6	2.5	5.132	A
B - Steyning Way	83.00	83.00	468.02	154.73	0.536	87.94	59.11	6.1	1.2	14.414	B
C - A29 Shripney Road South	233.00	233.00	307.31	460.40	0.506	233.39	248.65	1.4	1.0	3.971	A
D - Rowan Way	269.00	269.00	222.26	430.76	0.624	269.18	318.45	1.9	1.7	5.657	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
A - A29 Shripney Road North	441.00	441.00	98.95	604.80	0.729	440.83	403.69	2.5	2.7	5.513	A
B - Steyning Way	99.00	99.00	464.90	156.22	0.634	98.53	74.88	1.2	1.7	15.526	C
C - A29 Shripney Road South	264.00	264.00	298.70	465.81	0.567	263.74	264.73	1.0	1.3	4.448	A
D - Rowan Way	280.00	280.00	222.78	430.45	0.650	279.85	339.66	1.7	1.9	6.053	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
A - A29 Shripney Road North	347.00	347.00	94.19	607.82	0.571	348.32	337.17	2.7	1.3	3.490	A
B - Steyning Way	74.00	74.00	377.32	198.15	0.373	75.06	65.18	1.7	0.6	7.374	A
C - A29 Shripney Road South	218.00	218.00	238.39	503.67	0.433	218.53	214.00	1.3	0.8	3.161	A
D - Rowan Way	249.00	249.00	181.74	454.39	0.548	249.61	275.17	1.9	1.2	4.471	A

2038 DM, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	4.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	30.00	148.00	214.00
	B - Steyning Way	13.00	0.00	15.00	25.00
	C - A29 Shripney Road South	196.00	34.00	0.00	41.00
	D - Rowan Way	169.00	37.00	16.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.72	0.
	D - Rowan Way	0.76	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	33.00	170.00	192.00
	B - Steyning Way	19.00	0.00	15.00	17.00
	C - A29 Shripney Road South	194.00	39.00	0.00	48.00
	D - Rowan Way	173.00	37.00	19.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.37	0.
	C - A29 Shripney Road South	0.69	0.
	D - Rowan Way	0.76	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	33.00	167.00	202.00
	B - Steyning Way	21.00	0.00	12.00	7.00
	C - A29 Shripney Road South	174.00	43.00	0.00	64.00
	D - Rowan Way	182.00	34.00	15.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.53	0.
	C - A29 Shripney Road South	0.62	0.
	D - Rowan Way	0.79	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	25.00	153.00	196.00
	B - Steyning Way	25.00	0.00	12.00	25.00
	C - A29 Shripney Road South	160.00	46.00	0.00	77.00
	D - Rowan Way	171.00	54.00	26.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.40	0.
	C - A29 Shripney Road South	0.57	0.
	D - Rowan Way	0.68	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	392.00	392.00
	B - Steyning Way	53.00	53.00
	C - A29 Shripney Road South	271.00	271.00
	D - Rowan Way	222.00	222.00
08:15-08:30	A - A29 Shripney Road North	395.00	395.00
	B - Steyning Way	51.00	51.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	229.00	229.00
08:30-08:45	A - A29 Shripney Road North	402.00	402.00
	B - Steyning Way	40.00	40.00
	C - A29 Shripney Road South	281.00	281.00
	D - Rowan Way	231.00	231.00
08:45-09:00	A - A29 Shripney Road North	374.00	374.00
	B - Steyning Way	62.00	62.00
	C - A29 Shripney Road South	283.00	283.00
	D - Rowan Way	251.00	251.00

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)
A - A29 Shripney Road North	0.66	4.40	1.9	A	390.75	1563.00
B - Steyning Way	0.31	6.83	0.5	A	51.50	206.00
C - A29 Shripney Road South	0.57	4.23	1.3	A	279.00	1116.00
D - Rowan Way	0.59	5.20	1.4	A	233.25	933.00

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
A - A29 Shripney Road North	392.00	392.00	86.58	612.64	0.640	390.22	376.18	0.0	1.8	4.071	A
B - Steyning Way	53.00	53.00	376.28	198.65	0.267	52.63	100.52	0.0	0.4	6.342	A
C - A29 Shripney Road South	271.00	271.00	250.76	495.90	0.546	269.79	178.14	0.0	1.2	4.007	A
D - Rowan Way	222.00	222.00	241.88	419.31	0.529	220.87	278.67	0.0	1.1	4.569	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
A - A29 Shripney Road North	395.00	395.00	94.95	607.34	0.650	394.91	385.90	1.8	1.9	4.294	A
B - Steyning Way	51.00	51.00	380.91	196.43	0.260	51.01	108.95	0.4	0.4	6.395	A
C - A29 Shripney Road South	281.00	281.00	228.07	510.14	0.551	280.97	203.84	1.2	1.2	3.980	A
D - Rowan Way	229.00	229.00	251.96	413.44	0.554	228.88	257.09	1.1	1.2	4.936	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
A - A29 Shripney Road North	402.00	402.00	92.02	609.19	0.660	401.92	377.04	1.9	1.9	4.400	A
B - Steyning Way	40.00	40.00	383.95	194.98	0.205	40.09	110.00	0.4	0.3	6.086	A
C - A29 Shripney Road South	281.00	281.00	230.00	508.94	0.552	280.99	194.04	1.2	1.2	3.999	A
D - Rowan Way	231.00	231.00	238.06	421.54	0.548	231.01	272.93	1.2	1.2	4.787	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
A - A29 Shripney Road North	374.00	374.00	125.78	587.78	0.636	374.15	355.97	1.9	1.8	4.276	A
B - Steyning Way	62.00	62.00	375.04	199.24	0.311	61.81	124.89	0.3	0.5	6.830	A
C - A29 Shripney Road South	283.00	283.00	245.85	498.98	0.567	282.92	191.00	1.2	1.3	4.233	A
D - Rowan Way	251.00	251.00	230.95	425.69	0.590	250.80	297.82	1.2	1.4	5.203	A

2038 DM, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	9.16	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
D10	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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	16.00	188.00	247.00
	B - Steyning Way	33.00	0.00	47.00	68.00
	C - A29 Shripney Road South	171.00	29.00	0.00	58.00
	D - Rowan Way	230.00	27.00	29.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.22	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.80	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	11.00	174.00	251.00
	B - Steyning Way	26.00	0.00	26.00	34.00
	C - A29 Shripney Road South	172.00	20.00	0.00	37.00
	D - Rowan Way	200.00	29.00	46.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.75	0.
	D - Rowan Way	0.73	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	19.00	194.00	233.00
	B - Steyning Way	31.00	0.00	30.00	41.00
	C - A29 Shripney Road South	172.00	18.00	0.00	72.00
	D - Rowan Way	206.00	40.00	41.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.30	0.
	C - A29 Shripney Road South	0.66	0.
	D - Rowan Way	0.72	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	147.00	183.00
	B - Steyning Way	16.00	0.00	17.00	45.00
	C - A29 Shripney Road South	143.00	20.00	0.00	52.00
	D - Rowan Way	181.00	25.00	48.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.21	0.
	C - A29 Shripney Road South	0.67	0.
	D - Rowan Way	0.71	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	1	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	0
	D - Rowan Way	1	1	1	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	451.00	451.00
	B - Steyning Way	148.00	148.00
	C - A29 Shripney Road South	258.00	258.00
	D - Rowan Way	286.00	286.00
17:15-17:30	A - A29 Shripney Road North	436.00	436.00
	B - Steyning Way	86.00	86.00
	C - A29 Shripney Road South	229.00	229.00
	D - Rowan Way	275.00	275.00
17:30-17:45	A - A29 Shripney Road North	446.00	446.00
	B - Steyning Way	102.00	102.00
	C - A29 Shripney Road South	262.00	262.00
	D - Rowan Way	287.00	287.00
17:45-18:00	A - A29 Shripney Road North	350.00	350.00
	B - Steyning Way	78.00	78.00
	C - A29 Shripney Road South	215.00	215.00
	D - Rowan Way	254.00	254.00

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)
A - A29 Shripney Road North	0.74	5.69	2.8	A	420.75	1683.00
B - Steyning Way	0.94	40.78	7.9	E	103.50	414.00
C - A29 Shripney Road South	0.59	4.89	1.4	A	241.00	964.00
D - Rowan Way	0.67	6.32	2.0	A	275.50	1102.00

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
A - A29 Shripney Road North	451.00	451.00	84.45	613.99	0.735	448.28	429.68	0.0	2.7	5.377	A
B - Steyning Way	148.00	148.00	461.17	158.01	0.937	140.09	71.55	0.0	7.9	46.784	E
C - A29 Shripney Road South	258.00	258.00	341.12	439.18	0.587	256.59	260.15	0.0	1.4	4.893	A
D - Rowan Way	286.00	286.00	230.15	426.16	0.671	283.98	367.56	0.0	2.0	6.323	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
A - A29 Shripney Road North	436.00	436.00	94.97	607.32	0.718	436.14	399.84	2.7	2.6	5.265	A
B - Steyning Way	86.00	86.00	471.01	153.30	0.561	92.58	60.10	7.9	1.3	16.338	C
C - A29 Shripney Road South	229.00	229.00	315.47	455.28	0.503	229.38	248.12	1.4	1.0	3.990	A
D - Rowan Way	275.00	275.00	219.60	432.31	0.636	275.22	325.26	2.0	1.8	5.818	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
A - A29 Shripney Road North	446.00	446.00	98.93	604.81	0.737	445.81	408.65	2.6	2.8	5.686	A
B - Steyning Way	102.00	102.00	467.88	154.79	0.659	101.48	76.86	1.3	1.8	16.766	C
C - A29 Shripney Road South	262.00	262.00	304.66	462.07	0.567	261.73	264.70	1.0	1.3	4.485	A
D - Rowan Way	287.00	287.00	220.76	431.63	0.665	286.82	345.63	1.8	2.0	6.291	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
A - A29 Shripney Road North	350.00	350.00	93.20	608.44	0.575	351.41	341.27	2.8	1.4	3.522	A
B - Steyning Way	78.00	78.00	379.40	197.15	0.396	79.18	65.21	1.8	0.7	7.703	A
C - A29 Shripney Road South	215.00	215.00	245.52	499.19	0.431	215.53	213.07	1.3	0.8	3.180	A
D - Rowan Way	254.00	254.00	179.79	455.53	0.558	254.68	281.27	2.0	1.3	4.560	A

2038 DS, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	4.75	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
D11	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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	34.00	163.00	214.00
	B - Steyning Way	14.00	0.00	15.00	25.00
	C - A29 Shripney Road South	209.00	33.00	0.00	36.00
	D - Rowan Way	178.00	38.00	2.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.26	0.
	C - A29 Shripney Road South	0.75	0.
	D - Rowan Way	0.82	0.

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	37.00	187.00	191.00
	B - Steyning Way	20.00	0.00	15.00	18.00
	C - A29 Shripney Road South	207.00	39.00	0.00	42.00
	D - Rowan Way	182.00	38.00	2.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.38	0.
	C - A29 Shripney Road South	0.72	0.
	D - Rowan Way	0.82	0.

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	36.00	185.00	201.00
	B - Steyning Way	22.00	0.00	12.00	8.00
	C - A29 Shripney Road South	186.00	42.00	0.00	56.00
	D - Rowan Way	192.00	34.00	2.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.52	0.
	C - A29 Shripney Road South	0.65	0.
	D - Rowan Way	0.84	0.

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	28.00	169.00	196.00
	B - Steyning Way	26.00	0.00	12.00	26.00
	C - A29 Shripney Road South	171.00	46.00	0.00	67.00
	D - Rowan Way	180.00	55.00	3.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.41	0.
	C - A29 Shripney Road South	0.60	0.
	D - Rowan Way	0.76	0.

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	3	0	2	2
	C - A29 Shripney Road South	1	1	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.042	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	2	0	0
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	4	0	2	1
	C - A29 Shripney Road South	1	2	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.056	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	1	1
	B - Steyning Way	5	0	2	2
	C - A29 Shripney Road South	1	2	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.070	1.0
	C - A29 Shripney Road South	1.014	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	411.00	411.00
	B - Steyning Way	54.00	54.00
	C - A29 Shripney Road South	278.00	278.00
	D - Rowan Way	218.00	218.00
08:15-08:30	A - A29 Shripney Road North	415.00	415.00
	B - Steyning Way	53.00	53.00
	C - A29 Shripney Road South	288.00	288.00
	D - Rowan Way	222.00	222.00
08:30-08:45	A - A29 Shripney Road North	422.00	422.00
	B - Steyning Way	42.00	42.00
	C - A29 Shripney Road South	284.00	284.00
	D - Rowan Way	228.00	228.00
08:45-09:00	A - A29 Shripney Road North	393.00	393.00
	B - Steyning Way	64.00	64.00
	C - A29 Shripney Road South	284.00	284.00
	D - Rowan Way	238.00	238.00

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)
A - A29 Shripney Road North	0.68	4.65	2.2	A	410.25	1641.00
B - Steyning Way	0.32	6.77	0.5	A	53.25	213.00
C - A29 Shripney Road South	0.57	4.28	1.3	A	283.50	1134.00
D - Rowan Way	0.57	5.05	1.3	A	226.50	906.00

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
A - A29 Shripney Road North	411.00	411.00	72.64	621.48	0.661	409.05	399.02	0.0	2.0	4.256	A
B - Steyning Way	54.00	54.00	377.20	198.21	0.272	53.62	104.49	0.0	0.4	6.404	A
C - A29 Shripney Road South	278.00	278.00	251.71	495.31	0.561	276.72	179.11	0.0	1.3	4.144	A
D - Rowan Way	218.00	218.00	254.79	411.79	0.529	216.87	273.64	0.0	1.1	4.654	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
A - A29 Shripney Road North	415.00	415.00	78.96	617.47	0.672	414.90	408.90	2.0	2.1	4.501	A
B - Steyning Way	53.00	53.00	379.92	196.91	0.269	53.00	113.94	0.4	0.4	6.462	A
C - A29 Shripney Road South	288.00	288.00	229.07	509.52	0.565	287.97	203.85	1.3	1.3	4.118	A
D - Rowan Way	222.00	222.00	265.95	405.27	0.548	221.91	251.09	1.1	1.2	4.974	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
A - A29 Shripney Road North	422.00	422.00	78.01	618.07	0.683	421.90	400.04	2.1	2.2	4.648	A
B - Steyning Way	42.00	42.00	387.90	193.09	0.218	42.09	112.01	0.4	0.3	6.202	A
C - A29 Shripney Road South	284.00	284.00	230.98	508.32	0.559	284.01	199.01	1.3	1.3	4.078	A
D - Rowan Way	228.00	228.00	250.07	414.54	0.550	227.99	264.93	1.2	1.2	4.891	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
A - A29 Shripney Road North	393.00	393.00	103.85	601.69	0.653	393.22	377.04	2.2	1.9	4.382	A
B - Steyning Way	64.00	64.00	368.17	202.53	0.316	63.81	128.90	0.3	0.5	6.769	A
C - A29 Shripney Road South	284.00	284.00	247.88	497.71	0.571	283.96	184.10	1.3	1.3	4.277	A
D - Rowan Way	238.00	238.00	242.98	418.67	0.568	237.91	288.86	1.2	1.3	5.045	A

2038 DS, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		B, C, D, A	13.89	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 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 Shripney Road North		DIRECT	✓	100.000
B - Steyning Way		DIRECT	✓	100.000
C - A29 Shripney Road South		DIRECT	✓	100.000
D - Rowan Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	16.00	215.00	271.00
	B - Steyning Way	38.00	0.00	46.00	69.00
	C - A29 Shripney Road South	213.00	29.00	0.00	12.00
	D - Rowan Way	225.00	27.00	13.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.25	0.
	C - A29 Shripney Road South	0.84	0.
	D - Rowan Way	0.85	0.

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	11.00	199.00	276.00
	B - Steyning Way	30.00	0.00	26.00	34.00
	C - A29 Shripney Road South	214.00	20.00	0.00	8.00
	D - Rowan Way	195.00	29.00	21.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.33	0.
	C - A29 Shripney Road South	0.88	0.
	D - Rowan Way	0.80	0.

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	20.00	222.00	256.00
	B - Steyning Way	35.00	0.00	29.00	42.00
	C - A29 Shripney Road South	213.00	18.00	0.00	15.00
	D - Rowan Way	201.00	40.00	19.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.33	0.
	C - A29 Shripney Road South	0.87	0.
	D - Rowan Way	0.77	0.

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0.00	21.00	169.00	201.00
	B - Steyning Way	18.00	0.00	17.00	45.00
	C - A29 Shripney Road South	178.00	20.00	0.00	11.00
	D - Rowan Way	177.00	25.00	22.00	0.00

Proportions

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	0.00	0.
	B - Steyning Way	0.23	0.
	C - A29 Shripney Road South	0.85	0.
	D - Rowan Way	0.79	0.

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	1	1
	C - A29 Shripney Road South	0	0	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	0	0	0
	B - Steyning Way	0	0	1	0
	C - A29 Shripney Road South	0	0	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A - A29 Shripney Road North	B - Steyning Way	C - A29 Shripney Road South	D - Rowan Way
From	A - A29 Shripney Road North	0	1	0	0
	B - Steyning Way	0	0	0	0
	C - A29 Shripney Road South	0	0	0	1
	D - Rowan Way	1	1	0	0

Average PCU Per Veh

		To	
		A - A29 Shripney Road North	B Stey W
From	A - A29 Shripney Road North	1.000	1.0
	B - Steyning Way	1.000	1.0
	C - A29 Shripney Road South	1.000	1.0
	D - Rowan Way	1.014	1.0

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 Shripney Road North	502.00	502.00
	B - Steyning Way	153.00	153.00
	C - A29 Shripney Road South	254.00	254.00
	D - Rowan Way	265.00	265.00
17:15-17:30	A - A29 Shripney Road North	486.00	486.00
	B - Steyning Way	90.00	90.00
	C - A29 Shripney Road South	242.00	242.00
	D - Rowan Way	245.00	245.00
17:30-17:45	A - A29 Shripney Road North	498.00	498.00
	B - Steyning Way	106.00	106.00
	C - A29 Shripney Road South	246.00	246.00
	D - Rowan Way	260.00	260.00
17:45-18:00	A - A29 Shripney Road North	391.00	391.00
	B - Steyning Way	80.00	80.00
	C - A29 Shripney Road South	209.00	209.00
	D - Rowan Way	224.00	224.00

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)
A - A29 Shripney Road North	0.80	7.40	4.0	A	469.25	1877.00
B - Steyning Way	1.08	78.68	18.5	F	107.25	429.00
C - A29 Shripney Road South	0.60	5.16	1.5	A	237.75	951.00
D - Rowan Way	0.66	6.54	1.9	A	248.50	994.00

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
A - A29 Shripney Road North	502.00	502.00	68.54	624.08	0.804	498.05	468.52	0.0	4.0	6.939	A
B - Steyning Way	153.00	153.00	495.08	141.77	1.079	134.45	71.51	0.0	18.5	78.880	F
C - A29 Shripney Road South	254.00	254.00	362.89	425.51	0.597	252.54	266.64	0.0	1.5	5.164	A
D - Rowan Way	265.00	265.00	274.00	400.58	0.662	263.06	341.43	0.0	1.9	6.544	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
A - A29 Shripney Road North	486.00	486.00	70.03	623.14	0.780	486.32	443.45	4.0	3.6	6.598	A
B - Steyning Way	90.00	90.00	496.23	141.22	0.637	106.66	60.11	18.5	1.9	37.476	E
C - A29 Shripney Road South	242.00	242.00	351.70	432.54	0.559	242.18	251.19	1.5	1.3	4.734	A
D - Rowan Way	245.00	245.00	268.13	404.01	0.606	245.35	325.75	1.9	1.6	5.760	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
A - A29 Shripney Road North	498.00	498.00	76.93	618.76	0.805	497.64	448.65	3.6	4.0	7.399	A
B - Steyning Way	106.00	106.00	496.72	140.99	0.752	105.12	77.85	1.9	2.8	24.505	C
C - A29 Shripney Road South	246.00	246.00	332.34	444.69	0.553	246.03	269.50	1.3	1.2	4.535	A
D - Rowan Way	260.00	260.00	265.78	405.37	0.641	259.80	312.59	1.6	1.8	6.253	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
A - A29 Shripney Road North	391.00	391.00	67.19	624.93	0.626	393.30	374.70	4.0	1.7	3.927	A
B - Steyning Way	80.00	80.00	394.26	190.04	0.421	82.04	66.24	2.8	0.7	8.484	A
C - A29 Shripney Road South	209.00	209.00	266.62	485.95	0.430	209.49	209.68	1.2	0.8	3.265	A
D - Rowan Way	224.00	224.00	217.20	433.71	0.516	224.69	258.91	1.8	1.1	4.374	A

Appendix R Nyton Road / A27

ARUN DISTRICT COUNCIL BNN1/22/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 13 - Nyton Road_A27_RevC.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 13 - Nyton Road_A27
Report generation date: 26/04/2021 11:40:54

»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-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-B		2.0	36.88	0.69	E		7.7	72.21	0.93	F
2031 DM No Cala										
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-B		3.2	60.01	0.82	F		4.8	53.47	0.86	F
2031 DM										
Stream B-AC	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream C-B		3.0	58.52	0.80	F		4.9	60.74	0.86	F
2031 DS No Cala										
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream C-B		2.9	56.17	0.80	F		4.9	61.85	0.86	F
2031 DS										
Stream B-AC	D9	0.0	0.00	0.00	A	D10	0.0	0.00	0.00	A
Stream C-B		3.4	61.15	0.83	F		5.7	68.83	0.89	F
2038 DM										
Stream B-AC	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A
Stream C-B		3.5	65.92	0.84	F		4.7	64.54	0.88	F
2038 DS										
Stream B-AC	D13	0.0	0.00	0.00	A	D14	0.0	0.00	0.00	A
Stream C-B		5.0	76.97	0.92	F		6.8	84.90	0.92	F

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

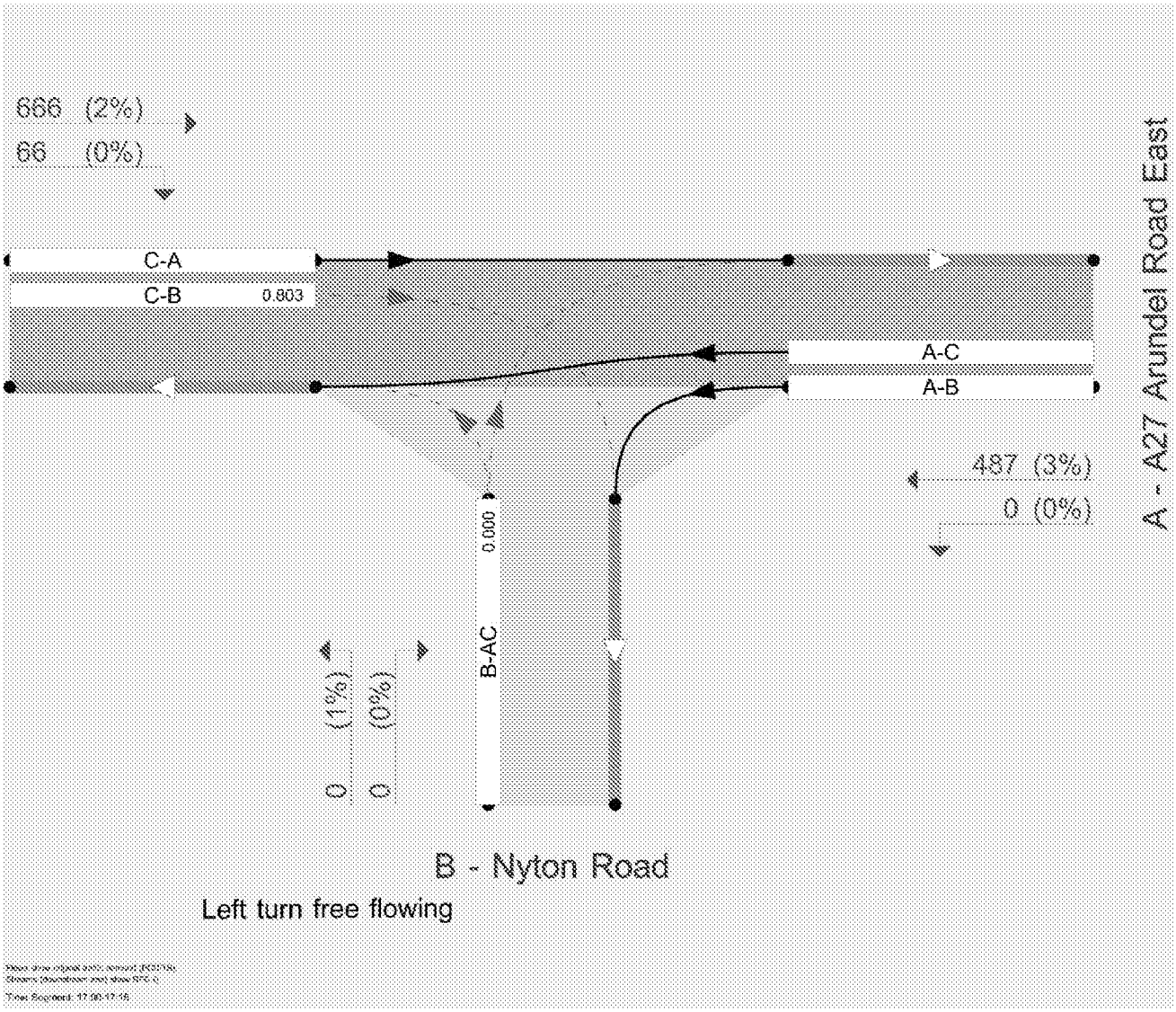
File summary

File Description

Title	
Location	
Site number	
Date	03/05/2020
Version	
Status	[no status]
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		1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A27 Arundel Road East		Major
B	Nyton Road		Minor
C	A27 Arundel Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A27 Arundel Road West	15.73	✓	8.38	✓	4.07	200.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Nyton Road	One lane	4.86	150	167

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/TS)
B-AC			
C-B	✓		-35.00

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	216.011	0.076	0.193	0.122	0.276
B-C	216.209	0.076	0.193	-	-
C-B	207.543	0.185	0.185	-	-

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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	14.00	486.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	350.00	33.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.03	0.97
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.91	0.09	0.00

08:15 - 08:30

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	7.00	512.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	360.00	25.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.01	0.99
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.94	0.06	0.00

08:30 - 08:45

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	8.00	529.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	296.00	50.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.01	0.99
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.86	0.14	0.00

08:45 - 09:00

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	9.00	452.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	290.00	47.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.02	0.98
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.86	0.14	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	18	3
B - Nyton Road	0	0	0
C - A27 Arundel Road West	9	6	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.252	1.042
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.126	1.084	1.000

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	17	4
B - Nyton Road	0	0	0
C - A27 Arundel Road West	7	4	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.238	1.056
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.098	1.056	1.000

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	14	5
B - Nyton Road	0	0	0
C - A27 Arundel Road West	12	2	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.196	1.070
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.168	1.028	1.000

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	29	6
B - Nyton Road	0	0	0
C - A27 Arundel Road West	13	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.406	1.084
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.182	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 - A27 Arundel Road East	500.00	500.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	383.00	383.00
08:15-08:30	A - A27 Arundel Road East	519.00	519.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	385.00	385.00
08:30-08:45	A - A27 Arundel Road East	537.00	537.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	346.00	346.00
08:45-09:00	A - A27 Arundel Road East	461.00	461.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	337.00	337.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					324.00	1296.00
C-B	0.69	36.86	2.0	E	38.75	155.00
A-B					9.50	38.00
A-C					494.75	1979.00

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-AC	0.00	0.00	88.24	0.000	0.00	0.0	0.0	0.000	A
C-A	350.00	350.00			350.00				
C-B	33.00	33.00	79.80	0.414	32.26	0.0	0.7	20.234	C
A-B	14.00	14.00			14.00				
A-C	486.00	486.00			486.00				

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-AC	0.00	0.00	84.05	0.000	0.00	0.0	0.0	0.000	A
C-A	360.00	360.00			360.00				
C-B	25.00	25.00	76.27	0.328	25.19	0.7	0.5	19.088	C
A-B	7.00	7.00			7.00				
A-C	512.00	512.00			512.00				

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-AC	0.00	0.00	81.19	0.000	0.00	0.0	0.0	0.000	A
C-A	296.00	296.00			296.00				
C-B	50.00	50.00	72.93	0.686	48.51	0.5	2.0	36.862	E
A-B	8.00	8.00			8.00				
A-C	529.00	529.00			529.00				

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-AC	0.00	0.00	97.90	0.000	0.00	0.0	0.0	0.000	A
C-A	290.00	290.00			290.00				
C-B	47.00	47.00	87.03	0.540	47.76	2.0	1.3	24.041	C
A-B	9.00	9.00			9.00				
A-C	452.00	452.00			452.00				

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		8.05	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
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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	19.00	346.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	424.00	87.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.05	0.95
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.83	0.17	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	14.00	309.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	420.00	98.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.04	0.96
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.81	0.19	0.00

17:30 - 17:45

Demand (PCU/TS)

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	28.00	314.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	416.00	102.00	0.00

Proportions

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.08	0.92
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.80	0.20	0.00

17:45 - 18:00

Demand (PCU/TS)

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	15.00	330.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	338.00	86.00	0.00

Proportions

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.04	0.96
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.80	0.20	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	1	0

Average PCU Per Veh

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.014
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	4	4
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.056	1.056
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - 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	A - A27 Arundel Road East	365.00	365.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	511.00	511.00
17:15-17:30	A - A27 Arundel Road East	323.00	323.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	518.00	518.00
17:30-17:45	A - A27 Arundel Road East	342.00	342.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	518.00	518.00
17:45-18:00	A - A27 Arundel Road East	345.00	345.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	424.00	424.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					399.50	1598.00
C-B	0.83	78.21	7.7	F	93.25	373.00
A-B					19.00	76.00
A-C					324.75	1299.00

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-AC	0.00	0.00	96.97	0.000	0.00	0.0	0.0	0.000	A
C-A	424.00	424.00			424.00				
C-B	87.00	87.00	104.84	0.830	83.12	0.0	3.9	37.263	E
A-B	19.00	19.00			19.00				
A-C	346.00	346.00			346.00				

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-AC	0.00	0.00	102.13	0.000	0.00	0.0	0.0	0.000	A
C-A	420.00	420.00			420.00				
C-B	98.00	98.00	112.63	0.870	96.55	3.9	5.3	58.233	F
A-B	14.00	14.00			14.00				
A-C	309.00	309.00			309.00				

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-AC	0.00	0.00	98.91	0.000	0.00	0.0	0.0	0.000	A
C-A	416.00	416.00			416.00				
C-B	102.00	102.00	109.10	0.935	99.62	5.3	7.7	72.206	F
A-B	28.00	28.00			28.00				
A-C	314.00	314.00			314.00				

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-AC	0.00	0.00	108.14	0.000	0.00	0.0	0.0	0.000	A
C-A	338.00	338.00			338.00				
C-B	86.00	86.00	108.55	0.792	89.23	7.7	4.5	51.848	F
A-B	15.00	15.00			15.00				
A-C	330.00	330.00			330.00				

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		2.20	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	569.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	402.00	31.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.93	0.07	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	599.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	413.00	23.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.95	0.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	620.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	340.00	47.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.88	0.12	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	529.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	333.00	44.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.88	0.12	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - 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)
08:00-08:15	A - A27 Arundel Road East	569.00	569.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	433.00	433.00
08:15-08:30	A - A27 Arundel Road East	599.00	599.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	436.00	436.00
08:30-08:45	A - A27 Arundel Road East	620.00	620.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	387.00	387.00
08:45-09:00	A - A27 Arundel Road East	529.00	529.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	377.00	377.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					372.00	1488.00
C-B	0.82	60.01	3.2	F	36.25	145.00
A-B					0.00	0.00
A-C					579.25	2317.00

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-AC	0.00	0.00	66.72	0.000	0.00	0.0	0.0	0.000	A
C-A	402.00	402.00			402.00				
C-B	31.00	31.00	67.00	0.463	30.17	0.0	0.8	24.281	C
A-B	0.00	0.00			0.00				
A-C	569.00	569.00			569.00				

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-AC	0.00	0.00	60.69	0.000	0.00	0.0	0.0	0.000	A
C-A	413.00	413.00			413.00				
C-B	23.00	23.00	61.43	0.374	23.20	0.8	0.6	23.967	C
A-B	0.00	0.00			0.00				
A-C	599.00	599.00			599.00				

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-AC	0.00	0.00	58.24	0.000	0.00	0.0	0.0	0.000	A
C-A	340.00	340.00			340.00				
C-B	47.00	47.00	57.54	0.817	44.43	0.6	3.2	60.013	F
A-B	0.00	0.00			0.00				
A-C	620.00	620.00			620.00				

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-AC	0.00	0.00	78.85	0.000	0.00	0.0	0.0	0.000	A
C-A	333.00	333.00			333.00				
C-B	44.00	44.00	74.42	0.591	45.62	3.2	1.6	33.204	D
A-B	0.00	0.00			0.00				
A-C	529.00	529.00			529.00				

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		3.67	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
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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	487.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	666.00	66.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	435.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	660.00	75.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.90	0.10	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	441.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	653.00	78.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.89	0.11	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	464.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	532.00	66.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	3
	B - Nyton Road	0	0	1
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.042
	B - Nyton Road	1.000	1.000	1.014
	C - A27 Arundel Road West	1.028	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	1
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.014
	C - A27 Arundel Road West	1.028	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	1
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.014
	C - A27 Arundel Road West	1.028	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	1
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.014
	C - A27 Arundel Road West	1.028	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 - A27 Arundel Road East	487.00	487.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	732.00	732.00
17:15-17:30	A - A27 Arundel Road East	435.00	435.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	735.00	735.00
17:30-17:45	A - A27 Arundel Road East	441.00	441.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	731.00	731.00
17:45-18:00	A - A27 Arundel Road East	464.00	464.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	598.00	598.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					627.75	2511.00
C-B	0.86	89.47	4.8	F	71.25	285.00
A-B					0.00	0.00
A-C					456.75	1827.00

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-AC	0.00	0.00	38.31	0.000	0.00	0.0	0.0	0.000	A
C-A	666.00	666.00			666.00				
C-B	66.00	66.00	82.21	0.803	62.77	0.0	3.2	41.356	E
A-B	0.00	0.00			0.00				
A-C	487.00	487.00			487.00				

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-AC	0.00	0.00	49.06	0.000	0.00	0.0	0.0	0.000	A
C-A	660.00	660.00			660.00				
C-B	75.00	75.00	91.85	0.817	74.43	3.2	3.8	48.350	E
A-B	0.00	0.00			0.00				
A-C	435.00	435.00			435.00				

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-AC	0.00	0.00	47.25	0.000	0.00	0.0	0.0	0.000	A
C-A	653.00	653.00			653.00				
C-B	78.00	78.00	90.74	0.860	77.02	3.8	4.8	59.473	F
A-B	0.00	0.00			0.00				
A-C	441.00	441.00			441.00				

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-AC	0.00	0.00	63.22	0.000	0.00	0.0	0.0	0.000	A
C-A	532.00	532.00			532.00				
C-B	66.00	66.00	86.47	0.763	67.11	4.8	3.7	49.067	E
A-B	0.00	0.00			0.00				
A-C	464.00	464.00			464.00				

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		2.12	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
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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	571.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	400.00	31.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.93	0.07	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	602.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	412.00	23.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.95	0.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	622.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	339.00	46.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.88	0.12	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	531.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	332.00	43.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - 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)
08:00-08:15	A - A27 Arundel Road East	571.00	571.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	431.00	431.00
08:15-08:30	A - A27 Arundel Road East	602.00	602.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	435.00	435.00
08:30-08:45	A - A27 Arundel Road East	622.00	622.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	385.00	385.00
08:45-09:00	A - A27 Arundel Road East	531.00	531.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	375.00	375.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					370.75	1483.00
C-B	0.80	88.52	3.0	F	35.75	143.00
A-B					0.00	0.00
A-C					581.50	2326.00

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-AC	0.00	0.00	66.51	0.000	0.00	0.0	0.0	0.000	A
C-A	400.00	400.00			400.00				
C-B	31.00	31.00	66.63	0.465	30.17	0.0	0.8	24.188	C
A-B	0.00	0.00			0.00				
A-C	571.00	571.00			571.00				

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-AC	0.00	0.00	60.13	0.000	0.00	0.0	0.0	0.000	A
C-A	412.00	412.00			412.00				
C-B	23.00	23.00	60.88	0.378	23.20	0.8	0.6	24.021	C
A-B	0.00	0.00			0.00				
A-C	602.00	602.00			602.00				

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-AC	0.00	0.00	58.18	0.000	0.00	0.0	0.0	0.000	A
C-A	339.00	339.00			339.00				
C-B	46.00	46.00	57.17	0.805	43.60	0.6	3.0	58.518	F
A-B	0.00	0.00			0.00				
A-C	622.00	622.00			622.00				

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-AC	0.00	0.00	78.81	0.000	0.00	0.0	0.0	0.000	A
C-A	332.00	332.00			332.00				
C-B	43.00	43.00	74.05	0.581	44.53	3.0	1.5	32.290	D
A-B	0.00	0.00			0.00				
A-C	531.00	531.00			531.00				

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		3.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	490.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	669.00	66.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.91	0.09	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	437.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	663.00	75.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.90	0.10	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	443.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	656.00	78.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.89	0.11	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	466.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	534.00	66.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	3
B - Nyton Road	0	0	0
C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.042
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.028	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.028	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.028	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.028	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 - A27 Arundel Road East	490.00	490.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	735.00	735.00
17:15-17:30	A - A27 Arundel Road East	437.00	437.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	738.00	738.00
17:30-17:45	A - A27 Arundel Road East	443.00	443.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	734.00	734.00
17:45-18:00	A - A27 Arundel Road East	466.00	466.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	600.00	600.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					630.50	2522.00
C-B	0.86	60.74	4.9	F	71.25	285.00
A-B					0.00	0.00
A-C					459.00	1836.00

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-AC	0.00	0.00	36.93	0.000	0.00	0.0	0.0	0.000	A
C-A	669.00	669.00			669.00				
C-B	66.00	66.00	81.65	0.808	62.69	0.0	3.3	49.228	E
A-B	0.00	0.00			0.00				
A-C	490.00	490.00			490.00				

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-AC	0.00	0.00	48.00	0.000	0.00	0.0	0.0	0.000	A
C-A	663.00	663.00			663.00				
C-B	75.00	75.00	91.48	0.820	74.43	3.3	3.9	49.343	E
A-B	0.00	0.00			0.00				
A-C	437.00	437.00			437.00				

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-AC	0.00	0.00	46.19	0.000	0.00	0.0	0.0	0.000	A
C-A	656.00	656.00			656.00				
C-B	78.00	78.00	90.37	0.863	76.99	3.9	4.9	50.738	F
A-B	0.00	0.00			0.00				
A-C	443.00	443.00			443.00				

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-AC	0.00	0.00	62.43	0.000	0.00	0.0	0.0	0.000	A
C-A	534.00	534.00			534.00				
C-B	66.00	66.00	86.10	0.767	67.13	4.9	3.8	50.165	F
A-B	0.00	0.00			0.00				
A-C	466.00	466.00			466.00				

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		2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	575.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	402.00	30.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.93	0.07	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	606.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	414.00	23.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.95	0.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	626.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	341.00	45.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.88	0.12	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	535.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	334.00	43.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	3
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.042
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - 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)
08:00-08:15	A - A27 Arundel Road East	575.00	575.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	432.00	432.00
08:15-08:30	A - A27 Arundel Road East	606.00	606.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	437.00	437.00
08:30-08:45	A - A27 Arundel Road East	626.00	626.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	386.00	386.00
08:45-09:00	A - A27 Arundel Road East	535.00	535.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	377.00	377.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					372.75	1491.00
C-B	0.80	55.17	2.9	F	35.25	141.00
A-B					0.00	0.00
A-C					585.50	2342.00

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-AC	0.00	0.00	65.66	0.000	0.00	0.0	0.0	0.000	A
C-A	402.00	402.00			402.00				
C-B	30.00	30.00	65.88	0.455	29.20	0.0	0.8	24.061	C
A-B	0.00	0.00			0.00				
A-C	575.00	575.00			575.00				

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-AC	0.00	0.00	59.01	0.000	0.00	0.0	0.0	0.000	A
C-A	414.00	414.00			414.00				
C-B	23.00	23.00	60.13	0.382	23.15	0.8	0.6	24.450	C
A-B	0.00	0.00			0.00				
A-C	606.00	606.00			606.00				

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-AC	0.00	0.00	57.31	0.000	0.00	0.0	0.0	0.000	A
C-A	341.00	341.00			341.00				
C-B	45.00	45.00	56.42	0.798	42.71	0.6	2.9	58.172	F
A-B	0.00	0.00			0.00				
A-C	626.00	626.00			626.00				

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-AC	0.00	0.00	77.78	0.000	0.00	0.0	0.0	0.000	A
C-A	334.00	334.00			334.00				
C-B	43.00	43.00	73.30	0.587	44.39	2.9	1.5	32.878	D
A-B	0.00	0.00			0.00				
A-C	535.00	535.00			535.00				

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		3.64	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	497.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	696.00	65.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	444.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	690.00	74.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.90	0.10	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	450.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	683.00	77.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.90	0.10	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	473.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	555.00	65.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.90	0.10	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	3
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.042
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	1	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	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 - A27 Arundel Road East	497.00	497.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	761.00	761.00
17:15-17:30	A - A27 Arundel Road East	444.00	444.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	764.00	764.00
17:30-17:45	A - A27 Arundel Road East	450.00	450.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	760.00	760.00
17:45-18:00	A - A27 Arundel Road East	473.00	473.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	620.00	620.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					656.00	2624.00
C-B	0.86	61.85	4.9	F	70.25	281.00
A-B					0.00	0.00
A-C					466.00	1864.00

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-AC	0.00	0.00	30.42	0.000	0.00	0.0	0.0	0.000	A
C-A	696.00	696.00			696.00				
C-B	65.00	65.00	80.35	0.809	61.69	0.0	3.3	42.843	E
A-B	0.00	0.00			0.00				
A-C	497.00	497.00			497.00				

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-AC	0.00	0.00	41.94	0.000	0.00	0.0	0.0	0.000	A
C-A	690.00	690.00			690.00				
C-B	74.00	74.00	90.18	0.821	73.42	3.3	3.9	50.736	F
A-B	0.00	0.00			0.00				
A-C	444.00	444.00			444.00				

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-AC	0.00	0.00	40.05	0.000	0.00	0.0	0.0	0.000	A
C-A	683.00	683.00			683.00				
C-B	77.00	77.00	89.07	0.864	75.98	3.9	4.9	51.854	F
A-B	0.00	0.00			0.00				
A-C	450.00	450.00			450.00				

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-AC	0.00	0.00	58.07	0.000	0.00	0.0	0.0	0.000	A
C-A	555.00	555.00			555.00				
C-B	65.00	65.00	84.80	0.766	66.15	4.9	3.8	51.081	F
A-B	0.00	0.00			0.00				
A-C	473.00	473.00			473.00				

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		2.37	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	561.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	400.00	33.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.92	0.08	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	591.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	411.00	24.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.94	0.06	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	611.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	338.00	49.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.87	0.13	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	522.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	332.00	46.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.88	0.12	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - 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)
08:00-08:15	A - A27 Arundel Road East	561.00	561.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	433.00	433.00
08:15-08:30	A - A27 Arundel Road East	591.00	591.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	435.00	435.00
08:30-08:45	A - A27 Arundel Road East	611.00	611.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	387.00	387.00
08:45-09:00	A - A27 Arundel Road East	522.00	522.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	378.00	378.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					370.25	1481.00
C-B	0.83	61.15	3.4	F	38.00	152.00
A-B					0.00	0.00
A-C					571.25	2285.00

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-AC	0.00	0.00	68.19	0.000	0.00	0.0	0.0	0.000	A
C-A	400.00	400.00			400.00				
C-B	33.00	33.00	68.48	0.482	32.11	0.0	0.9	24.543	C
A-B	0.00	0.00			0.00				
A-C	561.00	561.00			561.00				

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-AC	0.00	0.00	62.42	0.000	0.00	0.0	0.0	0.000	A
C-A	411.00	411.00			411.00				
C-B	24.00	24.00	62.92	0.381	24.25	0.9	0.6	23.755	C
A-B	0.00	0.00			0.00				
A-C	591.00	591.00			591.00				

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-AC	0.00	0.00	59.94	0.000	0.00	0.0	0.0	0.000	A
C-A	338.00	338.00			338.00				
C-B	49.00	49.00	59.21	0.828	46.23	0.6	3.4	61.147	F
A-B	0.00	0.00			0.00				
A-C	611.00	611.00			611.00				

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-AC	0.00	0.00	79.91	0.000	0.00	0.0	0.0	0.000	A
C-A	332.00	332.00			332.00				
C-B	46.00	46.00	75.72	0.608	47.73	3.4	1.7	34.285	D
A-B	0.00	0.00			0.00				
A-C	522.00	522.00			522.00				

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		4.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	485.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	688.00	69.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.91	0.09	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	433.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	682.00	78.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.90	0.10	0.00

17:30 - 17:45

Demand (PCU/TS)

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	439.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	674.00	81.00	0.00

Proportions

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.89	0.11	0.00

17:45 - 18:00

Demand (PCU/TS)

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	462.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	549.00	68.00	0.00

Proportions

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	3
	B - Nyton Road	0	0	1
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.042
	B - Nyton Road	1.000	1.000	1.014
	C - A27 Arundel Road West	1.028	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	1	0	0

Average PCU Per Veh

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	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 - A27 Arundel Road East	485.00	485.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	757.00	757.00
17:15-17:30	A - A27 Arundel Road East	433.00	433.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	760.00	760.00
17:30-17:45	A - A27 Arundel Road East	439.00	439.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	755.00	755.00
17:45-18:00	A - A27 Arundel Road East	462.00	462.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	617.00	617.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					648.25	2593.00
C-B	0.86	65.83	5.7	F	74.00	296.00
A-B					0.00	0.00
A-C					454.75	1819.00

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-AC	0.00	0.00	33.80	0.000	0.00	0.0	0.0	0.000	A
C-A	688.00	688.00			688.00				
C-B	69.00	69.00	82.58	0.836	65.24	0.0	3.8	45.262	E
A-B	0.00	0.00			0.00				
A-C	485.00	485.00			485.00				

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-AC	0.00	0.00	44.66	0.000	0.00	0.0	0.0	0.000	A
C-A	682.00	682.00			682.00				
C-B	78.00	78.00	92.22	0.846	77.28	3.8	4.5	65.786	F
A-B	0.00	0.00			0.00				
A-C	433.00	433.00			433.00				

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-AC	0.00	0.00	42.91	0.000	0.00	0.0	0.0	0.000	A
C-A	674.00	674.00			674.00				
C-B	81.00	81.00	91.11	0.889	79.74	4.5	5.7	55.826	F
A-B	0.00	0.00			0.00				
A-C	439.00	439.00			439.00				

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-AC	0.00	0.00	60.41	0.000	0.00	0.0	0.0	0.000	A
C-A	549.00	549.00			549.00				
C-B	68.00	68.00	86.84	0.783	69.55	5.7	4.2	55.803	F
A-B	0.00	0.00			0.00				
A-C	462.00	462.00			462.00				

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		2.30	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	582.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	436.00	31.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.93	0.07	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	613.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	448.00	23.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.95	0.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	634.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	369.00	46.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.89	0.11	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	541.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	362.00	44.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	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 - A27 Arundel Road East	582.00	582.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	467.00	467.00
08:15-08:30	A - A27 Arundel Road East	613.00	613.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	471.00	471.00
08:30-08:45	A - A27 Arundel Road East	634.00	634.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	415.00	415.00
08:45-09:00	A - A27 Arundel Road East	541.00	541.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	406.00	406.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					403.75	1615.00
C-B	0.84	65.92	3.5	F	36.00	144.00
A-B					0.00	0.00
A-C					592.50	2370.00

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-AC	0.00	0.00	59.78	0.000	0.00	0.0	0.0	0.000	A
C-A	436.00	436.00			436.00				
C-B	31.00	31.00	64.59	0.480	30.13	0.0	0.9	25.532	D
A-B	0.00	0.00			0.00				
A-C	582.00	582.00			582.00				

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-AC	0.00	0.00	53.16	0.000	0.00	0.0	0.0	0.000	A
C-A	448.00	448.00			448.00				
C-B	23.00	23.00	58.84	0.391	23.21	0.9	0.7	25.415	D
A-B	0.00	0.00			0.00				
A-C	613.00	613.00			613.00				

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-AC	0.00	0.00	51.76	0.000	0.00	0.0	0.0	0.000	A
C-A	369.00	369.00			369.00				
C-B	46.00	46.00	54.94	0.837	43.20	0.7	3.5	65.322	F
A-B	0.00	0.00			0.00				
A-C	634.00	634.00			634.00				

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-AC	0.00	0.00	73.12	0.000	0.00	0.0	0.0	0.000	A
C-A	362.00	362.00			362.00				
C-B	44.00	44.00	72.19	0.610	45.78	3.5	1.7	35.953	E
A-B	0.00	0.00			0.00				
A-C	541.00	541.00			541.00				

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		3.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	535.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	695.00	60.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.92	0.08	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	478.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	689.00	68.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.91	0.09	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	485.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	682.00	71.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.91	0.09	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	510.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	555.00	60.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.90	0.10	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.028	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.028	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.028	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	1	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	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 - A27 Arundel Road East	535.00	535.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	755.00	755.00
17:15-17:30	A - A27 Arundel Road East	478.00	478.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	757.00	757.00
17:30-17:45	A - A27 Arundel Road East	485.00	485.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	753.00	753.00
17:45-18:00	A - A27 Arundel Road East	510.00	510.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	615.00	615.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					655.25	2621.00
C-B	0.86	64.54	4.7	F	64.75	259.00
A-B					0.00	0.00
A-C					502.00	2008.00

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-AC	0.00	0.00	20.99	0.000	0.00	0.0	0.0	0.000	A
C-A	695.00	695.00			695.00				
C-B	60.00	60.00	73.30	0.819	56.61	0.0	3.4	47.333	E
A-B	0.00	0.00			0.00				
A-C	535.00	535.00			535.00				

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-AC	0.00	0.00	34.70	0.000	0.00	0.0	0.0	0.000	A
C-A	689.00	689.00			689.00				
C-B	68.00	68.00	83.88	0.811	67.65	3.4	3.7	63.015	F
A-B	0.00	0.00			0.00				
A-C	478.00	478.00			478.00				

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-AC	0.00	0.00	32.52	0.000	0.00	0.0	0.0	0.000	A
C-A	682.00	682.00			682.00				
C-B	71.00	71.00	82.58	0.860	70.03	3.7	4.7	84.540	F
A-B	0.00	0.00			0.00				
A-C	485.00	485.00			485.00				

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-AC	0.00	0.00	50.47	0.000	0.00	0.0	0.0	0.000	A
C-A	555.00	555.00			555.00				
C-B	60.00	60.00	77.94	0.770	60.88	4.7	3.8	85.631	F
A-B	0.00	0.00			0.00				
A-C	510.00	510.00			510.00				

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		3.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	568.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	442.00	35.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.93	0.07	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	599.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	454.00	26.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.95	0.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	619.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	374.00	53.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.88	0.12	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	528.00
	B - Nyton Road	0.00	0.00	0.00
	C - A27 Arundel Road West	367.00	50.00	0.00

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.33	0.33	0.33
	C - A27 Arundel Road West	0.88	0.12	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	3	0	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - A27 Arundel Road West	1.028	1.014	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2
	B - Nyton Road	0	0	0
	C - A27 Arundel Road West	2	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.028
	B - Nyton Road	1.000	1.000	1.000
	C - 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)
08:00-08:15	A - A27 Arundel Road East	568.00	568.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	477.00	477.00
08:15-08:30	A - A27 Arundel Road East	599.00	599.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	480.00	480.00
08:30-08:45	A - A27 Arundel Road East	619.00	619.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	427.00	427.00
08:45-09:00	A - A27 Arundel Road East	528.00	528.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	417.00	417.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					409.25	1637.00
C-B	0.82	76.87	5.0	F	41.00	164.00
A-B					0.00	0.00
A-C					578.50	2314.00

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-AC	0.00	0.00	61.11	0.000	0.00	0.0	0.0	0.000	A
C-A	442.00	442.00			442.00				
C-B	35.00	35.00	67.18	0.521	33.98	0.0	1.0	26.377	D
A-B	0.00	0.00			0.00				
A-C	568.00	568.00			568.00				

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-AC	0.00	0.00	54.73	0.000	0.00	0.0	0.0	0.000	A
C-A	454.00	454.00			454.00				
C-B	26.00	26.00	61.43	0.423	26.26	1.0	0.8	25.785	D
A-B	0.00	0.00			0.00				
A-C	599.00	599.00			599.00				

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-AC	0.00	0.00	52.54	0.000	0.00	0.0	0.0	0.000	A
C-A	374.00	374.00			374.00				
C-B	53.00	53.00	57.72	0.918	48.79	0.8	5.0	78.868	F
A-B	0.00	0.00			0.00				
A-C	619.00	619.00			619.00				

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-AC	0.00	0.00	73.50	0.000	0.00	0.0	0.0	0.000	A
C-A	367.00	367.00			367.00				
C-B	50.00	50.00	74.60	0.670	52.68	5.0	2.3	45.304	E
A-B	0.00	0.00			0.00				
A-C	528.00	528.00			528.00				

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		4.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	522.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	726.00	66.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.92	0.08	0.00

17:15 - 17:30

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	466.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	719.00	75.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.91	0.09	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	472.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	712.00	78.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.90	0.10	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	497.00
B - Nyton Road	0.00	0.00	0.00
C - A27 Arundel Road West	579.00	66.00	0.00

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.33	0.33	0.33
C - A27 Arundel Road West	0.90	0.10	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.028	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.028	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	2	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.028	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2
B - Nyton Road	0	0	0
C - A27 Arundel Road West	1	0	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.028
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	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 - A27 Arundel Road East	522.00	522.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	792.00	792.00
17:15-17:30	A - A27 Arundel Road East	466.00	466.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	794.00	794.00
17:30-17:45	A - A27 Arundel Road East	472.00	472.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	790.00	790.00
17:45-18:00	A - A27 Arundel Road East	497.00	497.00
	B - Nyton Road	0.00	0.00
	C - A27 Arundel Road West	645.00	645.00

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-AC	0.00	0.00	0.0	A	0.00	0.00
C-A					684.00	2736.00
C-B	0.82	84.90	6.8	F	71.25	285.00
A-B					0.00	0.00
A-C					489.25	1957.00

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-AC	0.00	0.00	16.11	0.000	0.00	0.0	0.0	0.000	A
C-A	726.00	726.00			726.00				
C-B	66.00	66.00	75.72	0.872	61.63	0.0	4.4	80.718	F
A-B	0.00	0.00			0.00				
A-C	522.00	522.00			522.00				

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-AC	0.00	0.00	29.40	0.000	0.00	0.0	0.0	0.000	A
C-A	719.00	719.00			719.00				
C-B	75.00	75.00	86.10	0.871	74.16	4.4	5.2	67.662	F
A-B	0.00	0.00			0.00				
A-C	466.00	466.00			466.00				

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-AC	0.00	0.00	27.22	0.000	0.00	0.0	0.0	0.000	A
C-A	712.00	712.00			712.00				
C-B	78.00	78.00	84.99	0.918	76.37	5.2	6.8	84.838	F
A-B	0.00	0.00			0.00				
A-C	472.00	472.00			472.00				

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-AC	0.00	0.00	47.34	0.000	0.00	0.0	0.0	0.000	A
C-A	579.00	579.00			579.00				
C-B	66.00	66.00	80.35	0.821	67.29	6.8	5.5	74.825	F
A-B	0.00	0.00			0.00				
A-C	497.00	497.00			497.00				

Appendix S A27 / A29 (Fontwell Eastern roundabout)