Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
[redacted]

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

Filename: Junction 18 - Fontwell_East_roundabout_RevA.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 18 - Fontwell East roundabout
Report generation date: 26/04/2021 11:48:27

»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 - A29 Farmille Bottom	0.8	4.45	0.45	A	1.7	7.64	0.63	A
2 - A27 South (Arundel Road)	2.6	5.56	0.72	A	0.9	3.14	0.49	A
3 - A27 West	1.6	3.34	0.62	A	1.9	3.47	0.65	A
2031 DM No Cala								
1 - A29 Farmille Bottom	1.7	7.92	0.59	A	4.3	18.68	0.80	C
2 - A27 South (Arundel Road)	5.3	10.38	0.83	B	1.5	4.41	0.57	A
3 - A27 West	2.3	4.43	0.67	A	3.6	5.74	0.77	A
2031 DM								
1 - A29 Farmille Bottom	1.7	7.99	0.59	A	4.5	19.42	0.81	C
2 - A27 South (Arundel Road)	5.7	11.07	0.84	B	1.5	4.43	0.57	A
3 - A27 West	2.3	4.47	0.67	A	3.6	5.79	0.77	A
2031 DS No Cala								
1 - A29 Farmille Bottom	1.5	7.33	0.57	A	5.7	24.26	0.84	C
2 - A27 South (Arundel Road)	8.2	15.11	0.89	C	1.5	4.46	0.57	A
3 - A27 West	2.3	4.66	0.67	A	3.8	5.99	0.77	A
2031 DS								
1 - A29 Farmille Bottom	1.6	7.58	0.58	A	5.9	24.85	0.85	C
2 - A27 South (Arundel Road)	7.3	13.67	0.87	B	1.5	4.44	0.57	A
3 - A27 West	2.4	4.74	0.68	A	3.8	6.02	0.78	A
2036 DM								
1 - A29 Farmille Bottom	1.6	8.07	0.60	A	5.3	22.95	0.83	C
2 - A27 South (Arundel Road)	7.9	14.62	0.88	B	1.9	5.08	0.63	A
3 - A27 West	2.6	4.96	0.70	A	4.0	6.25	0.78	A
2036 DS								
1 - A29 Farmille Bottom	1.8	8.70	0.62	A	19.2	77.55	0.97	F
2 - A27 South (Arundel Road)	18.8	32.93	0.95	D	1.9	5.17	0.62	A
3 - A27 West	3.3	6.20	0.75	A	4.9	7.34	0.82	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.

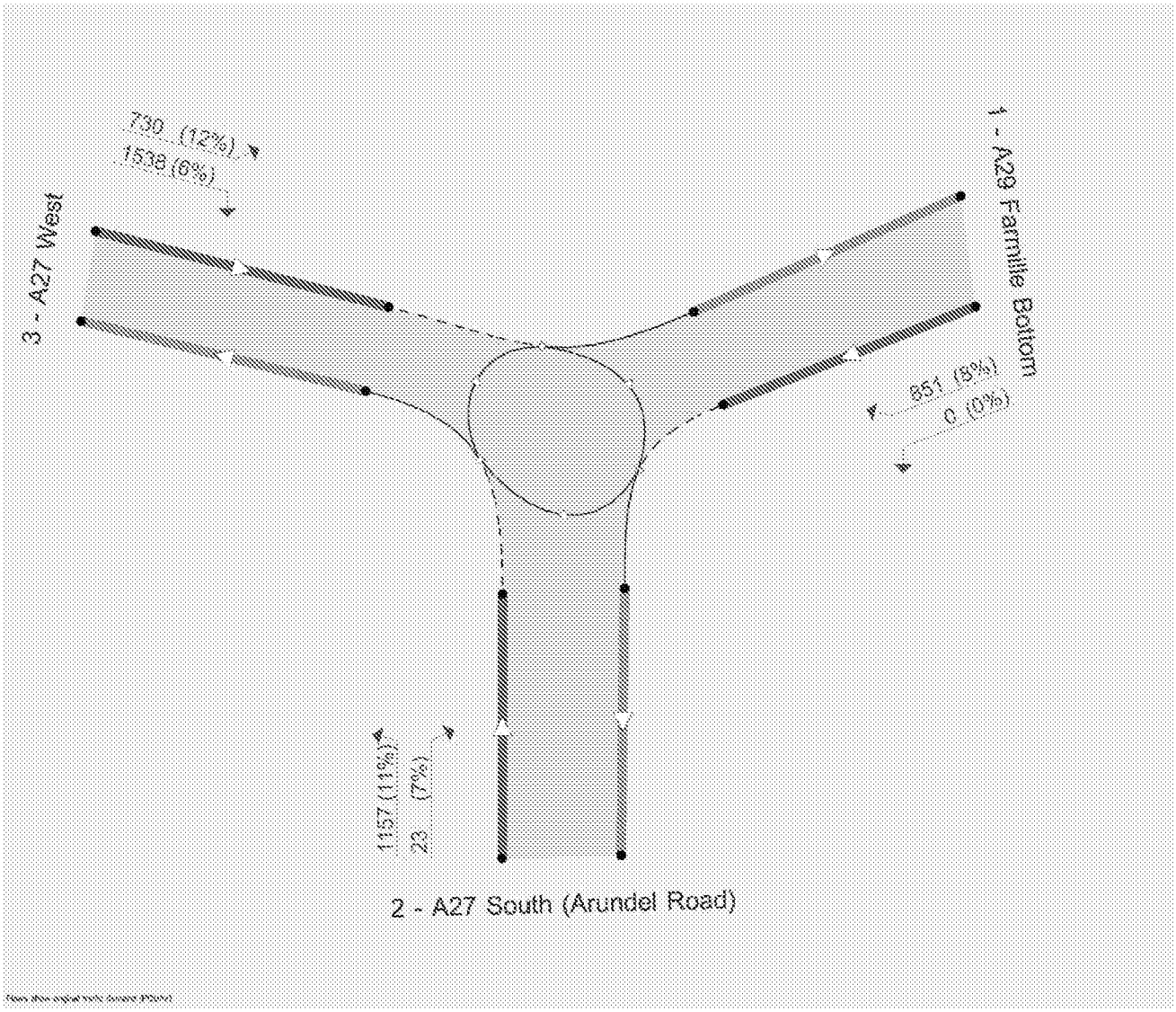
File summary

File Description

Title	Fontwell East
Location	Fontwell East roundabout, A29
Site number	
Date	09/09/2020
Version	RevA
Status	(new file)
Identifier	
Client	
Jobnumber	A13394
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	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	FLAT	08:00	09:00	60	15	✓
D2	2019 Base	PM	FLAT	17:00	18:00	60	15	✓
D3	2031 DM No Cala	AM	FLAT	08:00	09:00	60	15	✓
D4	2031 DM No Cala	PM	FLAT	17:00	18:00	60	15	✓
D5	2031 DM	AM	FLAT	08:00	09:00	60	15	✓
D6	2031 DM	PM	FLAT	17:00	18:00	60	15	✓
D7	2031 DS No Cala	AM	FLAT	08:00	09:00	60	15	✓
D8	2031 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓
D9	2031 DS	AM	FLAT	08:00	09:00	60	15	✓
D10	2031 DS	PM	FLAT	17:00	18:00	60	15	✓
D11	2038 DM	AM	FLAT	08:00	09:00	60	15	✓
D12	2038 DM	PM	FLAT	17:00	18:00	60	15	✓
D13	2038 DS	AM	FLAT	08:00	09:00	60	15	✓
D14	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Fontwell East	Standard Roundabout		2, 3, 1	4.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A29 Farmille Bottom	
2	A27 South (Arundel Road)	
3	A27 West	

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 - A29 Farmille Bottom	3.48	9.65	27.9	36.2	45.2	21.0	
2 - A27 South (Arundel Road)	8.03	11.23	13.6	20.5	45.2	39.0	
3 - A27 West	9.66	9.66	0.0	37.5	45.2	26.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A29 Farmille Bottom	0.753	2264
2 - A27 South (Arundel Road)	0.852	2896
3 - A27 West	0.898	3034

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	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	660	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1697	100.000
3 - A27 West		FLAT	✓	1758	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	20	640
	2 - A27 South (Arundel Road)	154	67	1476
	3 - A27 West	770	981	7

Proportions

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0.00	0.03	0.97
	2 - A27 South (Arundel Road)	0.09	0.04	0.87
	3 - A27 West	0.44	0.56	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	0
	2 - A27 South (Arundel Road)	0	0	0
	3 - A27 West	0	0	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.000
	2 - A27 South (Arundel Road)	1.000	1.000	1.000
	3 - A27 West	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Farmille Bottom	660	660
	2 - A27 South (Arundel Road)	1697	1697
	3 - A27 West	1758	1758
08:15-08:30	1 - A29 Farmille Bottom	660	660
	2 - A27 South (Arundel Road)	1697	1697
	3 - A27 West	1758	1758
08:30-08:45	1 - A29 Farmille Bottom	660	660
	2 - A27 South (Arundel Road)	1697	1697
	3 - A27 West	1758	1758
08:45-09:00	1 - A29 Farmille Bottom	660	660
	2 - A27 South (Arundel Road)	1697	1697
	3 - A27 West	1758	1758

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.45	4.45	0.8	A	660	660
2 - A27 South (Arundel Road)	0.72	5.56	2.6	A	1697	1697
3 - A27 West	0.62	3.34	1.6	A	1758	1758

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	660	165	1051	1472	0.448	657	920	0.0	0.8	4.398	A
2 - A27 South (Arundel Road)	1697	424	644	2348	0.723	1687	1064	0.0	2.6	5.368	A
3 - A27 West	1758	440	220	2837	0.620	1752	2111	0.0	1.6	3.299	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	660	165	1055	1469	0.449	660	924	0.8	0.8	4.447	A
2 - A27 South (Arundel Road)	1697	424	647	2345	0.724	1697	1068	2.6	2.6	5.550	A
3 - A27 West	1758	440	221	2836	0.620	1758	2123	1.6	1.6	3.339	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	660	165	1055	1469	0.449	660	924	0.8	0.8	4.447	A
2 - A27 South (Arundel Road)	1697	424	647	2345	0.724	1697	1068	2.6	2.6	5.555	A
3 - A27 West	1758	440	221	2836	0.620	1758	2123	1.6	1.6	3.339	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	660	165	1055	1469	0.449	660	924	0.8	0.8	4.447	A
2 - A27 South (Arundel Road)	1697	424	647	2345	0.724	1697	1068	2.6	2.6	5.555	A
3 - A27 West	1758	440	221	2836	0.620	1758	2123	1.6	1.6	3.339	A

2019 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Fontwell East	Standard Roundabout		2, 3, 1	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
D2	2019 Base	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	796	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1089	100.000
3 - A27 West		FLAT	✓	1928	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	27	769
	2 - A27 South (Arundel Road)	47	29	1013
	3 - A27 West	633	1289	6

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.03	0.97
	2 - A27 South (Arundel Road)	0.04	0.03	0.93
	3 - A27 West	0.33	0.67	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	0
	2 - A27 South (Arundel Road)	0	0	0
	3 - A27 West	0	0	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.000
	2 - A27 South (Arundel Road)	1.000	1.000	1.000
	3 - A27 West	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Farmille Bottom	796	796
	2 - A27 South (Arundel Road)	1089	1089
	3 - A27 West	1928	1928
17:15-17:30	1 - A29 Farmille Bottom	796	796
	2 - A27 South (Arundel Road)	1089	1089
	3 - A27 West	1928	1928
17:30-17:45	1 - A29 Farmille Bottom	796	796
	2 - A27 South (Arundel Road)	1089	1089
	3 - A27 West	1928	1928
17:45-18:00	1 - A29 Farmille Bottom	796	796
	2 - A27 South (Arundel Road)	1089	1089
	3 - A27 West	1928	1928

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.63	7.64	1.7	A	796	796
2 - A27 South (Arundel Road)	0.49	3.14	0.9	A	1089	1089
3 - A27 West	0.65	3.47	1.9	A	1928	1928

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	796	199	1319	1271	0.626	789	677	0.0	1.6	7.385	A
2 - A27 South (Arundel Road)	1089	272	769	2241	0.486	1085	1340	0.0	0.9	3.103	A
3 - A27 West	1928	482	76	2966	0.650	1921	1778	0.0	1.8	3.420	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	796	199	1324	1267	0.628	796	680	1.6	1.7	7.639	A
2 - A27 South (Arundel Road)	1089	272	775	2236	0.487	1089	1345	0.9	0.9	3.138	A
3 - A27 West	1928	482	76	2966	0.650	1928	1788	1.8	1.8	3.467	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	796	199	1324	1267	0.628	796	680	1.7	1.7	7.645	A
2 - A27 South (Arundel Road)	1089	272	775	2236	0.487	1089	1345	0.9	0.9	3.138	A
3 - A27 West	1928	482	76	2966	0.650	1928	1788	1.8	1.9	3.467	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	796	199	1324	1267	0.628	796	680	1.7	1.7	7.645	A
2 - A27 South (Arundel Road)	1089	272	775	2236	0.487	1089	1345	0.9	0.9	3.138	A
3 - A27 West	1928	482	76	2966	0.650	1928	1788	1.9	1.9	3.467	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	Fontwell East	Standard Roundabout		2, 3, 1	7.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	762	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1868	100.000
3 - A27 West		FLAT	✓	1875	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	762
	2 - A27 South (Arundel Road)	142	132	1594
	3 - A27 West	718	1157	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.08	0.07	0.85
	3 - A27 West	0.38	0.62	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	12
	2 - A27 South (Arundel Road)	5	7	7
	3 - A27 West	7	10	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.168
	2 - A27 South (Arundel Road)	1.070	1.098	1.098
	3 - A27 West	1.098	1.140	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Farmille Bottom	762	762
	2 - A27 South (Arundel Road)	1868	1868
	3 - A27 West	1875	1875
08:15-08:30	1 - A29 Farmille Bottom	762	762
	2 - A27 South (Arundel Road)	1868	1868
	3 - A27 West	1875	1875
08:30-08:45	1 - A29 Farmille Bottom	762	762
	2 - A27 South (Arundel Road)	1868	1868
	3 - A27 West	1875	1875
08:45-09:00	1 - A29 Farmille Bottom	762	762
	2 - A27 South (Arundel Road)	1868	1868
	3 - A27 West	1875	1875

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.59	7.92	1.7	A	762	762
2 - A27 South (Arundel Road)	0.83	10.38	5.3	B	1868	1868
3 - A27 West	0.67	4.43	2.3	A	1875	1875

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	762	191	1282	1298	0.587	755	855	0.0	1.6	7.657	A
2 - A27 South (Arundel Road)	1868	467	755	2252	0.829	1848	1282	0.0	5.0	9.338	A
3 - A27 West	1875	469	271	2791	0.672	1866	2332	0.0	2.3	4.331	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	762	191	1289	1293	0.589	762	860	1.6	1.7	7.910	A
2 - A27 South (Arundel Road)	1868	467	762	2247	0.831	1867	1289	5.0	5.2	10.332	B
3 - A27 West	1875	469	274	2788	0.672	1875	2355	2.3	2.3	4.428	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	762	191	1289	1293	0.589	762	860	1.7	1.7	7.914	A
2 - A27 South (Arundel Road)	1868	467	762	2247	0.831	1868	1289	5.2	5.3	10.372	B
3 - A27 West	1875	469	274	2788	0.672	1875	2356	2.3	2.3	4.428	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	762	191	1289	1293	0.589	762	860	1.7	1.7	7.915	A
2 - A27 South (Arundel Road)	1868	467	762	2247	0.831	1868	1289	5.3	5.3	10.382	B
3 - A27 West	1875	469	274	2788	0.672	1875	2356	2.3	2.3	4.428	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	Fontwell East	Standard Roundabout		2, 3, 1	7.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	851	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1235	100.000
3 - A27 West		FLAT	✓	2268	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	851
	2 - A27 South (Arundel Road)	23	55	1157
	3 - A27 West	730	1538	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.02	0.04	0.94
	3 - A27 West	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	8
	2 - A27 South (Arundel Road)	7	3	11
	3 - A27 West	12	6	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.112
	2 - A27 South (Arundel Road)	1.098	1.042	1.154
	3 - A27 West	1.168	1.084	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Farmille Bottom	851	851
	2 - A27 South (Arundel Road)	1235	1235
	3 - A27 West	2268	2268
17:15-17:30	1 - A29 Farmille Bottom	851	851
	2 - A27 South (Arundel Road)	1235	1235
	3 - A27 West	2268	2268
17:30-17:45	1 - A29 Farmille Bottom	851	851
	2 - A27 South (Arundel Road)	1235	1235
	3 - A27 West	2268	2268
17:45-18:00	1 - A29 Farmille Bottom	851	851
	2 - A27 South (Arundel Road)	1235	1235
	3 - A27 West	2268	2268

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.80	18.68	4.3	C	851	851
2 - A27 South (Arundel Road)	0.57	4.41	1.5	A	1235	1235
3 - A27 West	0.77	5.74	3.6	A	2268	2268

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	851	213	1583	1072	0.794	835	748	0.0	3.9	16.019	C
2 - A27 South (Arundel Road)	1235	309	835	2185	0.565	1229	1583	0.0	1.5	4.297	A
3 - A27 West	2268	567	78	2965	0.765	2254	1987	0.0	3.5	5.516	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	851	213	1593	1064	0.800	850	753	3.9	4.2	18.471	C
2 - A27 South (Arundel Road)	1235	309	850	2172	0.569	1235	1593	1.5	1.5	4.407	A
3 - A27 West	2268	567	78	2964	0.765	2268	2007	3.5	3.6	5.732	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	851	213	1593	1064	0.800	851	753	4.2	4.3	18.627	C
2 - A27 South (Arundel Road)	1235	309	851	2171	0.569	1235	1593	1.5	1.5	4.410	A
3 - A27 West	2268	567	78	2964	0.765	2268	2008	3.6	3.6	5.734	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	851	213	1593	1064	0.800	851	753	4.3	4.3	18.676	C
2 - A27 South (Arundel Road)	1235	309	851	2171	0.569	1235	1593	1.5	1.5	4.411	A
3 - A27 West	2268	567	78	2964	0.765	2268	2008	3.6	3.6	5.736	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	Fontwell East	Standard Roundabout		2, 3, 1	7.83	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	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	765	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1890	100.000
3 - A27 West		FLAT	✓	1860	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	765
	2 - A27 South (Arundel Road)	157	143	1590
	3 - A27 West	711	1149	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.08	0.08	0.84
	3 - A27 West	0.38	0.62	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	12
	2 - A27 South (Arundel Road)	4	6	7
	3 - A27 West	7	10	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.168
	2 - A27 South (Arundel Road)	1.056	1.084	1.098
	3 - A27 West	1.098	1.140	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Farmille Bottom	765	765
	2 - A27 South (Arundel Road)	1890	1890
	3 - A27 West	1860	1860
08:15-08:30	1 - A29 Farmille Bottom	765	765
	2 - A27 South (Arundel Road)	1890	1890
	3 - A27 West	1860	1860
08:30-08:45	1 - A29 Farmille Bottom	765	765
	2 - A27 South (Arundel Road)	1890	1890
	3 - A27 West	1860	1860
08:45-09:00	1 - A29 Farmille Bottom	765	765
	2 - A27 South (Arundel Road)	1890	1890
	3 - A27 West	1860	1860

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.59	7.99	1.7	A	765	765
2 - A27 South (Arundel Road)	0.84	11.07	5.7	B	1890	1890
3 - A27 West	0.67	4.47	2.3	A	1860	1860

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	765	191	1285	1296	0.590	758	863	0.0	1.6	7.726	A
2 - A27 South (Arundel Road)	1890	473	758	2250	0.840	1869	1285	0.0	5.4	9.831	A
3 - A27 West	1860	465	297	2768	0.672	1851	2330	0.0	2.3	4.369	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	765	191	1292	1291	0.593	765	868	1.6	1.7	7.989	A
2 - A27 South (Arundel Road)	1890	473	765	2244	0.842	1889	1292	5.4	5.6	11.002	B
3 - A27 West	1860	465	300	2765	0.673	1860	2354	2.3	2.3	4.469	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	765	191	1292	1291	0.593	765	868	1.7	1.7	7.993	A
2 - A27 South (Arundel Road)	1890	473	765	2244	0.842	1890	1292	5.6	5.7	11.055	B
3 - A27 West	1860	465	300	2765	0.673	1860	2355	2.3	2.3	4.469	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	765	191	1292	1291	0.593	765	868	1.7	1.7	7.993	A
2 - A27 South (Arundel Road)	1890	473	765	2244	0.842	1890	1292	5.7	5.7	11.073	B
3 - A27 West	1860	465	300	2765	0.673	1860	2355	2.3	2.3	4.469	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	Fontwell East	Standard Roundabout		2, 3, 1	8.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	854	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1236	100.000
3 - A27 West		FLAT	✓	2274	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	854
	2 - A27 South (Arundel Road)	23	55	1158
	3 - A27 West	729	1545	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.02	0.04	0.94
	3 - A27 West	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	8
	2 - A27 South (Arundel Road)	7	3	11
	3 - A27 West	12	6	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.112
	2 - A27 South (Arundel Road)	1.098	1.042	1.154
	3 - A27 West	1.168	1.084	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Farmille Bottom	854	854
	2 - A27 South (Arundel Road)	1236	1236
	3 - A27 West	2274	2274
17:15-17:30	1 - A29 Farmille Bottom	854	854
	2 - A27 South (Arundel Road)	1236	1236
	3 - A27 West	2274	2274
17:30-17:45	1 - A29 Farmille Bottom	854	854
	2 - A27 South (Arundel Road)	1236	1236
	3 - A27 West	2274	2274
17:45-18:00	1 - A29 Farmille Bottom	854	854
	2 - A27 South (Arundel Road)	1236	1236
	3 - A27 West	2274	2274

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.81	19.42	4.5	C	854	854
2 - A27 South (Arundel Road)	0.57	4.43	1.5	A	1236	1236
3 - A27 West	0.77	5.79	3.6	A	2274	2274

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	854	214	1590	1066	0.801	838	747	0.0	4.1	16.495	C
2 - A27 South (Arundel Road)	1236	309	838	2182	0.566	1230	1590	0.0	1.5	4.311	A
3 - A27 West	2274	569	78	2965	0.767	2260	1990	0.0	3.6	5.562	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	854	214	1600	1059	0.806	853	752	4.1	4.4	19.176	C
2 - A27 South (Arundel Road)	1236	309	853	2170	0.570	1236	1600	1.5	1.5	4.424	A
3 - A27 West	2274	569	78	2964	0.767	2274	2011	3.6	3.6	5.781	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	854	214	1600	1059	0.806	854	752	4.4	4.5	19.357	C
2 - A27 South (Arundel Road)	1236	309	854	2169	0.570	1236	1600	1.5	1.5	4.427	A
3 - A27 West	2274	569	78	2964	0.767	2274	2012	3.6	3.6	5.784	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	854	214	1600	1059	0.806	854	752	4.5	4.5	19.416	C
2 - A27 South (Arundel Road)	1236	309	854	2169	0.570	1236	1600	1.5	1.5	4.428	A
3 - A27 West	2274	569	78	2964	0.767	2274	2012	3.6	3.6	5.786	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	Fontwell East	Standard Roundabout		2, 3, 1	9.73	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
D7	2031 DS No Cala	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	735	100.000
2 - A27 South (Arundel Road)		FLAT	✓	2013	100.000
3 - A27 West		FLAT	✓	1787	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	735
	2 - A27 South (Arundel Road)	231	187	1595
	3 - A27 West	678	1109	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.11	0.09	0.79
	3 - A27 West	0.38	0.62	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	9
	2 - A27 South (Arundel Road)	3	5	7
	3 - A27 West	8	10	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.126
	2 - A27 South (Arundel Road)	1.042	1.070	1.098
	3 - A27 West	1.112	1.140	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Farmille Bottom	735	735
	2 - A27 South (Arundel Road)	2013	2013
	3 - A27 West	1787	1787
08:15-08:30	1 - A29 Farmille Bottom	735	735
	2 - A27 South (Arundel Road)	2013	2013
	3 - A27 West	1787	1787
08:30-08:45	1 - A29 Farmille Bottom	735	735
	2 - A27 South (Arundel Road)	2013	2013
	3 - A27 West	1787	1787
08:45-09:00	1 - A29 Farmille Bottom	735	735
	2 - A27 South (Arundel Road)	2013	2013
	3 - A27 West	1787	1787

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.57	7.33	1.5	A	735	735
2 - A27 South (Arundel Road)	0.83	15.11	8.2	C	2013	2013
3 - A27 West	0.67	4.66	2.3	A	1787	1787

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	735	184	1288	1294	0.568	729	902	0.0	1.5	7.103	A
2 - A27 South (Arundel Road)	2013	503	729	2275	0.885	1983	1288	0.0	7.4	12.406	B
3 - A27 West	1787	447	412	2664	0.671	1778	2301	0.0	2.3	4.540	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	735	184	1296	1288	0.571	735	909	1.5	1.5	7.325	A
2 - A27 South (Arundel Road)	2013	503	735	2270	0.887	2011	1296	7.4	7.9	14.848	B
3 - A27 West	1787	447	418	2659	0.672	1787	2328	2.3	2.3	4.658	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	735	184	1296	1288	0.571	735	909	1.5	1.5	7.329	A
2 - A27 South (Arundel Road)	2013	503	735	2270	0.887	2012	1296	7.9	8.1	15.036	C
3 - A27 West	1787	447	418	2659	0.672	1787	2329	2.3	2.3	4.661	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	735	184	1296	1288	0.571	735	909	1.5	1.5	7.330	A
2 - A27 South (Arundel Road)	2013	503	735	2270	0.887	2013	1296	8.1	8.2	15.105	C
3 - A27 West	1787	447	418	2659	0.672	1787	2330	2.3	2.3	4.662	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	Fontwell East	Standard Roundabout		2, 3, 1	9.22	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
D8	2031 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	878	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1222	100.000
3 - A27 West		FLAT	✓	2296	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	878
	2 - A27 South (Arundel Road)	23	55	1144
	3 - A27 West	727	1569	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.02	0.05	0.94
	3 - A27 West	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	8
	2 - A27 South (Arundel Road)	7	3	11
	3 - A27 West	13	6	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.112
	2 - A27 South (Arundel Road)	1.098	1.042	1.154
	3 - A27 West	1.182	1.084	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Farmille Bottom	878	878
	2 - A27 South (Arundel Road)	1222	1222
	3 - A27 West	2296	2296
17:15-17:30	1 - A29 Farmille Bottom	878	878
	2 - A27 South (Arundel Road)	1222	1222
	3 - A27 West	2296	2296
17:30-17:45	1 - A29 Farmille Bottom	878	878
	2 - A27 South (Arundel Road)	1222	1222
	3 - A27 West	2296	2296
17:45-18:00	1 - A29 Farmille Bottom	878	878
	2 - A27 South (Arundel Road)	1222	1222
	3 - A27 West	2296	2296

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.84	24.26	5.7	C	878	878
2 - A27 South (Arundel Road)	0.57	4.46	1.5	A	1222	1222
3 - A27 West	0.77	5.99	3.8	A	2296	2296

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	878	220	1614	1049	0.837	858	745	0.0	5.0	19.342	C
2 - A27 South (Arundel Road)	1222	306	858	2165	0.564	1216	1614	0.0	1.5	4.325	A
3 - A27 West	2296	574	78	2965	0.774	2281	1996	0.0	3.7	5.745	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	878	220	1624	1041	0.843	876	750	5.0	5.5	23.693	C
2 - A27 South (Arundel Road)	1222	306	876	2150	0.568	1222	1624	1.5	1.5	4.451	A
3 - A27 West	2296	574	78	2964	0.775	2296	2020	3.7	3.8	5.989	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	878	220	1624	1041	0.843	877	750	5.5	5.6	24.116	C
2 - A27 South (Arundel Road)	1222	306	877	2149	0.569	1222	1624	1.5	1.5	4.456	A
3 - A27 West	2296	574	78	2964	0.775	2296	2021	3.8	3.8	5.994	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	878	220	1624	1041	0.843	878	750	5.6	5.7	24.263	C
2 - A27 South (Arundel Road)	1222	306	878	2148	0.569	1222	1624	1.5	1.5	4.458	A
3 - A27 West	2296	574	78	2964	0.775	2296	2022	3.8	3.8	5.994	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	Fontwell East	Standard Roundabout		2, 3, 1	9.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031 DS	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	741	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1980	100.000
3 - A27 West		FLAT	✓	1826	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	741
	2 - A27 South (Arundel Road)	218	177	1585
	3 - A27 West	700	1126	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.11	0.09	0.80
	3 - A27 West	0.38	0.62	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	10
	2 - A27 South (Arundel Road)	3	5	7
	3 - A27 West	7	10	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.140
	2 - A27 South (Arundel Road)	1.042	1.070	1.098
	3 - A27 West	1.098	1.140	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Farmille Bottom	741	741
	2 - A27 South (Arundel Road)	1980	1980
	3 - A27 West	1826	1826
08:15-08:30	1 - A29 Farmille Bottom	741	741
	2 - A27 South (Arundel Road)	1980	1980
	3 - A27 West	1826	1826
08:30-08:45	1 - A29 Farmille Bottom	741	741
	2 - A27 South (Arundel Road)	1980	1980
	3 - A27 West	1826	1826
08:45-09:00	1 - A29 Farmille Bottom	741	741
	2 - A27 South (Arundel Road)	1980	1980
	3 - A27 West	1826	1826

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.58	7.58	1.6	A	741	741
2 - A27 South (Arundel Road)	0.87	13.67	7.3	B	1980	1980
3 - A27 West	0.68	4.74	2.4	A	1826	1826

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	741	185	1295	1289	0.575	735	911	0.0	1.5	7.332	A
2 - A27 South (Arundel Road)	1980	495	735	2270	0.872	1953	1295	0.0	6.7	11.546	B
3 - A27 West	1826	457	390	2684	0.680	1817	2298	0.0	2.4	4.612	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	741	185	1303	1283	0.578	741	918	1.5	1.5	7.571	A
2 - A27 South (Arundel Road)	1980	495	741	2265	0.874	1978	1303	6.7	7.1	13.498	B
3 - A27 West	1826	457	395	2680	0.681	1826	2325	2.4	2.4	4.735	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	741	185	1303	1283	0.578	741	918	1.5	1.5	7.575	A
2 - A27 South (Arundel Road)	1980	495	741	2265	0.874	1979	1303	7.1	7.3	13.628	B
3 - A27 West	1826	457	395	2680	0.681	1826	2326	2.4	2.4	4.738	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	741	185	1303	1283	0.578	741	918	1.5	1.6	7.575	A
2 - A27 South (Arundel Road)	1980	495	741	2265	0.874	1980	1303	7.3	7.3	13.671	B
3 - A27 West	1826	457	395	2680	0.681	1826	2326	2.4	2.4	4.738	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	Fontwell East	Standard Roundabout		2, 3, 1	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
D10	2031 DS	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	882	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1216	100.000
3 - A27 West		FLAT	✓	2298	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	882
	2 - A27 South (Arundel Road)	24	55	1137
	3 - A27 West	729	1569	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.02	0.05	0.94
	3 - A27 West	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	8
	2 - A27 South (Arundel Road)	7	3	11
	3 - A27 West	13	6	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.112
	2 - A27 South (Arundel Road)	1.098	1.042	1.154
	3 - A27 West	1.182	1.084	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Farmille Bottom	882	882
	2 - A27 South (Arundel Road)	1216	1216
	3 - A27 West	2298	2298
17:15-17:30	1 - A29 Farmille Bottom	882	882
	2 - A27 South (Arundel Road)	1216	1216
	3 - A27 West	2298	2298
17:30-17:45	1 - A29 Farmille Bottom	882	882
	2 - A27 South (Arundel Road)	1216	1216
	3 - A27 West	2298	2298
17:45-18:00	1 - A29 Farmille Bottom	882	882
	2 - A27 South (Arundel Road)	1216	1216
	3 - A27 West	2298	2298

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.85	24.85	5.9	C	882	882
2 - A27 South (Arundel Road)	0.57	4.44	1.5	A	1216	1216
3 - A27 West	0.78	6.02	3.8	A	2298	2298

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	882	221	1614	1049	0.841	862	748	0.0	5.1	19.650	C
2 - A27 South (Arundel Road)	1216	304	862	2162	0.562	1210	1614	0.0	1.5	4.313	A
3 - A27 West	2298	575	79	2964	0.775	2283	1993	0.0	3.7	5.768	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	882	221	1624	1041	0.847	880	753	5.1	5.6	24.222	C
2 - A27 South (Arundel Road)	1216	304	880	2146	0.567	1216	1624	1.5	1.5	4.438	A
3 - A27 West	2298	575	79	2963	0.775	2298	2017	3.7	3.8	6.015	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	882	221	1624	1041	0.847	881	753	5.6	5.8	24.684	C
2 - A27 South (Arundel Road)	1216	304	881	2145	0.567	1216	1624	1.5	1.5	4.443	A
3 - A27 West	2298	575	79	2963	0.775	2298	2018	3.8	3.8	6.020	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	882	221	1624	1041	0.847	882	753	5.8	5.9	24.847	C
2 - A27 South (Arundel Road)	1216	304	882	2145	0.567	1216	1624	1.5	1.5	4.445	A
3 - A27 West	2298	575	79	2963	0.775	2298	2019	3.8	3.8	6.020	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	Fontwell East	Standard Roundabout		2, 3, 1	9.64	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
D11	2038 DM	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	734	100.000
2 - A27 South (Arundel Road)		FLAT	✓	2006	100.000
3 - A27 West		FLAT	✓	1887	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	734
	2 - A27 South (Arundel Road)	187	177	1642
	3 - A27 West	691	1196	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.09	0.09	0.82
	3 - A27 West	0.37	0.63	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
1 - A29 Farmille Bottom	0	0	8
2 - A27 South (Arundel Road)	4	0	7
3 - A27 West	8	10	0

Average PCU Per Veh

From \ To	1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
1 - A29 Farmille Bottom	1.000	1.000	1.112
2 - A27 South (Arundel Road)	1.056	1.000	1.098
3 - A27 West	1.112	1.140	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Farmille Bottom	734	734
	2 - A27 South (Arundel Road)	2006	2006
	3 - A27 West	1887	1887
08:15-08:30	1 - A29 Farmille Bottom	734	734
	2 - A27 South (Arundel Road)	2006	2006
	3 - A27 West	1887	1887
08:30-08:45	1 - A29 Farmille Bottom	734	734
	2 - A27 South (Arundel Road)	2006	2006
	3 - A27 West	1887	1887
08:45-09:00	1 - A29 Farmille Bottom	734	734
	2 - A27 South (Arundel Road)	2006	2006
	3 - A27 West	1887	1887

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.60	8.07	1.6	A	734	734
2 - A27 South (Arundel Road)	0.88	14.62	7.9	B	2006	2006
3 - A27 West	0.70	4.96	2.6	A	1887	1887

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	734	184	1364	1237	0.594	728	872	0.0	1.6	7.772	A
2 - A27 South (Arundel Road)	2006	502	728	2276	0.881	1977	1364	0.0	7.2	12.098	B
3 - A27 West	1887	472	359	2712	0.696	1877	2346	0.0	2.5	4.813	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	734	184	1373	1230	0.597	734	878	1.6	1.6	8.062	A
2 - A27 South (Arundel Road)	2006	502	734	2271	0.883	2004	1373	7.2	7.7	14.384	B
3 - A27 West	1887	472	364	2708	0.697	1887	2374	2.5	2.6	4.952	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	734	184	1373	1230	0.597	734	878	1.6	1.6	8.069	A
2 - A27 South (Arundel Road)	2006	502	734	2271	0.883	2005	1373	7.7	7.8	14.556	B
3 - A27 West	1887	472	364	2707	0.697	1887	2375	2.6	2.6	4.956	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	734	184	1373	1230	0.597	734	878	1.6	1.6	8.069	A
2 - A27 South (Arundel Road)	2006	502	734	2271	0.883	2006	1373	7.8	7.9	14.617	B
3 - A27 West	1887	472	364	2707	0.697	1887	2376	2.6	2.6	4.956	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	Fontwell East	Standard Roundabout		2, 3, 1	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
D12	2038 DM	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	860	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1359	100.000
3 - A27 West		FLAT	✓	2326	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	860
	2 - A27 South (Arundel Road)	25	53	1281
	3 - A27 West	744	1582	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.02	0.04	0.94
	3 - A27 West	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	8
	2 - A27 South (Arundel Road)	6	3	10
	3 - A27 West	12	6	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.112
	2 - A27 South (Arundel Road)	1.084	1.042	1.140
	3 - A27 West	1.168	1.084	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Farmille Bottom	860	860
	2 - A27 South (Arundel Road)	1359	1359
	3 - A27 West	2326	2326
17:15-17:30	1 - A29 Farmille Bottom	860	860
	2 - A27 South (Arundel Road)	1359	1359
	3 - A27 West	2326	2326
17:30-17:45	1 - A29 Farmille Bottom	860	860
	2 - A27 South (Arundel Road)	1359	1359
	3 - A27 West	2326	2326
17:45-18:00	1 - A29 Farmille Bottom	860	860
	2 - A27 South (Arundel Road)	1359	1359
	3 - A27 West	2326	2326

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.83	22.95	5.3	C	860	860
2 - A27 South (Arundel Road)	0.63	5.08	1.9	A	1359	1359
3 - A27 West	0.78	6.25	4.0	A	2326	2326

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	860	215	1624	1041	0.826	841	764	0.0	4.7	18.615	C
2 - A27 South (Arundel Road)	1359	340	841	2179	0.624	1352	1624	0.0	1.9	4.893	A
3 - A27 West	2326	582	78	2965	0.785	2310	2115	0.0	3.9	5.970	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	860	215	1635	1033	0.833	858	769	4.7	5.1	22.489	C
2 - A27 South (Arundel Road)	1359	340	858	2165	0.628	1359	1635	1.9	1.9	5.066	A
3 - A27 West	2326	582	78	2964	0.785	2326	2139	3.9	4.0	6.249	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	860	215	1635	1033	0.833	859	769	5.1	5.3	22.836	C
2 - A27 South (Arundel Road)	1359	340	859	2164	0.628	1359	1635	1.9	1.9	5.074	A
3 - A27 West	2326	582	78	2964	0.785	2326	2140	4.0	4.0	6.254	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	860	215	1635	1033	0.833	860	769	5.3	5.3	22.952	C
2 - A27 South (Arundel Road)	1359	340	860	2164	0.628	1359	1635	1.9	1.9	5.076	A
3 - A27 West	2326	582	78	2964	0.785	2326	2141	4.0	4.0	6.254	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	Fontwell East	Standard Roundabout		2, 3, 1	18.48	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2038 DS	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	737	100.000
2 - A27 South (Arundel Road)		FLAT	✓	2164	100.000
3 - A27 West		FLAT	✓	1958	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	737
	2 - A27 South (Arundel Road)	277	202	1685
	3 - A27 West	743	1215	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.13	0.09	0.78
	3 - A27 West	0.38	0.62	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
1 - A29 Farmille Bottom	0	0	8
2 - A27 South (Arundel Road)	3	0	7
3 - A27 West	7	9	0

Average PCU Per Veh

From \ To	1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
1 - A29 Farmille Bottom	1.000	1.000	1.112
2 - A27 South (Arundel Road)	1.042	1.000	1.098
3 - A27 West	1.098	1.126	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - A29 Farmille Bottom	737	737
	2 - A27 South (Arundel Road)	2164	2164
	3 - A27 West	1958	1958
08:15-08:30	1 - A29 Farmille Bottom	737	737
	2 - A27 South (Arundel Road)	2164	2164
	3 - A27 West	1958	1958
08:30-08:45	1 - A29 Farmille Bottom	737	737
	2 - A27 South (Arundel Road)	2164	2164
	3 - A27 West	1958	1958
08:45-09:00	1 - A29 Farmille Bottom	737	737
	2 - A27 South (Arundel Road)	2164	2164
	3 - A27 West	1958	1958

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.62	8.70	1.8	A	737	737
2 - A27 South (Arundel Road)	0.95	32.93	18.8	D	2164	2164
3 - A27 West	0.75	6.20	3.3	A	1958	1958

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	737	184	1404	1207	0.611	730	1008	0.0	1.7	8.287	A
2 - A27 South (Arundel Road)	2164	541	730	2274	0.952	2109	1404	0.0	13.8	19.473	C
3 - A27 West	1958	490	467	2615	0.749	1945	2372	0.0	3.2	5.885	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	737	184	1416	1198	0.615	737	1018	1.7	1.8	8.678	A
2 - A27 South (Arundel Road)	2164	541	737	2268	0.954	2153	1416	13.8	16.6	29.268	D
3 - A27 West	1958	490	477	2606	0.751	1958	2413	3.2	3.3	6.185	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	737	184	1416	1197	0.616	737	1019	1.8	1.8	8.694	A
2 - A27 South (Arundel Road)	2164	541	737	2268	0.954	2159	1416	16.6	17.9	31.672	D
3 - A27 West	1958	490	478	2605	0.752	1958	2418	3.3	3.3	6.201	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	737	184	1417	1197	0.616	737	1020	1.8	1.8	8.699	A
2 - A27 South (Arundel Road)	2164	541	737	2268	0.954	2161	1417	17.9	18.8	32.929	D
3 - A27 West	1958	490	478	2605	0.752	1958	2419	3.3	3.3	6.205	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	Fontwell East	Standard Roundabout		2, 3, 1	20.83	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	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 Farmille Bottom		FLAT	✓	940	100.000
2 - A27 South (Arundel Road)		FLAT	✓	1310	100.000
3 - A27 West		FLAT	✓	2429	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0	0	940
	2 - A27 South (Arundel Road)	26	46	1238
	3 - A27 West	760	1669	0

Proportions

		To		
		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
From	1 - A29 Farmille Bottom	0.00	0.00	1.00
	2 - A27 South (Arundel Road)	0.02	0.04	0.95
	3 - A27 West	0.31	0.69	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	0	0	7
	2 - A27 South (Arundel Road)	7	3	10
	3 - A27 West	13	5	0

Average PCU Per Veh

	To			
From		1 - A29 Farmille Bottom	2 - A27 South (Arundel Road)	3 - A27 West
	1 - A29 Farmille Bottom	1.000	1.000	1.098
	2 - A27 South (Arundel Road)	1.098	1.042	1.140
	3 - A27 West	1.182	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - A29 Farmille Bottom	940	940
	2 - A27 South (Arundel Road)	1310	1310
	3 - A27 West	2429	2429
17:15-17:30	1 - A29 Farmille Bottom	940	940
	2 - A27 South (Arundel Road)	1310	1310
	3 - A27 West	2429	2429
17:30-17:45	1 - A29 Farmille Bottom	940	940
	2 - A27 South (Arundel Road)	1310	1310
	3 - A27 West	2429	2429
17:45-18:00	1 - A29 Farmille Bottom	940	940
	2 - A27 South (Arundel Road)	1310	1310
	3 - A27 West	2429	2429

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 Farmille Bottom	0.97	77.55	19.2	F	940	940
2 - A27 South (Arundel Road)	0.62	5.17	1.9	A	1310	1310
3 - A27 West	0.82	7.34	4.9	A	2429	2429

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	940	235	1702	982	0.957	895	780	0.0	11.2	35.537	E
2 - A27 South (Arundel Road)	1310	328	895	2134	0.614	1303	1702	0.0	1.8	4.880	A
3 - A27 West	2429	607	72	2970	0.818	2410	2126	0.0	4.7	6.875	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	940	235	1715	973	0.966	924	786	11.2	15.2	60.708	F
2 - A27 South (Arundel Road)	1310	328	924	2109	0.621	1310	1715	1.8	1.8	5.113	A
3 - A27 West	2429	607	72	2970	0.818	2429	2162	4.7	4.8	7.321	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	940	235	1715	972	0.967	930	786	15.2	17.5	70.933	F
2 - A27 South (Arundel Road)	1310	328	930	2103	0.623	1310	1715	1.8	1.9	5.151	A
3 - A27 West	2429	607	72	2970	0.818	2429	2168	4.8	4.9	7.332	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A29 Farmille Bottom	940	235	1715	972	0.967	933	786	17.5	19.2	77.560	F
2 - A27 South (Arundel Road)	1310	328	933	2101	0.624	1310	1715	1.9	1.9	5.166	A
3 - A27 West	2429	607	72	2970	0.818	2429	2171	4.9	4.9	7.335	A

Appendix T B2233 Yapton Road / A259 Crookthorn Lane / Grevatt's Lane (Oystercatcher Junction)

ARUN DISTRICT COUNCIL BN/11/22/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
[redacted]

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

Filename: Jct 22 - B2233 Yapton Road x A259 (Oystercatcher).j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 22 - B2233 Yapton Road - A259 Oystercatcher Junction
Report generation date: 19/04/2021 14:18:34

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

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2031 DM No Cala								
Stream B-C	269.9	59999940.00	9999999999.00	F	369.0	59999940.00	9999999999.00	F
Stream B-A	69.2	59999940.00	9999999999.00	F	42.0	59999940.00	9999999999.00	F
Stream C-AB	2.5	28.85	0.71	D	3.3	32.40	0.75	D
2031 DM								
Stream B-C	266.0	59999940.00	9999999999.00	F	371.0	59999940.00	9999999999.00	F
Stream B-A	70.0	59999940.00	9999999999.00	F	42.0	59999940.00	9999999999.00	F
Stream C-AB	2.5	28.72	0.71	D	3.2	31.89	0.75	D
2031 DS No Cala								
Stream B-C	270.0	59999940.00	9999999999.00	F	368.0	59999940.00	9999999999.00	F
Stream B-A	71.0	59999940.00	9999999999.00	F	44.0	59999940.00	9999999999.00	F
Stream C-AB	2.4	27.90	0.70	C	3.3	32.34	0.76	D
2031 DS								
Stream B-C	274.0	59999940.00	9999999999.00	F	376.0	59999940.00	9999999999.00	F
Stream B-A	70.9	59999940.00	9999999999.00	F	42.0	59999940.00	9999999999.00	F
Stream C-AB	2.5	28.22	0.70	C	3.4	32.70	0.76	D
2036 DM								
Stream B-C	254.0	59999940.00	9999999999.00	F	370.0	59999940.00	9999999999.00	F
Stream B-A	71.0	59999940.00	9999999999.00	F	34.0	59999940.00	9999999999.00	F
Stream C-AB	2.3	27.54	0.69	D	7.5	45.79	0.86	E
2036 DS								
Stream B-C	234.0	59999940.00	9999999999.00	F	337.0	59999940.00	9999999999.00	F
Stream B-A	66.0	59999940.00	9999999999.00	F	31.0	59999940.00	9999999999.00	F
Stream C-AB	4.3	33.15	0.80	E	10.1	49.66	0.89	E

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

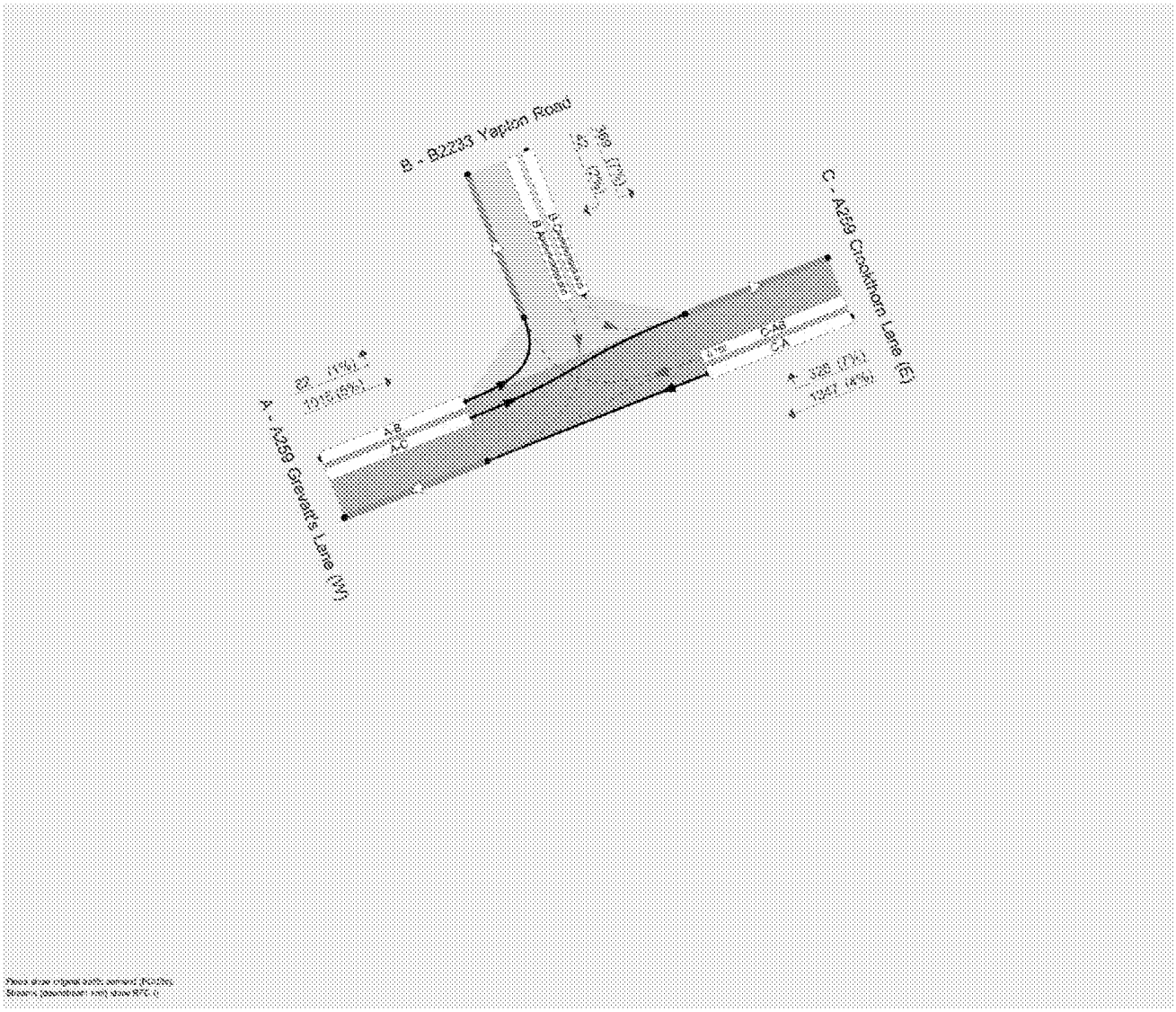
File summary

File Description

Title	B2233 Yapton / A259 (Oystercatcher
Location	New scheme
Site number	
Date	03/11/2020
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	A13394/95
Enumerator	PFGROUP\PAhrens
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

2031 DM No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		7231197.65	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Grevatt's Lane (W)		Major
B	B2233 Yapton Road		Minor
C	A259 Crookthorn Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Crookthorn Lane (E)	6.41		✓	4.09	78.3	✓	13.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - B2233 Yapton Road	One lane plus flare	10.00	10.00	6.15	4.04	3.70		2.00	64	42

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	558	0.100	0.252	0.159	0.361
B-C	750	0.113	0.285	-	-
C-B	747	0.284	0.284	-	-

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1108	100.000
B - B2233 Yapton Road		FLAT	✓	343	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1395	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	51	1057
	B - B2233 Yapton Road	70	0	273
	C - A259 Crookthorn Lane (E)	1090	305	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.05	0.95
	B - B2233 Yapton Road	0.20	0.00	0.80
	C - A259 Crookthorn Lane (E)	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	4	11
	B - B2233 Yapton Road	4	0	6
	C - A259 Crookthorn Lane (E)	12	5	0

Average PCU Per Veh

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	1.000	1.040	1.110
	B - B2233 Yapton Road	1.040	1.000	1.060
	C - A259 Crookthorn Lane (E)	1.120	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - A259 Grevatt's Lane (W)	1108	1108
	B - B2233 Yapton Road	343	343
	C - A259 Crookthorn Lane (E)	1395	1395
08:15-08:30	A - A259 Grevatt's Lane (W)	1108	1108
	B - B2233 Yapton Road	343	343
	C - A259 Crookthorn Lane (E)	1395	1395
08:30-08:45	A - A259 Grevatt's Lane (W)	1108	1108
	B - B2233 Yapton Road	343	343
	C - A259 Crookthorn Lane (E)	1395	1395
08:45-09:00	A - A259 Grevatt's Lane (W)	1108	1108
	B - B2233 Yapton Road	343	343
	C - A259 Crookthorn Lane (E)	1395	1395

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	9999999999.00	59999940.00	269.9	F	273	273
B-A	9999999999.00	59999940.00	69.2	F	70	70
C-AB	0.71	28.85	2.5	D	315	315
C-A					1080	1080
A-B					51	51
A-C					1057	1057

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	13	21.364	13	0.0	68.1	59999940.000	F
B-A	70	18	3	21.364	3	0.0	16.7	59999940.000	F
C-AB	315	79	447	0.706	306	0.0	2.3	25.578	D
C-A	1080	270			1080				
A-B	51	13			51				
A-C	1057	264			1057				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	0	9999999999.000	0	68.1	133.4	59999940.000	F
B-A	70	18	0	9999999999.000	0	16.7	34.2	59999940.000	F
C-AB	315	79	447	0.706	315	2.3	2.5	28.605	D
C-A	1080	270			1080				
A-B	51	13			51				
A-C	1057	264			1057				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	0	9999999999.000	0	133.4	201.6	59999940.000	F
B-A	70	18	0	9999999999.000	0	34.2	51.7	59999940.000	F
C-AB	315	79	447	0.706	315	2.5	2.5	28.785	D
C-A	1080	270			1080				
A-B	51	13			51				
A-C	1057	264			1057				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	0	9999999999.000	0	201.6	269.9	59999940.000	F
B-A	70	18	0	9999999999.000	0	51.7	69.2	59999940.000	F
C-AB	315	79	447	0.706	315	2.5	2.5	28.853	D
C-A	1080	270			1080				
A-B	51	13			51				
A-C	1057	264			1057				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		77820.75.04	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1097	100.000
B - B2233 Yapton Road		FLAT	✓	411	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1673	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	82	1015
	B - B2233 Yapton Road	42	0	369
	C - A259 Crookthorn Lane (E)	1347	326	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.07	0.93
	B - B2233 Yapton Road	0.10	0.00	0.90
	C - A259 Crookthorn Lane (E)	0.81	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
	A - A259 Grevatt's Lane (W)	0	1	5
	B - B2233 Yapton Road	2	0	7
	C - A259 Crookthorn Lane (E)	4	7	0

Average PCU Per Veh

	To			
From		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
	A - A259 Grevatt's Lane (W)	1.000	1.010	1.050
	B - B2233 Yapton Road	1.020	1.000	1.070
	C - A259 Crookthorn Lane (E)	1.040	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - A259 Grevatt's Lane (W)	1097	1097
	B - B2233 Yapton Road	411	411
	C - A259 Crookthorn Lane (E)	1673	1673
17:15-17:30	A - A259 Grevatt's Lane (W)	1097	1097
	B - B2233 Yapton Road	411	411
	C - A259 Crookthorn Lane (E)	1673	1673
17:30-17:45	A - A259 Grevatt's Lane (W)	1097	1097
	B - B2233 Yapton Road	411	411
	C - A259 Crookthorn Lane (E)	1673	1673
17:45-18:00	A - A259 Grevatt's Lane (W)	1097	1097
	B - B2233 Yapton Road	411	411
	C - A259 Crookthorn Lane (E)	1673	1673

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	999999999.00	59999940.00	369.0	F	369	369
B-A	999999999.00	59999940.00	42.0	F	42	42
C-AB	0.75	32.40	3.3	D	356	356
C-A					1317	1317
A-B					82	82
A-C					1015	1015

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	369	92	0	999999999.000	0	0.0	92.3	59999940.000	F
B-A	42	11	0	999999999.000	0	0.0	10.5	59999940.000	F
C-AB	356	89	476	0.750	345	0.0	2.9	27.521	D
C-A	1317	329			1317				
A-B	82	21			82				
A-C	1015	254			1015				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	369	92	0	999999999.000	0	92.3	184.5	5999940.000	F
B-A	42	11	0	999999999.000	0	10.5	21.0	5999940.000	F
C-AB	356	89	476	0.750	355	2.9	3.2	31.846	D
C-A	1317	329			1317				
A-B	82	21			82				
A-C	1015	254			1015				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	369	92	0	999999999.000	0	184.5	276.8	5999940.000	F
B-A	42	11	0	999999999.000	0	21.0	31.5	5999940.000	F
C-AB	356	89	476	0.750	356	3.2	3.3	32.240	D
C-A	1317	329			1317				
A-B	82	21			82				
A-C	1015	254			1015				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	369	92	0	999999999.000	0	276.8	368.0	5999940.000	F
B-A	42	11	0	999999999.000	0	31.5	42.0	5999940.000	F
C-AB	356	89	476	0.750	356	3.3	3.3	32.400	D
C-A	1317	329			1317				
A-B	82	21			82				
A-C	1015	254			1015				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		7058813.84	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1115	100.000
B - B2233 Yapton Road		FLAT	✓	336	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1405	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	51	1064
	B - B2233 Yapton Road	70	0	266
	C - A259 Crookthorn Lane (E)	1100	305	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.05	0.95
	B - B2233 Yapton Road	0.21	0.00	0.79
	C - A259 Crookthorn Lane (E)	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
	A - A259 Grevatt's Lane (W)	0	4	5
	B - B2233 Yapton Road	4	0	3
	C - A259 Crookthorn Lane (E)	5	3	0

Average PCU Per Veh

	To			
From		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
	A - A259 Grevatt's Lane (W)	1.000	1.040	1.050
	B - B2233 Yapton Road	1.040	1.000	1.030
	C - A259 Crookthorn Lane (E)	1.050	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - A259 Grevatt's Lane (W)	1115	1115
	B - B2233 Yapton Road	336	336
	C - A259 Crookthorn Lane (E)	1405	1405
08:15-08:30	A - A259 Grevatt's Lane (W)	1115	1115
	B - B2233 Yapton Road	336	336
	C - A259 Crookthorn Lane (E)	1405	1405
08:30-08:45	A - A259 Grevatt's Lane (W)	1115	1115
	B - B2233 Yapton Road	336	336
	C - A259 Crookthorn Lane (E)	1405	1405
08:45-09:00	A - A259 Grevatt's Lane (W)	1115	1115
	B - B2233 Yapton Road	336	336
	C - A259 Crookthorn Lane (E)	1405	1405

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	9999999999.00	59999940.00	266.0	F	266	266
B-A	9999999999.00	59999940.00	70.0	F	70	70
C-AB	0.71	28.72	2.5	D	315	315
C-A					1090	1090
A-B					51	51
A-C					1064	1064

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	266	67	0	9999999999.000	0	0.0	66.5	59999940.000	F
B-A	70	18	0	9999999999.000	0	0.0	17.5	59999940.000	F
C-AB	315	79	444	0.710	306	0.0	2.3	25.435	D
C-A	1090	272			1090				
A-B	51	13			51				
A-C	1064	266			1064				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	266	67	0	9999999999.000	0	66.5	133.0	59999940.000	F
B-A	70	18	0	9999999999.000	0	17.5	35.0	59999940.000	F
C-AB	315	79	444	0.710	315	2.3	2.4	28.474	D
C-A	1090	272			1090				
A-B	51	13			51				
A-C	1064	266			1064				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	266	67	0	9999999999.000	0	133.0	199.5	59999940.000	F
B-A	70	18	0	9999999999.000	0	35.0	52.5	59999940.000	F
C-AB	315	79	444	0.710	315	2.4	2.5	28.656	D
C-A	1090	272			1090				
A-B	51	13			51				
A-C	1064	266			1064				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	266	67	0	9999999999.000	0	199.5	266.0	59999940.000	F
B-A	70	18	0	9999999999.000	0	52.5	70.0	59999940.000	F
C-AB	315	79	444	0.710	315	2.5	2.5	28.720	D
C-A	1090	272			1090				
A-B	51	13			51				
A-C	1064	266			1064				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		7785104.16	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1096	100.000
B - B2233 Yapton Road		FLAT	✓	413	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1674	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	81	1015
	B - B2233 Yapton Road	42	0	371
	C - A259 Crookthorn Lane (E)	1347	327	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.07	0.93
	B - B2233 Yapton Road	0.10	0.00	0.90
	C - A259 Crookthorn Lane (E)	0.80	0.20	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	1	3
	B - B2233 Yapton Road	2	0	5
	C - A259 Crookthorn Lane (E)	2	4	0

Average PCU Per Veh

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	1.000	1.010	1.030
	B - B2233 Yapton Road	1.020	1.000	1.050
	C - A259 Crookthorn Lane (E)	1.020	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - A259 Grevatt's Lane (W)	1096	1096
	B - B2233 Yapton Road	413	413
	C - A259 Crookthorn Lane (E)	1674	1674
17:15-17:30	A - A259 Grevatt's Lane (W)	1096	1096
	B - B2233 Yapton Road	413	413
	C - A259 Crookthorn Lane (E)	1674	1674
17:30-17:45	A - A259 Grevatt's Lane (W)	1096	1096
	B - B2233 Yapton Road	413	413
	C - A259 Crookthorn Lane (E)	1674	1674
17:45-18:00	A - A259 Grevatt's Lane (W)	1096	1096
	B - B2233 Yapton Road	413	413
	C - A259 Crookthorn Lane (E)	1674	1674

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	9999999999.00	59999940.00	371.0	F	371	371
B-A	9999999999.00	59999940.00	42.0	F	42	42
C-AB	0.75	31.89	3.2	D	355	355
C-A					1319	1319
A-B					81	81
A-C					1015	1015

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	371	93	0	9999999999.000	0	0.0	99.8	59999940.000	F
B-A	42	11	0	9999999999.000	0	0.0	10.5	59999940.000	F
C-AB	355	89	473	0.751	344	0.0	2.9	27.126	D
C-A	1319	330			1319				
A-B	81	20			81				
A-C	1015	254			1015				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	371	93	0	9999999999.000	0	92.5	185.5	5999999940.000	F
B-A	42	11	0	9999999999.000	0	10.5	21.0	5999999940.000	F
C-AB	355	89	473	0.751	355	2.9	3.1	31.363	D
C-A	1319	330			1319				
A-B	81	20			81				
A-C	1015	254			1015				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	371	93	0	9999999999.000	0	185.5	278.3	5999999940.000	F
B-A	42	11	0	9999999999.000	0	21.0	31.5	5999999940.000	F
C-AB	355	89	473	0.751	355	3.1	3.2	31.737	D
C-A	1319	330			1319				
A-B	81	20			81				
A-C	1015	254			1015				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	371	93	0	9999999999.000	0	278.3	371.0	5999999940.000	F
B-A	42	11	0	9999999999.000	0	31.5	42.0	5999999940.000	F
C-AB	355	89	473	0.751	355	3.2	3.2	31.892	D
C-A	1319	330			1319				
A-B	81	20			81				
A-C	1015	254			1015				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		7174135.68	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1114	100.000
B - B2233 Yapton Road		FLAT	✓	344	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1419	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	50	1064
	B - B2233 Yapton Road	71	0	273
	C - A259 Crookthorn Lane (E)	1118	301	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.04	0.96
	B - B2233 Yapton Road	0.21	0.00	0.79
	C - A259 Crookthorn Lane (E)	0.79	0.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	4	6
	B - B2233 Yapton Road	4	0	3
	C - A259 Crookthorn Lane (E)	5	3	0

Average PCU Per Veh

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	1.000	1.040	1.060
	B - B2233 Yapton Road	1.040	1.000	1.030
	C - A259 Crookthorn Lane (E)	1.050	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - A259 Grevatt's Lane (W)	1114	1114
	B - B2233 Yapton Road	344	344
	C - A259 Crookthorn Lane (E)	1419	1419
08:15-08:30	A - A259 Grevatt's Lane (W)	1114	1114
	B - B2233 Yapton Road	344	344
	C - A259 Crookthorn Lane (E)	1419	1419
08:30-08:45	A - A259 Grevatt's Lane (W)	1114	1114
	B - B2233 Yapton Road	344	344
	C - A259 Crookthorn Lane (E)	1419	1419
08:45-09:00	A - A259 Grevatt's Lane (W)	1114	1114
	B - B2233 Yapton Road	344	344
	C - A259 Crookthorn Lane (E)	1419	1419

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	9999999999.00	59999940.00	273.0	F	273	273
B-A	9999999999.00	59999940.00	71.0	F	71	71
C-AB	0.70	27.90	2.4	D	310	310
C-A					1109	1109
A-B					50	50
A-C					1064	1064

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	0	9999999999.000	0	0.0	68.3	59999940.000	F
B-A	71	18	0	9999999999.000	0	0.0	17.8	59999940.000	F
C-AB	310	77	442	0.700	301	0.0	2.2	24.893	C
C-A	1109	277			1109				
A-B	50	13			50				
A-C	1064	266			1064				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	0	9999999999.000	0	68.3	136.5	5999999940.000	F
B-A	71	18	0	9999999999.000	0	17.8	35.5	5999999940.000	F
C-AB	310	77	442	0.700	309	2.2	2.3	27.687	D
C-A	1109	277			1109				
A-B	50	13			50				
A-C	1064	266			1064				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	0	9999999999.000	0	136.5	204.8	5999999940.000	F
B-A	71	18	0	9999999999.000	0	35.5	53.3	5999999940.000	F
C-AB	310	77	442	0.700	309	2.3	2.4	27.842	D
C-A	1109	277			1109				
A-B	50	13			50				
A-C	1064	266			1064				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	0	9999999999.000	0	204.8	273.0	5999999940.000	F
B-A	71	18	0	9999999999.000	0	53.3	71.0	5999999940.000	F
C-AB	310	77	442	0.700	310	2.4	2.4	27.900	D
C-A	1109	277			1109				
A-B	50	13			50				
A-C	1064	266			1064				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		7737685.19	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 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1100	100.000
B - B2233 Yapton Road		FLAT	✓	412	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1683	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	81	1019
	B - B2233 Yapton Road	44	0	368
	C - A259 Crookthorn Lane (E)	1355	328	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.07	0.93
	B - B2233 Yapton Road	0.11	0.00	0.89
	C - A259 Crookthorn Lane (E)	0.81	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	1	3
	B - B2233 Yapton Road	2	0	5
	C - A259 Crookthorn Lane (E)	2	4	0

Average PCU Per Veh

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	1.000	1.010	1.030
	B - B2233 Yapton Road	1.020	1.000	1.050
	C - A259 Crookthorn Lane (E)	1.020	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - A259 Grevatt's Lane (W)	1100	1100
	B - B2233 Yapton Road	412	412
	C - A259 Crookthorn Lane (E)	1683	1683
17:15-17:30	A - A259 Grevatt's Lane (W)	1100	1100
	B - B2233 Yapton Road	412	412
	C - A259 Crookthorn Lane (E)	1683	1683
17:30-17:45	A - A259 Grevatt's Lane (W)	1100	1100
	B - B2233 Yapton Road	412	412
	C - A259 Crookthorn Lane (E)	1683	1683
17:45-18:00	A - A259 Grevatt's Lane (W)	1100	1100
	B - B2233 Yapton Road	412	412
	C - A259 Crookthorn Lane (E)	1683	1683

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	9999999999.00	59999940.00	368.0	F	368	368
B-A	9999999999.00	59999940.00	44.0	F	44	44
C-AB	0.76	32.34	3.3	D	359	359
C-A					1324	1324
A-B					81	81
A-C					1019	1019

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	368	92	0	9999999999.000	0	0.0	92.0	59999940.000	F
B-A	44	11	0	9999999999.000	0	0.0	11.0	59999940.000	F
C-AB	359	90	475	0.756	347	0.0	2.9	27.360	D
C-A	1324	331			1324				
A-B	81	20			81				
A-C	1019	255			1019				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	368	92	0	9999999999.000	0	92.0	184.0	5999999940.000	F
B-A	44	11	0	9999999999.000	0	11.0	22.0	5999999940.000	F
C-AB	359	90	475	0.756	358	2.9	3.2	31.762	D
C-A	1324	331			1324				
A-B	81	20			81				
A-C	1019	255			1019				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	368	92	0	9999999999.000	0	184.0	276.0	5999999940.000	F
B-A	44	11	0	9999999999.000	0	22.0	33.0	5999999940.000	F
C-AB	359	90	475	0.756	358	3.2	3.3	32.170	D
C-A	1324	331			1324				
A-B	81	20			81				
A-C	1019	255			1019				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	368	92	0	9999999999.000	0	276.0	368.0	5999999940.000	F
B-A	44	11	0	9999999999.000	0	33.0	44.0	5999999940.000	F
C-AB	359	90	475	0.756	359	3.3	3.3	32.339	D
C-A	1324	331			1324				
A-B	81	20			81				
A-C	1019	255			1019				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		7176630.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1113	100.000
B - B2233 Yapton Road		FLAT	✓	344	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1419	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	50	1063
	B - B2233 Yapton Road	70	0	274
	C - A259 Crookthorn Lane (E)	1116	303	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.04	0.96
	B - B2233 Yapton Road	0.20	0.00	0.80
	C - A259 Crookthorn Lane (E)	0.79	0.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	4	6
	B - B2233 Yapton Road	4	0	3
	C - A259 Crookthorn Lane (E)	5	3	0

Average PCU Per Veh

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	1.000	1.040	1.060
	B - B2233 Yapton Road	1.040	1.000	1.030
	C - A259 Crookthorn Lane (E)	1.050	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - A259 Grevatt's Lane (W)	1113	1113
	B - B2233 Yapton Road	344	344
	C - A259 Crookthorn Lane (E)	1419	1419
08:15-08:30	A - A259 Grevatt's Lane (W)	1113	1113
	B - B2233 Yapton Road	344	344
	C - A259 Crookthorn Lane (E)	1419	1419
08:30-08:45	A - A259 Grevatt's Lane (W)	1113	1113
	B - B2233 Yapton Road	344	344
	C - A259 Crookthorn Lane (E)	1419	1419
08:45-09:00	A - A259 Grevatt's Lane (W)	1113	1113
	B - B2233 Yapton Road	344	344
	C - A259 Crookthorn Lane (E)	1419	1419

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	9999999999.00	59999940.00	274.0	F	274	274
B-A	9999999999.00	59999940.00	70.0	F	70	70
C-AB	0.70	28.22	2.5	D	312	312
C-A					1107	1107
A-B					50	50
A-C					1063	1063

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	274	69	0	9999999999.000	0	0.0	68.5	59999940.000	F
B-A	70	18	0	9999999999.000	0	0.0	17.5	59999940.000	F
C-AB	312	78	444	0.704	303	0.0	2.3	25.099	D
C-A	1107	277			1107				
A-B	50	13			50				
A-C	1063	266			1063				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	274	69	0	9999999999.000	0	68.5	137.0	59999940.000	F
B-A	70	18	0	9999999999.000	0	17.5	35.0	59999940.000	F
C-AB	312	78	444	0.704	312	2.3	2.4	27.991	D
C-A	1107	277			1107				
A-B	50	13			50				
A-C	1063	266			1063				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	274	69	0	9999999999.000	0	137.0	205.5	59999940.000	F
B-A	70	18	0	9999999999.000	0	35.0	52.5	59999940.000	F
C-AB	312	78	444	0.704	312	2.4	2.4	28.156	D
C-A	1107	277			1107				
A-B	50	13			50				
A-C	1063	266			1063				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	274	69	0	9999999999.000	0	205.5	274.0	59999940.000	F
B-A	70	18	0	9999999999.000	0	52.5	70.0	59999940.000	F
C-AB	312	78	444	0.704	312	2.4	2.5	28.220	D
C-A	1107	277			1107				
A-B	50	13			50				
A-C	1063	266			1063				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		7.39	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
D8	2031 DS	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1099	100.000
B - B2233 Yapton Road		FLAT	✓	418	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1682	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	82	1017
	B - B2233 Yapton Road	42	0	376
	C - A259 Crookthorn Lane (E)	1352	330	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.07	0.93
	B - B2233 Yapton Road	0.10	0.00	0.90
	C - A259 Crookthorn Lane (E)	0.80	0.20	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
	A - A259 Grevatt's Lane (W)	0	1	3
	B - B2233 Yapton Road	2	0	5
	C - A259 Crookthorn Lane (E)	2	4	0

Average PCU Per Veh

	To			
From		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
	A - A259 Grevatt's Lane (W)	1.000	1.010	1.030
	B - B2233 Yapton Road	1.020	1.000	1.050
	C - A259 Crookthorn Lane (E)	1.020	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - A259 Grevatt's Lane (W)	1099	1099
	B - B2233 Yapton Road	418	418
	C - A259 Crookthorn Lane (E)	1682	1682
17:15-17:30	A - A259 Grevatt's Lane (W)	1099	1099
	B - B2233 Yapton Road	418	418
	C - A259 Crookthorn Lane (E)	1682	1682
17:30-17:45	A - A259 Grevatt's Lane (W)	1099	1099
	B - B2233 Yapton Road	418	418
	C - A259 Crookthorn Lane (E)	1682	1682
17:45-18:00	A - A259 Grevatt's Lane (W)	1099	1099
	B - B2233 Yapton Road	418	418
	C - A259 Crookthorn Lane (E)	1682	1682

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	9999999999.00	59999940.00	376.0	F	376	376
B-A	9999999999.00	59999940.00	42.0	F	42	42
C-AB	0.76	32.70	3.4	D	363	363
C-A					1319	1319
A-B					82	82
A-C					1017	1017

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	376	94	0	9999999999.000	0	0.0	94.0	59999940.000	F
B-A	42	11	0	9999999999.000	0	0.0	10.5	59999940.000	F
C-AB	363	91	478	0.760	351	0.0	3.0	27.528	D
C-A	1319	330			1319				
A-B	82	21			82				
A-C	1017	254			1017				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	376	94	0	999999999.000	0	94.0	188.0	5999940.000	F
B-A	42	11	0	999999999.000	0	10.5	21.0	5999940.000	F
C-AB	363	91	478	0.760	362	3.0	3.3	32.079	D
C-A	1319	330			1319				
A-B	82	21			82				
A-C	1017	254			1017				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	376	94	0	999999999.000	0	188.0	282.0	5999940.000	F
B-A	42	11	0	999999999.000	0	21.0	31.5	5999940.000	F
C-AB	363	91	478	0.760	363	3.3	3.4	32.516	D
C-A	1319	330			1319				
A-B	82	21			82				
A-C	1017	254			1017				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	376	94	0	999999999.000	0	282.0	376.0	5999940.000	F
B-A	42	11	0	999999999.000	0	31.5	42.0	5999940.000	F
C-AB	363	91	478	0.760	363	3.4	3.4	32.698	D
C-A	1319	330			1319				
A-B	82	21			82				
A-C	1017	254			1017				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		6839424.22	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
D9	2038 DM	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1114	100.000
B - B2233 Yapton Road		FLAT	✓	325	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1498	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	50	1064
	B - B2233 Yapton Road	71	0	254
	C - A259 Crookthorn Lane (E)	1200	298	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.04	0.96
	B - B2233 Yapton Road	0.22	0.00	0.78
	C - A259 Crookthorn Lane (E)	0.80	0.20	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
	A - A259 Grevatt's Lane (W)	0	4	5
	B - B2233 Yapton Road	4	0	3
	C - A259 Crookthorn Lane (E)	5	4	0

Average PCU Per Veh

	To			
From		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
	A - A259 Grevatt's Lane (W)	1.000	1.040	1.050
	B - B2233 Yapton Road	1.040	1.000	1.030
	C - A259 Crookthorn Lane (E)	1.050	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - A259 Grevatt's Lane (W)	1114	1114
	B - B2233 Yapton Road	325	325
	C - A259 Crookthorn Lane (E)	1498	1498
08:15-08:30	A - A259 Grevatt's Lane (W)	1114	1114
	B - B2233 Yapton Road	325	325
	C - A259 Crookthorn Lane (E)	1498	1498
08:30-08:45	A - A259 Grevatt's Lane (W)	1114	1114
	B - B2233 Yapton Road	325	325
	C - A259 Crookthorn Lane (E)	1498	1498
08:45-09:00	A - A259 Grevatt's Lane (W)	1114	1114
	B - B2233 Yapton Road	325	325
	C - A259 Crookthorn Lane (E)	1498	1498

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	9999999999.00	59999940.00	254.0	F	254	254
B-A	9999999999.00	59999940.00	71.0	F	71	71
C-AB	0.69	27.54	2.3	D	306	306
C-A					1192	1192
A-B					50	50
A-C					1064	1064

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	64	0	9999999999.000	0	0.0	63.5	59999940.000	F
B-A	71	18	0	9999999999.000	0	0.0	17.8	59999940.000	F
C-AB	306	77	442	0.693	298	0.0	2.2	24.675	C
C-A	1192	298			1192				
A-B	50	13			50				
A-C	1064	266			1064				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	64	0	9999999999.000	0	63.5	127.0	59999940.000	F
B-A	71	18	0	9999999999.000	0	17.8	35.5	59999940.000	F
C-AB	306	77	442	0.693	306	2.2	2.3	27.341	D
C-A	1192	298			1192				
A-B	50	13			50				
A-C	1064	266			1064				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	64	0	9999999999.000	0	127.0	190.5	59999940.000	F
B-A	71	18	0	9999999999.000	0	35.5	53.3	59999940.000	F
C-AB	306	77	442	0.693	306	2.3	2.3	27.483	D
C-A	1192	298			1192				
A-B	50	13			50				
A-C	1064	266			1064				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	254	64	0	9999999999.000	0	190.5	254.0	59999940.000	F
B-A	71	18	0	9999999999.000	0	53.3	71.0	59999940.000	F
C-AB	306	77	442	0.693	306	2.3	2.3	27.537	D
C-A	1192	298			1192				
A-B	50	13			50				
A-C	1064	266			1064				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		7378695.28	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1206	100.000
B - B2233 Yapton Road		FLAT	✓	404	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1675	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	79	1127
	B - B2233 Yapton Road	34	0	370
	C - A259 Crookthorn Lane (E)	1328	347	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.07	0.93
	B - B2233 Yapton Road	0.08	0.00	0.92
	C - A259 Crookthorn Lane (E)	0.79	0.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
	A - A259 Grevatt's Lane (W)	0	1	3
	B - B2233 Yapton Road	3	0	5
	C - A259 Crookthorn Lane (E)	2	4	0

Average PCU Per Veh

	To			
From		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
	A - A259 Grevatt's Lane (W)	1.000	1.010	1.030
	B - B2233 Yapton Road	1.030	1.000	1.050
	C - A259 Crookthorn Lane (E)	1.020	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - A259 Grevatt's Lane (W)	1206	1206
	B - B2233 Yapton Road	404	404
	C - A259 Crookthorn Lane (E)	1675	1675
17:15-17:30	A - A259 Grevatt's Lane (W)	1206	1206
	B - B2233 Yapton Road	404	404
	C - A259 Crookthorn Lane (E)	1675	1675
17:30-17:45	A - A259 Grevatt's Lane (W)	1206	1206
	B - B2233 Yapton Road	404	404
	C - A259 Crookthorn Lane (E)	1675	1675
17:45-18:00	A - A259 Grevatt's Lane (W)	1206	1206
	B - B2233 Yapton Road	404	404
	C - A259 Crookthorn Lane (E)	1675	1675

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	999999999.00	59999940.00	370.0	F	370	370
B-A	999999999.00	59999940.00	34.0	F	34	34
C-AB	0.86	46.70	7.5	E	518	518
C-A					1157	1157
A-B					79	79
A-C					1127	1127

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370	93	0	999999999.000	0	0.0	93.5	59999940.000	F
B-A	34	9	0	999999999.000	0	0.0	8.5	59999940.000	F
C-AB	518	129	603	0.859	497	0.0	5.2	31.345	D
C-A	1157	289			1157				
A-B	79	20			79				
A-C	1127	282			1127				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370	93	0	9999999999.000	0	92.5	185.0	59999940.000	F
B-A	34	9	0	9999999999.000	0	8.5	17.0	59999940.000	F
C-AB	518	129	603	0.859	513	5.2	6.4	41.293	E
C-A	1157	289			1157				
A-B	79	20			79				
A-C	1127	282			1127				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370	93	0	9999999999.000	0	185.0	277.5	59999940.000	F
B-A	34	9	0	9999999999.000	0	17.0	25.5	59999940.000	F
C-AB	518	129	603	0.859	515	6.4	7.1	44.093	E
C-A	1157	289			1157				
A-B	79	20			79				
A-C	1127	282			1127				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370	93	0	9999999999.000	0	277.5	370.0	59999940.000	F
B-A	34	9	0	9999999999.000	0	25.5	34.0	59999940.000	F
C-AB	518	129	603	0.859	516	7.1	7.5	46.697	E
C-A	1157	289			1157				
A-B	79	20			79				
A-C	1127	282			1127				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		[illegible]	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
D11	2038 DS	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1194	100.000
B - B2233 Yapton Road		FLAT	✓	300	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1475	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	48	1146
	B - B2233 Yapton Road	66	0	234
	C - A259 Crookthorn Lane (E)	1150	325	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.04	0.96
	B - B2233 Yapton Road	0.22	0.00	0.78
	C - A259 Crookthorn Lane (E)	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	4	5
	B - B2233 Yapton Road	5	0	3
	C - A259 Crookthorn Lane (E)	5	3	0

Average PCU Per Veh

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	1.000	1.040	1.050
	B - B2233 Yapton Road	1.050	1.000	1.030
	C - A259 Crookthorn Lane (E)	1.050	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A - A259 Grevatt's Lane (W)	1194	1194
	B - B2233 Yapton Road	300	300
	C - A259 Crookthorn Lane (E)	1475	1475
08:15-08:30	A - A259 Grevatt's Lane (W)	1194	1194
	B - B2233 Yapton Road	300	300
	C - A259 Crookthorn Lane (E)	1475	1475
08:30-08:45	A - A259 Grevatt's Lane (W)	1194	1194
	B - B2233 Yapton Road	300	300
	C - A259 Crookthorn Lane (E)	1475	1475
08:45-09:00	A - A259 Grevatt's Lane (W)	1194	1194
	B - B2233 Yapton Road	300	300
	C - A259 Crookthorn Lane (E)	1475	1475

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	999999999.00	59999940.00	234.0	F	234	234
B-A	999999999.00	59999940.00	66.0	F	66	66
C-AB	0.80	39.15	4.3	E	378	378
C-A					1097	1097
A-B					48	48
A-C					1146	1146

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	234	59	0	999999999.000	0	0.0	58.5	59999940.000	F
B-A	66	17	0	999999999.000	0	0.0	16.5	59999940.000	F
C-AB	378	95	474	0.798	364	0.0	3.6	30.950	D
C-A	1097	274			1097				
A-B	48	12			48				
A-C	1146	287			1146				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	234	59	0	9999999999.000	0	58.5	117.0	5999999940.000	F
B-A	66	17	0	9999999999.000	0	16.5	33.0	5999999940.000	F
C-AB	378	95	474	0.798	376	3.6	4.0	37.757	E
C-A	1097	274			1097				
A-B	48	12			48				
A-C	1146	287			1146				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	234	59	0	9999999999.000	0	117.0	175.5	5999999940.000	F
B-A	66	17	0	9999999999.000	0	33.0	49.5	5999999940.000	F
C-AB	378	95	474	0.798	377	4.0	4.2	38.712	E
C-A	1097	274			1097				
A-B	48	12			48				
A-C	1146	287			1146				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	234	59	0	9999999999.000	0	175.5	234.0	5999999940.000	F
B-A	66	17	0	9999999999.000	0	49.5	66.0	5999999940.000	F
C-AB	378	95	474	0.798	378	4.2	4.3	39.145	E
C-A	1097	274			1097				
A-B	48	12			48				
A-C	1146	287			1146				

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	B2233 Yapton / A259 (Oystercatcher)	T-Junction	Two-way		7831657.82	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	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Grevatt's Lane (W)		FLAT	✓	1181	100.000
B - B2233 Yapton Road		FLAT	✓	428	100.000
C - A259 Crookthorn Lane (E)		FLAT	✓	1670	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	81	1100
	B - B2233 Yapton Road	31	0	397
	C - A259 Crookthorn Lane (E)	1304	366	0

Proportions

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0.00	0.07	0.93
	B - B2233 Yapton Road	0.07	0.00	0.93
	C - A259 Crookthorn Lane (E)	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	0	1	3
	B - B2233 Yapton Road	3	0	5
	C - A259 Crookthorn Lane (E)	2	4	0

Average PCU Per Veh

		To		
		A - A259 Grevatt's Lane (W)	B - B2233 Yapton Road	C - A259 Crookthorn Lane (E)
From	A - A259 Grevatt's Lane (W)	1.000	1.010	1.030
	B - B2233 Yapton Road	1.030	1.000	1.050
	C - A259 Crookthorn Lane (E)	1.020	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - A259 Grevatt's Lane (W)	1181	1181
	B - B2233 Yapton Road	428	428
	C - A259 Crookthorn Lane (E)	1670	1670
17:15-17:30	A - A259 Grevatt's Lane (W)	1181	1181
	B - B2233 Yapton Road	428	428
	C - A259 Crookthorn Lane (E)	1670	1670
17:30-17:45	A - A259 Grevatt's Lane (W)	1181	1181
	B - B2233 Yapton Road	428	428
	C - A259 Crookthorn Lane (E)	1670	1670
17:45-18:00	A - A259 Grevatt's Lane (W)	1181	1181
	B - B2233 Yapton Road	428	428
	C - A259 Crookthorn Lane (E)	1670	1670

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	999999999.00	59999940.00	397.0	F	397	397
B-A	999999999.00	59999940.00	31.0	F	31	31
C-AB	0.83	48.65	10.1	E	638	638
C-A					1032	1032
A-B					81	81
A-C					1100	1100

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	397	99	0	999999999.000	0	0.0	99.3	59999940.000	F
B-A	31	8	0	999999999.000	0	0.0	7.8	59999940.000	F
C-AB	638	160	717	0.890	613	0.0	6.4	31.022	D
C-A	1032	258			1032				
A-B	81	20			81				
A-C	1100	275			1100				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	397	99	0	999999999.000	0	99.3	198.5	59999940.000	F
B-A	31	8	0	999999999.000	0	7.8	15.5	59999940.000	F
C-AB	638	160	717	0.890	631	6.4	8.2	42.536	E
C-A	1032	258			1032				
A-B	81	20			81				
A-C	1100	275			1100				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	397	99	0	999999999.000	0	198.5	297.8	59999940.000	F
B-A	31	8	0	999999999.000	0	15.5	23.3	59999940.000	F
C-AB	638	160	717	0.890	634	8.2	9.3	46.882	E
C-A	1032	258			1032				
A-B	81	20			81				
A-C	1100	275			1100				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	397	99	0	999999999.000	0	297.8	397.0	59999940.000	F
B-A	31	8	0	999999999.000	0	23.3	31.0	59999940.000	F
C-AB	638	160	717	0.890	635	9.3	10.1	49.661	E
C-A	1032	258			1032				
A-B	81	20			81				
A-C	1100	275			1100				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
[redacted]

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

Filename: Jct 22a - B2233 Yapton Road x A259 (Oystercatcher).j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 22a - B2233 Yapton Road - A259 Oystercatcher Junction
Report generation date: 19/04/2021 10:56:23

»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 - Yapton Road	0.7	7.83	0.42	A	1.0	9.22	0.50	A
2 - A259 East	2.1	5.36	0.67	A	3.6	7.99	0.78	A
3 - Climping Street	0.1	7.42	0.09	A	0.4	11.21	0.26	B
4 - A259 West	1.6	5.09	0.60	A	1.6	5.20	0.60	A
2031 DM								
1 - Yapton Road	0.7	7.77	0.41	A	1.1	9.27	0.50	A
2 - A259 East	2.1	5.42	0.67	A	3.6	7.99	0.78	A
3 - Climping Street	0.1	7.48	0.10	A	0.4	11.21	0.26	B
4 - A259 West	1.6	5.12	0.60	A	1.6	5.22	0.61	A
2031 DS No Cala								
1 - Yapton Road	0.8	7.91	0.42	A	1.1	9.31	0.50	A
2 - A259 East	2.2	5.55	0.68	A	3.8	8.20	0.79	A
3 - Climping Street	0.1	7.58	0.10	A	0.4	11.41	0.26	B
4 - A259 West	1.6	5.16	0.60	A	1.6	5.26	0.61	A
2031 DS								
1 - Yapton Road	0.8	7.90	0.42	A	1.1	9.44	0.51	A
2 - A259 East	2.2	5.55	0.68	A	3.7	8.16	0.79	A
3 - Climping Street	0.1	7.61	0.10	A	0.4	11.36	0.26	B
4 - A259 West	1.6	5.15	0.60	A	1.6	5.24	0.61	A
2038 DM								
1 - Yapton Road	0.7	7.59	0.40	A	1.2	10.52	0.53	B
2 - A259 East	2.6	6.31	0.72	A	3.6	7.93	0.78	A
3 - Climping Street	0.1	8.26	0.11	A	0.4	11.23	0.27	B
4 - A259 West	1.6	5.09	0.60	A	2.1	6.24	0.67	A
2038 DS								
1 - Yapton Road	0.7	7.87	0.39	A	1.3	10.89	0.55	B
2 - A259 East	2.5	6.04	0.70	A	3.6	7.84	0.78	A
3 - Climping Street	0.1	8.01	0.10	A	0.4	11.13	0.26	B
4 - A259 West	1.9	5.86	0.65	A	2.0	6.10	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.

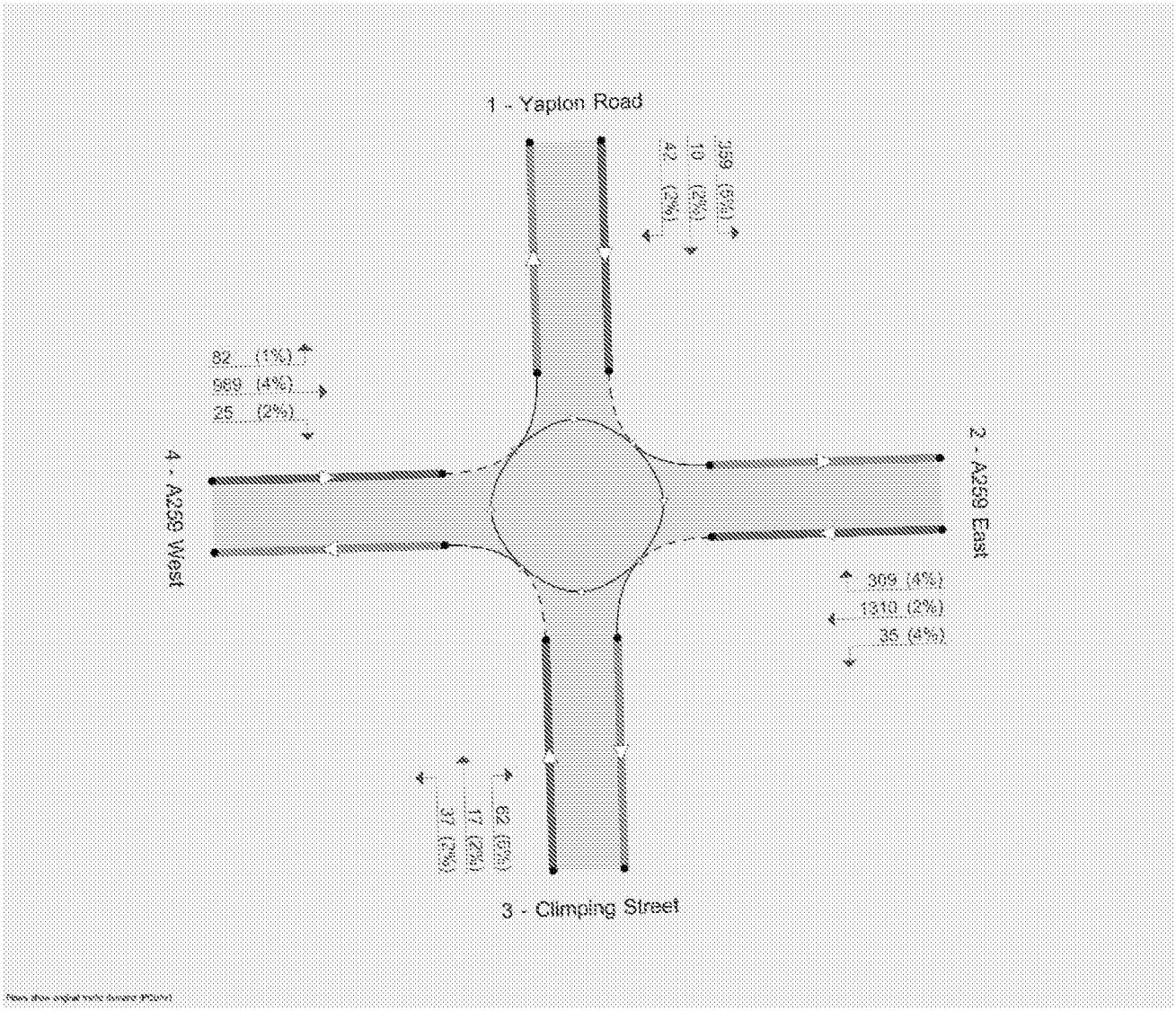
File summary

File Description

Title	B2233 Yapton / A259 (Oystercatcher
Location	New scheme
Site number	
Date	03/11/2020
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	A13394/95
Enumerator	PFGROUP\PAhrens
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

2031 DM No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	5.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Yapton Road	
2	A259 East	
3	Climping Street	
4	A259 West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Yapton Road	3.65	5.98	5.7	23.0	58.0	44.0	
2 - A259 East	3.33	8.15	61.9	22.0	58.0	33.0	
3 - Climping Street	2.27	5.44	15.6	38.0	58.0	38.0	
4 - A259 West	3.09	7.89	59.0	24.0	58.0	37.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yapton Road	0.495	1352
2 - A259 East	0.649	2165
3 - Climping Street	0.490	1264
4 - A259 West	0.627	2057

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	343	100.000
2 - A259 East		FLAT	✓	1402	100.000
3 - Climping Street		FLAT	✓	53	100.000
4 - A259 West		FLAT	✓	1108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	271	2	70
	2 - A259 East	293	0	37	1072
	3 - Climping Street	12	23	0	18
	4 - A259 West	51	1037	20	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.79	0.01	0.20
	2 - A259 East	0.21	0.00	0.03	0.76
	3 - Climping Street	0.23	0.43	0.00	0.34
	4 - A259 West	0.05	0.94	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	3	3	4
	2 - A259 East	4	0	6	5
	3 - Climping Street	1	5	0	7
	4 - A259 West	4	5	6	0

Average PCU Per Veh

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.030	1.030	1.040
	2 - A259 East	1.040	1.000	1.060	1.050
	3 - Climping Street	1.010	1.050	1.000	1.070
	4 - A259 West	1.040	1.050	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - Yapton Road	343	343
	2 - A259 East	1402	1402
	3 - Climping Street	53	53
	4 - A259 West	1108	1108
08:15-08:30	1 - Yapton Road	343	343
	2 - A259 East	1402	1402
	3 - Climping Street	53	53
	4 - A259 West	1108	1108
08:30-08:45	1 - Yapton Road	343	343
	2 - A259 East	1402	1402
	3 - Climping Street	53	53
	4 - A259 West	1108	1108
08:45-09:00	1 - Yapton Road	343	343
	2 - A259 East	1402	1402
	3 - Climping Street	53	53
	4 - A259 West	1108	1108

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.42	7.83	0.7	A	343	343
2 - A259 East	0.67	5.36	2.1	A	1402	1402
3 - Climping Street	0.09	7.42	0.1	A	53	53
4 - A259 West	0.60	5.09	1.6	A	1108	1108

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	343	86	1074	820	0.418	340	354	0.0	0.7	7.692	A
2 - A259 East	1402	351	91	2106	0.666	1394	1323	0.0	2.1	5.240	A
3 - Climping Street	53	13	1426	565	0.094	53	59	0.0	0.1	7.347	A
4 - A259 West	1108	277	326	1852	0.598	1102	1153	0.0	1.5	4.996	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	343	86	1080	817	0.420	343	356	0.7	0.7	7.832	A
2 - A259 East	1402	351	92	2105	0.666	1402	1331	2.1	2.1	5.361	A
3 - Climping Street	53	13	1435	561	0.094	53	59	0.1	0.1	7.419	A
4 - A259 West	1108	277	328	1851	0.599	1108	1160	1.5	1.6	5.086	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	343	86	1080	817	0.420	343	356	0.7	0.7	7.834	A
2 - A259 East	1402	351	92	2105	0.666	1402	1331	2.1	2.1	5.363	A
3 - Climping Street	53	13	1435	561	0.094	53	59	0.1	0.1	7.419	A
4 - A259 West	1108	277	328	1851	0.599	1108	1160	1.6	1.6	5.086	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	343	86	1080	817	0.420	343	356	0.7	0.7	7.834	A
2 - A259 East	1402	351	92	2105	0.666	1402	1331	2.1	2.1	5.363	A
3 - Climping Street	53	13	1435	561	0.094	53	59	0.1	0.1	7.420	A
4 - A259 West	1108	277	328	1851	0.599	1108	1160	1.6	1.6	5.086	A

2031 DM No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	7.33	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
D2	2031 DM No Cala	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	411	100.000
2 - A259 East		FLAT	✓	1654	100.000
3 - Climping Street		FLAT	✓	116	100.000
4 - A259 West		FLAT	✓	1096	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	359	10	42
	2 - A259 East	309	0	35	1310
	3 - Climping Street	17	62	0	37
	4 - A259 West	82	989	25	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.87	0.02	0.10
	2 - A259 East	0.19	0.00	0.02	0.79
	3 - Climping Street	0.15	0.53	0.00	0.32
	4 - A259 West	0.07	0.90	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	5	2	2
	2 - A259 East	4	0	4	2
	3 - Climping Street	2	6	0	2
	4 - A259 West	1	4	2	0

Average PCU Per Veh

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.050	1.020	1.020
	2 - A259 East	1.040	1.000	1.040	1.020
	3 - Climping Street	1.020	1.060	1.000	1.020
	4 - A259 West	1.010	1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - Yapton Road	411	411
	2 - A259 East	1654	1654
	3 - Climping Street	116	116
	4 - A259 West	1096	1096
17:15-17:30	1 - Yapton Road	411	411
	2 - A259 East	1654	1654
	3 - Climping Street	116	116
	4 - A259 West	1096	1096
17:30-17:45	1 - Yapton Road	411	411
	2 - A259 East	1654	1654
	3 - Climping Street	116	116
	4 - A259 West	1096	1096
17:45-18:00	1 - Yapton Road	411	411
	2 - A259 East	1654	1654
	3 - Climping Street	116	116
	4 - A259 West	1096	1096

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.50	9.22	1.0	A	411	411
2 - A259 East	0.78	7.99	3.6	A	1654	1654
3 - Climping Street	0.26	11.21	0.4	B	116	116
4 - A259 West	0.60	5.20	1.6	A	1096	1096

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	411	103	1069	822	0.500	407	405	0.0	1.0	8.978	A
2 - A259 East	1654	414	76	2116	0.782	1640	1400	0.0	3.5	7.541	A
3 - Climping Street	116	29	1647	457	0.254	115	69	0.0	0.3	10.894	B
4 - A259 West	1096	274	384	1816	0.604	1090	1377	0.0	1.6	5.103	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	411	103	1076	819	0.502	411	408	1.0	1.0	9.221	A
2 - A259 East	1654	414	77	2115	0.782	1654	1410	3.5	3.6	7.976	A
3 - Climping Street	116	29	1661	450	0.258	116	70	0.3	0.4	11.202	B
4 - A259 West	1096	274	388	1813	0.604	1096	1389	1.6	1.6	5.204	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	411	103	1076	819	0.502	411	408	1.0	1.0	9.223	A
2 - A259 East	1654	414	77	2115	0.782	1654	1410	3.6	3.6	7.986	A
3 - Climping Street	116	29	1661	450	0.258	116	70	0.4	0.4	11.207	B
4 - A259 West	1096	274	388	1813	0.604	1096	1389	1.6	1.6	5.205	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	411	103	1076	819	0.502	411	408	1.0	1.0	9.225	A
2 - A259 East	1654	414	77	2115	0.782	1654	1410	3.6	3.6	7.987	A
3 - Climping Street	116	29	1661	450	0.258	116	70	0.4	0.4	11.208	B
4 - A259 West	1096	274	388	1813	0.604	1096	1389	1.6	1.6	5.205	A

2031 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	5.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	336	100.000
2 - A259 East		FLAT	✓	1410	100.000
3 - Climping Street		FLAT	✓	53	100.000
4 - A259 West		FLAT	✓	1114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	264	2	70
	2 - A259 East	292	0	37	1081
	3 - Climping Street	12	23	0	18
	4 - A259 West	51	1043	20	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.79	0.01	0.21
	2 - A259 East	0.21	0.00	0.03	0.77
	3 - Climping Street	0.23	0.43	0.00	0.34
	4 - A259 West	0.05	0.94	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	3	3	4
	2 - A259 East	4	0	6	5
	3 - Climping Street	1	5	0	7
	4 - A259 West	4	5	5	0

Average PCU Per Veh

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.030	1.030	1.040
	2 - A259 East	1.040	1.000	1.060	1.050
	3 - Climping Street	1.010	1.050	1.000	1.070
	4 - A259 West	1.040	1.050	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - Yapton Road	336	336
	2 - A259 East	1410	1410
	3 - Climping Street	53	53
	4 - A259 West	1114	1114
08:15-08:30	1 - Yapton Road	336	336
	2 - A259 East	1410	1410
	3 - Climping Street	53	53
	4 - A259 West	1114	1114
08:30-08:45	1 - Yapton Road	336	336
	2 - A259 East	1410	1410
	3 - Climping Street	53	53
	4 - A259 West	1114	1114
08:45-09:00	1 - Yapton Road	336	336
	2 - A259 East	1410	1410
	3 - Climping Street	53	53
	4 - A259 West	1114	1114

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.41	7.77	0.7	A	336	336
2 - A259 East	0.67	5.42	2.1	A	1410	1410
3 - Climping Street	0.10	7.48	0.1	A	53	53
4 - A259 West	0.60	5.12	1.6	A	1114	1114

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	336	84	1080	817	0.411	333	353	0.0	0.7	7.632	A
2 - A259 East	1410	353	91	2106	0.670	1402	1322	0.0	2.1	5.298	A
3 - Climping Street	53	13	1434	561	0.094	53	59	0.0	0.1	7.403	A
4 - A259 West	1114	279	325	1853	0.601	1108	1162	0.0	1.6	5.031	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	336	84	1086	814	0.413	336	355	0.7	0.7	7.766	A
2 - A259 East	1410	353	92	2105	0.670	1410	1330	2.1	2.1	5.423	A
3 - Climping Street	53	13	1443	557	0.095	53	59	0.1	0.1	7.477	A
4 - A259 West	1114	279	327	1852	0.602	1114	1169	1.6	1.6	5.122	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	336	84	1086	814	0.413	336	355	0.7	0.7	7.768	A
2 - A259 East	1410	353	92	2105	0.670	1410	1330	2.1	2.1	5.425	A
3 - Climping Street	53	13	1443	557	0.095	53	59	0.1	0.1	7.477	A
4 - A259 West	1114	279	327	1852	0.602	1114	1169	1.6	1.6	5.122	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	336	84	1086	814	0.413	336	355	0.7	0.7	7.768	A
2 - A259 East	1410	353	92	2105	0.670	1410	1330	2.1	2.1	5.425	A
3 - Climping Street	53	13	1443	557	0.095	53	59	0.1	0.1	7.477	A
4 - A259 West	1114	279	327	1852	0.602	1114	1169	1.6	1.6	5.122	A

2031 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	7.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	412	100.000
2 - A259 East		FLAT	✓	1654	100.000
3 - Climping Street		FLAT	✓	116	100.000
4 - A259 West		FLAT	✓	1098	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	359	11	42
	2 - A259 East	309	0	35	1310
	3 - Climping Street	17	62	0	37
	4 - A259 West	82	992	24	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.87	0.03	0.10
	2 - A259 East	0.19	0.00	0.02	0.79
	3 - Climping Street	0.15	0.53	0.00	0.32
	4 - A259 West	0.07	0.90	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	5	2	2
	2 - A259 East	4	0	4	2
	3 - Climping Street	2	6	0	2
	4 - A259 West	1	4	2	0

Average PCU Per Veh

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.050	1.020	1.020
	2 - A259 East	1.040	1.000	1.040	1.020
	3 - Climping Street	1.020	1.060	1.000	1.020
	4 - A259 West	1.010	1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - Yapton Road	412	412
	2 - A259 East	1654	1654
	3 - Climping Street	116	116
	4 - A259 West	1098	1098
17:15-17:30	1 - Yapton Road	412	412
	2 - A259 East	1654	1654
	3 - Climping Street	116	116
	4 - A259 West	1098	1098
17:30-17:45	1 - Yapton Road	412	412
	2 - A259 East	1654	1654
	3 - Climping Street	116	116
	4 - A259 West	1098	1098
17:45-18:00	1 - Yapton Road	412	412
	2 - A259 East	1654	1654
	3 - Climping Street	116	116
	4 - A259 West	1098	1098

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.50	9.27	1.1	A	412	412
2 - A259 East	0.78	7.99	3.6	A	1654	1654
3 - Climping Street	0.26	11.21	0.4	B	116	116
4 - A259 West	0.61	5.22	1.6	A	1098	1098

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	412	103	1071	821	0.502	408	405	0.0	1.0	9.019	A
2 - A259 East	1654	414	76	2116	0.782	1640	1403	0.0	3.5	7.541	A
3 - Climping Street	116	29	1647	457	0.254	115	69	0.0	0.3	10.894	B
4 - A259 West	1098	275	384	1816	0.605	1092	1377	0.0	1.6	5.116	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	412	103	1078	818	0.504	412	408	1.0	1.0	9.265	A
2 - A259 East	1654	414	77	2115	0.782	1654	1413	3.5	3.6	7.976	A
3 - Climping Street	116	29	1661	450	0.258	116	70	0.3	0.4	11.202	B
4 - A259 West	1098	275	388	1813	0.606	1098	1389	1.6	1.6	5.219	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	412	103	1078	818	0.504	412	408	1.0	1.1	9.268	A
2 - A259 East	1654	414	77	2115	0.782	1654	1413	3.6	3.6	7.986	A
3 - Climping Street	116	29	1661	450	0.258	116	70	0.4	0.4	11.207	B
4 - A259 West	1098	275	388	1813	0.606	1098	1389	1.6	1.6	5.219	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	412	103	1078	818	0.504	412	408	1.1	1.1	9.270	A
2 - A259 East	1654	414	77	2115	0.782	1654	1413	3.6	3.6	7.987	A
3 - Climping Street	116	29	1661	450	0.258	116	70	0.4	0.4	11.208	B
4 - A259 West	1098	275	388	1813	0.606	1098	1389	1.6	1.6	5.219	A

2031 DS No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	5.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	344	100.000
2 - A259 East		FLAT	✓	1425	100.000
3 - Climping Street		FLAT	✓	54	100.000
4 - A259 West		FLAT	✓	1114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	271	2	71
	2 - A259 East	289	0	37	1099
	3 - Climping Street	12	23	0	19
	4 - A259 West	50	1044	20	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.79	0.01	0.21
	2 - A259 East	0.20	0.00	0.03	0.77
	3 - Climping Street	0.22	0.43	0.00	0.35
	4 - A259 West	0.04	0.94	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	3	3	4
	2 - A259 East	4	0	5	5
	3 - Climping Street	1	4	0	7
	4 - A259 West	4	6	6	0

Average PCU Per Veh

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.030	1.030	1.040
	2 - A259 East	1.040	1.000	1.050	1.050
	3 - Climping Street	1.010	1.040	1.000	1.070
	4 - A259 West	1.040	1.060	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - Yapton Road	344	344
	2 - A259 East	1425	1425
	3 - Climping Street	54	54
	4 - A259 West	1114	1114
08:15-08:30	1 - Yapton Road	344	344
	2 - A259 East	1425	1425
	3 - Climping Street	54	54
	4 - A259 West	1114	1114
08:30-08:45	1 - Yapton Road	344	344
	2 - A259 East	1425	1425
	3 - Climping Street	54	54
	4 - A259 West	1114	1114
08:45-09:00	1 - Yapton Road	344	344
	2 - A259 East	1425	1425
	3 - Climping Street	54	54
	4 - A259 West	1114	1114

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.42	7.91	0.8	A	344	344
2 - A259 East	0.68	5.55	2.2	A	1425	1425
3 - Climping Street	0.10	7.58	0.1	A	54	54
4 - A259 West	0.60	5.16	1.6	A	1114	1114

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	344	86	1081	817	0.421	341	349	0.0	0.7	7.762	A
2 - A259 East	1425	356	92	2105	0.677	1416	1330	0.0	2.2	5.410	A
3 - Climping Street	54	14	1450	554	0.098	54	59	0.0	0.1	7.504	A
4 - A259 West	1114	279	322	1855	0.601	1108	1182	0.0	1.6	5.062	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	344	86	1087	814	0.423	344	351	0.7	0.7	7.907	A
2 - A259 East	1425	356	93	2105	0.677	1425	1338	2.2	2.2	5.546	A
3 - Climping Street	54	14	1459	549	0.098	54	59	0.1	0.1	7.582	A
4 - A259 West	1114	279	324	1853	0.601	1114	1189	1.6	1.6	5.155	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	344	86	1087	814	0.423	344	351	0.7	0.8	7.908	A
2 - A259 East	1425	356	93	2105	0.677	1425	1338	2.2	2.2	5.549	A
3 - Climping Street	54	14	1459	549	0.098	54	59	0.1	0.1	7.583	A
4 - A259 West	1114	279	324	1853	0.601	1114	1189	1.6	1.6	5.155	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	344	86	1087	814	0.423	344	351	0.8	0.8	7.908	A
2 - A259 East	1425	356	93	2105	0.677	1425	1338	2.2	2.2	5.549	A
3 - Climping Street	54	14	1459	549	0.098	54	59	0.1	0.1	7.583	A
4 - A259 West	1114	279	324	1853	0.601	1114	1189	1.6	1.6	5.155	A

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	7.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	412	100.000
2 - A259 East		FLAT	✓	1664	100.000
3 - Climping Street		FLAT	✓	116	100.000
4 - A259 West		FLAT	✓	1101	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	358	10	44
	2 - A259 East	312	0	35	1317
	3 - Climping Street	17	62	0	37
	4 - A259 West	82	993	26	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.87	0.02	0.11
	2 - A259 East	0.19	0.00	0.02	0.79
	3 - Climping Street	0.15	0.53	0.00	0.32
	4 - A259 West	0.07	0.90	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	5	2	3
	2 - A259 East	4	0	4	2
	3 - Climping Street	2	6	0	2
	4 - A259 West	1	4	2	0

Average PCU Per Veh

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.050	1.020	1.030
	2 - A259 East	1.040	1.000	1.040	1.020
	3 - Climping Street	1.020	1.060	1.000	1.020
	4 - A259 West	1.010	1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - Yapton Road	412	412
	2 - A259 East	1664	1664
	3 - Climping Street	116	116
	4 - A259 West	1101	1101
17:15-17:30	1 - Yapton Road	412	412
	2 - A259 East	1664	1664
	3 - Climping Street	116	116
	4 - A259 West	1101	1101
17:30-17:45	1 - Yapton Road	412	412
	2 - A259 East	1664	1664
	3 - Climping Street	116	116
	4 - A259 West	1101	1101
17:45-18:00	1 - Yapton Road	412	412
	2 - A259 East	1664	1664
	3 - Climping Street	116	116
	4 - A259 West	1101	1101

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.50	9.31	1.1	A	412	412
2 - A259 East	0.79	8.20	3.8	A	1664	1664
3 - Climping Street	0.26	11.41	0.4	B	116	116
4 - A259 West	0.61	5.26	1.6	A	1101	1101

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	412	103	1074	820	0.502	408	408	0.0	1.0	9.055	A
2 - A259 East	1664	416	79	2114	0.787	1649	1403	0.0	3.6	7.717	A
3 - Climping Street	116	29	1658	452	0.257	115	70	0.0	0.4	11.073	B
4 - A259 West	1101	275	387	1814	0.607	1095	1386	0.0	1.6	5.150	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	412	103	1081	817	0.504	412	411	1.0	1.1	9.308	A
2 - A259 East	1664	416	80	2113	0.787	1664	1413	3.6	3.7	8.187	A
3 - Climping Street	116	29	1673	445	0.261	116	71	0.4	0.4	11.402	B
4 - A259 West	1101	275	391	1811	0.608	1101	1398	1.6	1.6	5.255	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	412	103	1081	817	0.504	412	411	1.1	1.1	9.311	A
2 - A259 East	1664	416	80	2113	0.787	1664	1413	3.7	3.7	8.196	A
3 - Climping Street	116	29	1673	444	0.261	116	71	0.4	0.4	11.407	B
4 - A259 West	1101	275	391	1811	0.608	1101	1398	1.6	1.6	5.255	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	412	103	1081	817	0.504	412	411	1.1	1.1	9.313	A
2 - A259 East	1664	416	80	2113	0.787	1664	1413	3.7	3.8	8.200	A
3 - Climping Street	116	29	1673	444	0.261	116	71	0.4	0.4	11.408	B
4 - A259 West	1101	275	391	1811	0.608	1101	1398	1.6	1.6	5.255	A

2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	5.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	344	100.000
2 - A259 East		FLAT	✓	1425	100.000
3 - Climping Street		FLAT	✓	54	100.000
4 - A259 West		FLAT	✓	1113	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	271	3	70
	2 - A259 East	290	0	37	1098
	3 - Climping Street	12	23	0	19
	4 - A259 West	50	1043	20	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.79	0.01	0.20
	2 - A259 East	0.20	0.00	0.03	0.77
	3 - Climping Street	0.22	0.43	0.00	0.35
	4 - A259 West	0.04	0.94	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	3	2	4
	2 - A259 East	4	0	5	5
	3 - Climping Street	1	5	0	7
	4 - A259 West	4	6	6	0

Average PCU Per Veh

	To				
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.030	1.020	1.040
	2 - A259 East	1.040	1.000	1.050	1.050
	3 - Climping Street	1.010	1.050	1.000	1.070
	4 - A259 West	1.040	1.060	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - Yapton Road	344	344
	2 - A259 East	1425	1425
	3 - Climping Street	54	54
	4 - A259 West	1113	1113
08:15-08:30	1 - Yapton Road	344	344
	2 - A259 East	1425	1425
	3 - Climping Street	54	54
	4 - A259 West	1113	1113
08:30-08:45	1 - Yapton Road	344	344
	2 - A259 East	1425	1425
	3 - Climping Street	54	54
	4 - A259 West	1113	1113
08:45-09:00	1 - Yapton Road	344	344
	2 - A259 East	1425	1425
	3 - Climping Street	54	54
	4 - A259 West	1113	1113

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.42	7.90	0.8	A	344	344
2 - A259 East	0.68	5.55	2.2	A	1425	1425
3 - Climping Street	0.10	7.61	0.1	A	54	54
4 - A259 West	0.60	5.15	1.6	A	1113	1113

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	344	86	1080	817	0.421	341	350	0.0	0.7	7.753	A
2 - A259 East	1425	356	92	2105	0.677	1416	1329	0.0	2.2	5.410	A
3 - Climping Street	54	14	1449	554	0.097	54	60	0.0	0.1	7.527	A
4 - A259 West	1113	278	323	1854	0.600	1107	1180	0.0	1.6	5.059	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	344	86	1086	814	0.422	344	352	0.7	0.7	7.897	A
2 - A259 East	1425	356	93	2105	0.677	1425	1337	2.2	2.2	5.546	A
3 - Climping Street	54	14	1458	550	0.098	54	60	0.1	0.1	7.606	A
4 - A259 West	1113	278	325	1853	0.601	1113	1187	1.6	1.6	5.153	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	344	86	1086	814	0.422	344	352	0.7	0.8	7.899	A
2 - A259 East	1425	356	93	2105	0.677	1425	1337	2.2	2.2	5.548	A
3 - Climping Street	54	14	1458	550	0.098	54	60	0.1	0.1	7.606	A
4 - A259 West	1113	278	325	1853	0.601	1113	1187	1.6	1.6	5.153	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	344	86	1086	814	0.422	344	352	0.8	0.8	7.899	A
2 - A259 East	1425	356	93	2105	0.677	1425	1337	2.2	2.2	5.548	A
3 - Climping Street	54	14	1458	550	0.098	54	60	0.1	0.1	7.606	A
4 - A259 West	1113	278	325	1853	0.601	1113	1187	1.6	1.6	5.153	A

2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	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	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	419	100.000
2 - A259 East		FLAT	✓	1663	100.000
3 - Climping Street		FLAT	✓	116	100.000
4 - A259 West		FLAT	✓	1099	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	366	11	42
	2 - A259 East	313	0	35	1315
	3 - Climping Street	17	62	0	37
	4 - A259 West	82	992	25	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.87	0.03	0.10
	2 - A259 East	0.19	0.00	0.02	0.79
	3 - Climping Street	0.15	0.53	0.00	0.32
	4 - A259 West	0.07	0.90	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	5	2	2
	2 - A259 East	4	0	4	2
	3 - Climping Street	2	6	0	2
	4 - A259 West	1	4	2	0

Average PCU Per Veh

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.050	1.020	1.020
	2 - A259 East	1.040	1.000	1.040	1.020
	3 - Climping Street	1.020	1.060	1.000	1.020
	4 - A259 West	1.010	1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - Yapton Road	419	419
	2 - A259 East	1663	1663
	3 - Climping Street	116	116
	4 - A259 West	1099	1099
17:15-17:30	1 - Yapton Road	419	419
	2 - A259 East	1663	1663
	3 - Climping Street	116	116
	4 - A259 West	1099	1099
17:30-17:45	1 - Yapton Road	419	419
	2 - A259 East	1663	1663
	3 - Climping Street	116	116
	4 - A259 West	1099	1099
17:45-18:00	1 - Yapton Road	419	419
	2 - A259 East	1663	1663
	3 - Climping Street	116	116
	4 - A259 West	1099	1099

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.51	9.44	1.1	A	419	419
2 - A259 East	0.79	8.16	3.7	A	1663	1663
3 - Climping Street	0.26	11.36	0.4	B	116	116
4 - A259 West	0.61	5.24	1.6	A	1099	1099

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	419	105	1072	821	0.510	415	409	0.0	1.1	9.178	A
2 - A259 East	1663	416	77	2115	0.786	1649	1410	0.0	3.6	7.683	A
3 - Climping Street	116	29	1655	453	0.256	115	70	0.0	0.4	11.028	B
4 - A259 West	1099	275	388	1813	0.606	1093	1382	0.0	1.6	5.140	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	419	105	1079	818	0.512	419	412	1.1	1.1	9.438	A
2 - A259 East	1663	416	78	2115	0.786	1663	1420	3.6	3.7	8.145	A
3 - Climping Street	116	29	1670	446	0.260	116	71	0.4	0.4	11.351	B
4 - A259 West	1099	275	392	1811	0.607	1099	1394	1.6	1.6	5.245	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	419	105	1079	818	0.512	419	412	1.1	1.1	9.442	A
2 - A259 East	1663	416	78	2115	0.786	1663	1420	3.7	3.7	8.155	A
3 - Climping Street	116	29	1670	446	0.260	116	71	0.4	0.4	11.357	B
4 - A259 West	1099	275	392	1811	0.607	1099	1394	1.6	1.6	5.245	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	419	105	1079	818	0.512	419	412	1.1	1.1	9.444	A
2 - A259 East	1663	416	78	2115	0.786	1663	1420	3.7	3.7	8.158	A
3 - Climping Street	116	29	1670	446	0.260	116	71	0.4	0.4	11.357	B
4 - A259 West	1099	275	392	1811	0.607	1099	1394	1.6	1.6	5.245	A

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	6.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	325	100.000
2 - A259 East		FLAT	✓	1507	100.000
3 - Climping Street		FLAT	✓	54	100.000
4 - A259 West		FLAT	✓	1113	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	252	2	71
	2 - A259 East	286	0	40	1181
	3 - Climping Street	12	23	0	19
	4 - A259 West	50	1043	20	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.78	0.01	0.22
	2 - A259 East	0.19	0.00	0.03	0.78
	3 - Climping Street	0.22	0.43	0.00	0.35
	4 - A259 West	0.04	0.94	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	3	3	4
	2 - A259 East	4	0	5	5
	3 - Climping Street	1	5	0	7
	4 - A259 West	4	5	5	0

Average PCU Per Veh

	To				
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.030	1.030	1.040
	2 - A259 East	1.040	1.000	1.050	1.050
	3 - Climping Street	1.010	1.050	1.000	1.070
	4 - A259 West	1.040	1.050	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - Yapton Road	325	325
	2 - A259 East	1507	1507
	3 - Climping Street	54	54
	4 - A259 West	1113	1113
08:15-08:30	1 - Yapton Road	325	325
	2 - A259 East	1507	1507
	3 - Climping Street	54	54
	4 - A259 West	1113	1113
08:30-08:45	1 - Yapton Road	325	325
	2 - A259 East	1507	1507
	3 - Climping Street	54	54
	4 - A259 West	1113	1113
08:45-09:00	1 - Yapton Road	325	325
	2 - A259 East	1507	1507
	3 - Climping Street	54	54
	4 - A259 West	1113	1113

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.40	7.59	0.7	A	325	325
2 - A259 East	0.72	6.31	2.6	A	1507	1507
3 - Climping Street	0.11	8.26	0.1	A	54	54
4 - A259 West	0.60	5.09	1.6	A	1113	1113

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	325	81	1080	817	0.398	322	346	0.0	0.7	7.467	A
2 - A259 East	1507	377	92	2105	0.716	1497	1310	0.0	2.6	6.101	A
3 - Climping Street	54	14	1527	516	0.105	54	62	0.0	0.1	8.151	A
4 - A259 West	1113	278	319	1857	0.599	1107	1262	0.0	1.5	4.998	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	325	81	1086	814	0.399	325	348	0.7	0.7	7.593	A
2 - A259 East	1507	377	93	2105	0.716	1507	1318	2.6	2.6	6.305	A
3 - Climping Street	54	14	1538	511	0.106	54	62	0.1	0.1	8.259	A
4 - A259 West	1113	278	321	1855	0.600	1113	1271	1.5	1.6	5.089	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	325	81	1086	814	0.399	325	348	0.7	0.7	7.593	A
2 - A259 East	1507	377	93	2105	0.716	1507	1318	2.6	2.6	6.308	A
3 - Climping Street	54	14	1538	511	0.106	54	62	0.1	0.1	8.259	A
4 - A259 West	1113	278	321	1855	0.600	1113	1271	1.6	1.6	5.089	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	325	81	1086	814	0.399	325	348	0.7	0.7	7.593	A
2 - A259 East	1507	377	93	2105	0.716	1507	1318	2.6	2.6	6.310	A
3 - Climping Street	54	14	1538	511	0.106	54	62	0.1	0.1	8.260	A
4 - A259 West	1113	278	321	1855	0.600	1113	1271	1.6	1.6	5.089	A

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	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
D10	2038 DM	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	404	100.000
2 - A259 East		FLAT	✓	1655	100.000
3 - Climping Street		FLAT	✓	121	100.000
4 - A259 West		FLAT	✓	1206	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	359	11	34
	2 - A259 East	328	0	37	1290
	3 - Climping Street	19	64	0	38
	4 - A259 West	79	1102	25	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.89	0.03	0.08
	2 - A259 East	0.20	0.00	0.02	0.78
	3 - Climping Street	0.16	0.53	0.00	0.31
	4 - A259 West	0.07	0.91	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	5	2	3
	2 - A259 East	4	0	4	2
	3 - Climping Street	2	6	0	2
	4 - A259 West	1	3	2	0

Average PCU Per Veh

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.050	1.020	1.030
	2 - A259 East	1.040	1.000	1.040	1.020
	3 - Climping Street	1.020	1.060	1.000	1.020
	4 - A259 West	1.010	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - Yapton Road	404	404
	2 - A259 East	1655	1655
	3 - Climping Street	121	121
	4 - A259 West	1206	1206
17:15-17:30	1 - Yapton Road	404	404
	2 - A259 East	1655	1655
	3 - Climping Street	121	121
	4 - A259 West	1206	1206
17:30-17:45	1 - Yapton Road	404	404
	2 - A259 East	1655	1655
	3 - Climping Street	121	121
	4 - A259 West	1206	1206
17:45-18:00	1 - Yapton Road	404	404
	2 - A259 East	1655	1655
	3 - Climping Street	121	121
	4 - A259 West	1206	1206

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.53	10.52	1.2	B	404	404
2 - A259 East	0.78	7.93	3.6	A	1655	1655
3 - Climping Street	0.27	11.23	0.4	B	121	121
4 - A259 West	0.67	6.24	2.1	A	1206	1206

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	404	101	1183	766	0.527	399	422	0.0	1.1	10.157	B
2 - A259 East	1655	414	69	2120	0.781	1641	1513	0.0	3.5	7.492	A
3 - Climping Street	121	30	1638	462	0.262	120	72	0.0	0.4	10.908	B
4 - A259 West	1206	302	407	1801	0.670	1198	1350	0.0	2.0	6.056	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	404	101	1191	762	0.530	404	426	1.1	1.2	10.515	B
2 - A259 East	1655	414	70	2120	0.781	1655	1525	3.5	3.6	7.917	A
3 - Climping Street	121	30	1652	455	0.266	121	73	0.4	0.4	11.219	B
4 - A259 West	1206	302	411	1799	0.670	1206	1362	2.0	2.1	6.241	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	404	101	1191	762	0.530	404	426	1.2	1.2	10.523	B
2 - A259 East	1655	414	70	2120	0.781	1655	1525	3.6	3.6	7.927	A
3 - Climping Street	121	30	1652	455	0.266	121	73	0.4	0.4	11.224	B
4 - A259 West	1206	302	411	1799	0.670	1206	1362	2.1	2.1	6.244	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	404	101	1191	762	0.530	404	426	1.2	1.2	10.523	B
2 - A259 East	1655	414	70	2120	0.781	1655	1525	3.6	3.6	7.930	A
3 - Climping Street	121	30	1652	455	0.266	121	73	0.4	0.4	11.225	B
4 - A259 West	1206	302	411	1799	0.670	1206	1362	2.1	2.1	6.244	A

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	6.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	300	100.000
2 - A259 East		FLAT	✓	1484	100.000
3 - Climping Street		FLAT	✓	54	100.000
4 - A259 West		FLAT	✓	1194	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	232	2	66
	2 - A259 East	312	0	40	1132
	3 - Climping Street	13	23	0	18
	4 - A259 West	48	1125	21	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.77	0.01	0.22
	2 - A259 East	0.21	0.00	0.03	0.76
	3 - Climping Street	0.24	0.43	0.00	0.33
	4 - A259 West	0.04	0.94	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	3	3	5
	2 - A259 East	3	0	5	5
	3 - Climping Street	1	5	0	7
	4 - A259 West	4	5	5	0

Average PCU Per Veh

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.030	1.030	1.050
	2 - A259 East	1.030	1.000	1.050	1.050
	3 - Climping Street	1.010	1.050	1.000	1.070
	4 - A259 West	1.040	1.050	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - Yapton Road	300	300
	2 - A259 East	1484	1484
	3 - Climping Street	54	54
	4 - A259 West	1194	1194
08:15-08:30	1 - Yapton Road	300	300
	2 - A259 East	1484	1484
	3 - Climping Street	54	54
	4 - A259 West	1194	1194
08:30-08:45	1 - Yapton Road	300	300
	2 - A259 East	1484	1484
	3 - Climping Street	54	54
	4 - A259 West	1194	1194
08:45-09:00	1 - Yapton Road	300	300
	2 - A259 East	1484	1484
	3 - Climping Street	54	54
	4 - A259 West	1194	1194

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.39	7.87	0.7	A	300	300
2 - A259 East	0.70	6.04	2.5	A	1484	1484
3 - Climping Street	0.10	8.01	0.1	A	54	54
4 - A259 West	0.65	5.86	1.9	A	1194	1194

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	300	75	1161	777	0.386	297	371	0.0	0.6	7.727	A
2 - A259 East	1484	371	88	2108	0.704	1474	1371	0.0	2.4	5.856	A
3 - Climping Street	54	14	1500	529	0.102	54	63	0.0	0.1	7.911	A
4 - A259 West	1194	299	346	1840	0.649	1186	1208	0.0	1.9	5.717	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	300	75	1169	773	0.388	300	373	0.6	0.7	7.867	A
2 - A259 East	1484	371	89	2107	0.704	1484	1380	2.4	2.5	6.035	A
3 - Climping Street	54	14	1510	524	0.103	54	63	0.1	0.1	8.009	A
4 - A259 West	1194	299	348	1838	0.649	1194	1216	1.9	1.9	5.860	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	300	75	1169	773	0.388	300	373	0.7	0.7	7.869	A
2 - A259 East	1484	371	89	2107	0.704	1484	1380	2.5	2.5	6.038	A
3 - Climping Street	54	14	1510	524	0.103	54	63	0.1	0.1	8.010	A
4 - A259 West	1194	299	348	1838	0.649	1194	1216	1.9	1.9	5.863	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	300	75	1169	773	0.388	300	373	0.7	0.7	7.869	A
2 - A259 East	1484	371	89	2107	0.704	1484	1380	2.5	2.5	6.038	A
3 - Climping Street	54	14	1510	524	0.103	54	63	0.1	0.1	8.010	A
4 - A259 West	1194	299	348	1838	0.649	1194	1216	1.9	1.9	5.863	A

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A259 West - 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	B2233 Yapton / A259 (Oystercatcher)	Standard Roundabout		1, 2, 3, 4	7.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Yapton Road		FLAT	✓	430	100.000
2 - A259 East		FLAT	✓	1651	100.000
3 - Climping Street		FLAT	✓	121	100.000
4 - A259 West		FLAT	✓	1180	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	385	13	32
	2 - A259 East	345	0	37	1269
	3 - Climping Street	21	64	0	36
	4 - A259 West	81	1076	23	0

Proportions

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0.00	0.90	0.03	0.07
	2 - A259 East	0.21	0.00	0.02	0.77
	3 - Climping Street	0.17	0.53	0.00	0.30
	4 - A259 West	0.07	0.91	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	0	5	2	3
	2 - A259 East	4	0	4	2
	3 - Climping Street	2	6	0	2
	4 - A259 West	1	3	2	0

Average PCU Per Veh

		To			
		1 - Yapton Road	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road	1.000	1.050	1.020	1.030
	2 - A259 East	1.040	1.000	1.040	1.020
	3 - Climping Street	1.020	1.060	1.000	1.020
	4 - A259 West	1.010	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - Yapton Road	430	430
	2 - A259 East	1651	1651
	3 - Climping Street	121	121
	4 - A259 West	1180	1180
17:15-17:30	1 - Yapton Road	430	430
	2 - A259 East	1651	1651
	3 - Climping Street	121	121
	4 - A259 West	1180	1180
17:30-17:45	1 - Yapton Road	430	430
	2 - A259 East	1651	1651
	3 - Climping Street	121	121
	4 - A259 West	1180	1180
17:45-18:00	1 - Yapton Road	430	430
	2 - A259 East	1651	1651
	3 - Climping Street	121	121
	4 - A259 West	1180	1180

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Yapton Road	0.55	10.89	1.3	B	430	430
2 - A259 East	0.78	7.84	3.6	A	1651	1651
3 - Climping Street	0.26	11.13	0.4	B	121	121
4 - A259 West	0.66	6.10	2.0	A	1180	1180

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	430	108	1155	780	0.551	425	443	0.0	1.3	10.479	B
2 - A259 East	1651	413	67	2121	0.778	1637	1513	0.0	3.5	7.418	A
3 - Climping Street	121	30	1632	464	0.261	120	72	0.0	0.4	10.821	B
4 - A259 West	1180	295	426	1789	0.659	1172	1326	0.0	2.0	5.927	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	430	108	1163	776	0.554	430	447	1.3	1.3	10.883	B
2 - A259 East	1651	413	68	2121	0.778	1651	1525	3.5	3.5	7.831	A
3 - Climping Street	121	30	1646	458	0.264	121	73	0.4	0.4	11.121	B
4 - A259 West	1180	295	430	1787	0.660	1180	1337	2.0	2.0	6.096	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	430	108	1163	776	0.554	430	447	1.3	1.3	10.891	B
2 - A259 East	1651	413	68	2121	0.778	1651	1525	3.5	3.6	7.839	A
3 - Climping Street	121	30	1646	458	0.264	121	73	0.4	0.4	11.126	B
4 - A259 West	1180	295	430	1787	0.660	1180	1337	2.0	2.0	6.098	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Yapton Road	430	108	1163	776	0.554	430	447	1.3	1.3	10.893	B
2 - A259 East	1651	413	68	2121	0.778	1651	1525	3.6	3.6	7.842	A
3 - Climping Street	121	30	1646	458	0.264	121	73	0.4	0.4	11.127	B
4 - A259 West	1180	295	430	1787	0.660	1180	1337	2.0	2.0	6.098	A

Appendix U B2145/ A27 (Whyke Roundabout)

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sal[redacted]

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

Filename: Junction 16 - Whyke_roundabout_RevB FLAT.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 16 - Whyke roundabout
Report generation date: 26/04/2021 11:44:20

»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 - B2145 (N)	0.5	7.20	0.30	A	17.5	136.18	0.98	F
2 - A27 Chichester bypass (E)	2.6	4.83	0.70	A	2.5	5.35	0.70	A
3 - B2145 (S)	0.8	2.77	0.45	A	0.3	2.16	0.24	A
4 - A27 Chichester bypass (W)	3.2	7.02	0.74	A	4.9	8.76	0.83	A
2031 BM No Cala								
1 - B2145 (N)	0.9	9.61	0.45	A	22.1	192.55	1.00	F
2 - A27 Chichester bypass (E)	2.1	4.33	0.65	A	2.0	5.17	0.64	A
3 - B2145 (S)	3.8	12.18	0.79	B	0.6	3.61	0.36	A
4 - A27 Chichester bypass (W)	3.2	6.86	0.74	A	5.6	9.97	0.84	A
2031 BM								
1 - B2145 (N)	0.9	9.56	0.44	A	24.6	167.73	1.01	F
2 - A27 Chichester bypass (E)	2.1	4.32	0.65	A	2.0	5.17	0.64	A
3 - B2145 (S)	3.9	12.45	0.79	B	0.6	3.57	0.36	A
4 - A27 Chichester bypass (W)	3.1	6.82	0.74	A	5.8	10.31	0.84	B
2031 DS No Cala								
1 - B2145 (N)	0.9	9.64	0.45	A	33.7	225.44	1.04	F
2 - A27 Chichester bypass (E)	2.1	4.37	0.65	A	2.0	5.19	0.64	A
3 - B2145 (S)	4.3	13.52	0.81	B	0.6	3.59	0.36	A
4 - A27 Chichester bypass (W)	3.3	7.10	0.74	A	6.2	10.80	0.85	B
2031 DS								
1 - B2145 (N)	0.9	9.66	0.45	A	36.1	240.89	1.05	F
2 - A27 Chichester bypass (E)	2.1	4.38	0.65	A	2.1	5.20	0.64	A
3 - B2145 (S)	4.4	13.94	0.81	B	0.6	3.60	0.37	A
4 - A27 Chichester bypass (W)	3.3	7.09	0.74	A	6.3	11.03	0.85	B
2038 BM								
1 - B2145 (N)	1.0	10.69	0.48	B	61.6	406.18	1.11	F
2 - A27 Chichester bypass (E)	2.2	4.53	0.66	A	2.1	5.27	0.65	A
3 - B2145 (S)	5.1	15.74	0.83	C	0.7	3.85	0.41	A
4 - A27 Chichester bypass (W)	3.9	8.13	0.78	A	7.7	13.30	0.88	B
2038 DS								
1 - B2145 (N)	0.9	10.59	0.47	B	93.6	667.86	1.21	F
2 - A27 Chichester bypass (E)	2.3	4.68	0.67	A	2.3	5.54	0.67	A
3 - B2145 (S)	6.8	20.66	0.87	C	0.8	4.04	0.42	A
4 - A27 Chichester bypass (W)	4.1	8.57	0.78	A	10.9	18.35	0.91	C

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.

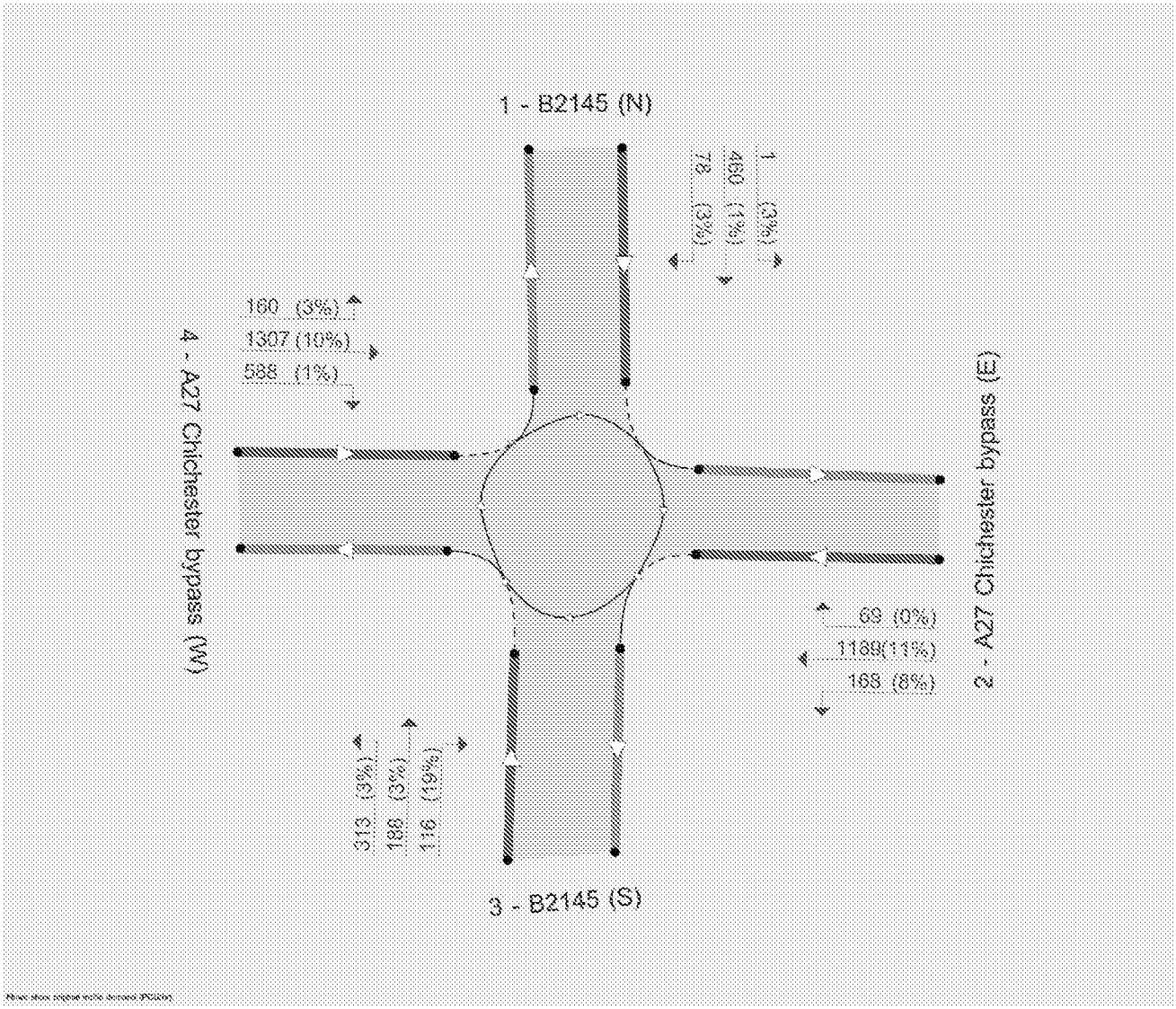
File summary

File Description

Title	Whyke roundabout
Location	Whyke roundabout, A27
Site number	
Date	11/09/2020
Version	RevA
Status	(new file)
Identifier	
Client	
Jobnumber	A13394
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	FLAT	08:00	09:00	60	15	✓
D2	2019 Base	PM	FLAT	17:00	18:00	60	15	✓
D3	2031 DM No Cala	AM	FLAT	08:00	09:00	60	15	✓
D4	2031 DM No Cala	PM	FLAT	17:00	18:00	60	15	✓
D5	2031 DM	AM	FLAT	08:00	09:00	60	15	✓
D6	2031 DM	PM	FLAT	17:00	18:00	60	15	✓
D7	2031 DS No Cala	AM	FLAT	08:00	09:00	60	15	✓
D8	2031 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓
D9	2031 DS	AM	FLAT	08:00	09:00	60	15	✓
D10	2031 DS	PM	FLAT	17:00	18:00	60	15	✓
D11	2038 DM	AM	FLAT	08:00	09:00	60	15	✓
D12	2038 DM	PM	FLAT	17:00	18:00	60	15	✓
D13	2038 DS	AM	FLAT	08:00	09:00	60	15	✓
D14	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	5.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B2145 (N)	
2	A27 Chichester bypass (E)	
3	B2145 (S)	
4	A27 Chichester bypass (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2145 (N)	2.82	6.75	15.7	35.8	63.0	7.5	
2 - A27 Chichester bypass (E)	8.60	10.59	3.9	48.8	63.0	10.0	
3 - B2145 (S)	4.61	9.95	32.5	30.7	63.0	11.5	
4 - A27 Chichester bypass (W)	6.58	10.17	11.0	30.7	63.0	12.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2145 (N)	0.560	1666
2 - A27 Chichester bypass (E)	0.804	3115
3 - B2145 (S)	0.722	2656
4 - A27 Chichester bypass (W)	0.732	2722

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	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	230	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1943	100.000
3 - B2145 (S)		FLAT	✓	1083	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	1658	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	36	122	72
	2 - A27 Chichester bypass (E)	79	0	1684	180
	3 - B2145 (S)	395	180	0	508
	4 - A27 Chichester bypass (W)	213	1212	233	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.16	0.53
	2 - A27 Chichester bypass (E)	0.04	0.00	0.87
	3 - B2145 (S)	0.36	0.17	0.00
	4 - A27 Chichester bypass (W)	0.13	0.73	0.14

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	13	4	0
	2 - A27 Chichester bypass (E)	1	0	7	27
	3 - B2145 (S)	2	4	0	1
	4 - A27 Chichester bypass (W)	5	12	7	0

Average PCU Per Veh

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.181	1.049
	2 - A27 Chichester bypass (E)	1.018	1.000	1.094
	3 - B2145 (S)	1.022	1.059	1.000
	4 - A27 Chichester bypass (W)	1.063	1.165	1.099

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - B2145 (N)	230	230
	2 - A27 Chichester bypass (E)	1943	1943
	3 - B2145 (S)	1083	1083
	4 - A27 Chichester bypass (W)	1658	1658
08:15-08:30	1 - B2145 (N)	230	230
	2 - A27 Chichester bypass (E)	1943	1943
	3 - B2145 (S)	1083	1083
	4 - A27 Chichester bypass (W)	1658	1658
08:30-08:45	1 - B2145 (N)	230	230
	2 - A27 Chichester bypass (E)	1943	1943
	3 - B2145 (S)	1083	1083
	4 - A27 Chichester bypass (W)	1658	1658
08:45-09:00	1 - B2145 (N)	230	230
	2 - A27 Chichester bypass (E)	1943	1943
	3 - B2145 (S)	1083	1083
	4 - A27 Chichester bypass (W)	1658	1658

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	0.30	7.20	0.5	A	230	230
2 - A27 Chichester bypass (E)	0.70	4.83	2.6	A	1943	1943
3 - B2145 (S)	0.45	2.77	0.8	A	1083	1083
4 - A27 Chichester bypass (W)	0.74	7.02	3.2	A	1658	1658

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	230	58	1614	762	0.302	228	684	0.0	0.4	7.066	A
2 - A27 Chichester bypass (E)	1943	486	424	2774	0.700	1933	1418	0.0	2.6	4.701	A
3 - B2145 (S)	1083	271	329	2419	0.448	1080	2027	0.0	0.8	2.750	A
4 - A27 Chichester bypass (W)	1658	415	652	2245	0.739	1645	757	0.0	3.1	6.725	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	230	58	1625	756	0.304	230	687	0.4	0.5	7.196	A
2 - A27 Chichester bypass (E)	1943	486	427	2772	0.701	1943	1428	2.6	2.6	4.827	A
3 - B2145 (S)	1083	271	331	2417	0.448	1083	2039	0.8	0.8	2.766	A
4 - A27 Chichester bypass (W)	1658	415	654	2243	0.739	1658	760	3.1	3.2	7.015	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	230	58	1625	756	0.304	230	687	0.5	0.5	7.197	A
2 - A27 Chichester bypass (E)	1943	486	427	2771	0.701	1943	1428	2.6	2.6	4.829	A
3 - B2145 (S)	1083	271	331	2417	0.448	1083	2039	0.8	0.8	2.766	A
4 - A27 Chichester bypass (W)	1658	415	654	2243	0.739	1658	760	3.2	3.2	7.021	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	230	58	1625	756	0.304	230	687	0.5	0.5	7.197	A
2 - A27 Chichester bypass (E)	1943	486	427	2771	0.701	1943	1428	2.6	2.6	4.829	A
3 - B2145 (S)	1083	271	331	2417	0.448	1083	2039	0.8	0.8	2.766	A
4 - A27 Chichester bypass (W)	1658	415	654	2243	0.739	1658	760	3.2	3.2	7.021	A

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	19.75	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Base	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	489	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1685	100.000
3 - B2145 (S)		FLAT	✓	561	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	2029	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	65	252	172
	2 - A27 Chichester bypass (E)	49	0	1357	279
	3 - B2145 (S)	179	134	0	248
	4 - A27 Chichester bypass (W)	78	1474	477	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.13	0.52
	2 - A27 Chichester bypass (E)	0.03	0.00	0.81
	3 - B2145 (S)	0.32	0.24	0.00
	4 - A27 Chichester bypass (W)	0.04	0.73	0.24

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	0	3	0
	2 - A27 Chichester bypass (E)	2	0	5	1
	3 - B2145 (S)	6	3	0	1
	4 - A27 Chichester bypass (W)	0	4	2	0

Average PCU Per Veh

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.000	1.048
	2 - A27 Chichester bypass (E)	1.029	1.000	1.069
	3 - B2145 (S)	1.077	1.045	1.000
	4 - A27 Chichester bypass (W)	1.000	1.052	1.021

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - B2145 (N)	489	489
	2 - A27 Chichester bypass (E)	1685	1685
	3 - B2145 (S)	561	561
	4 - A27 Chichester bypass (W)	2029	2029
17:15-17:30	1 - B2145 (N)	489	489
	2 - A27 Chichester bypass (E)	1685	1685
	3 - B2145 (S)	561	561
	4 - A27 Chichester bypass (W)	2029	2029
17:30-17:45	1 - B2145 (N)	489	489
	2 - A27 Chichester bypass (E)	1685	1685
	3 - B2145 (S)	561	561
	4 - A27 Chichester bypass (W)	2029	2029
17:45-18:00	1 - B2145 (N)	489	489
	2 - A27 Chichester bypass (E)	1685	1685
	3 - B2145 (S)	561	561
	4 - A27 Chichester bypass (W)	2029	2029

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	0.98	135.18	17.5	F	489	489
2 - A27 Chichester bypass (E)	0.70	5.35	2.5	A	1685	1685
3 - B2145 (S)	0.24	2.16	0.3	A	561	561
4 - A27 Chichester bypass (W)	0.83	8.76	4.9	A	2029	2029

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	489	122	2067	508	0.962	454	305	0.0	8.7	52.480	F
2 - A27 Chichester bypass (E)	1685	421	867	2418	0.697	1675	1654	0.0	2.4	5.062	A
3 - B2145 (S)	561	140	486	2305	0.243	560	2056	0.0	0.3	2.149	A
4 - A27 Chichester bypass (W)	2029	507	361	2458	0.826	2010	685	0.0	4.7	8.081	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	489	122	2085	498	0.982	473	306	8.7	12.6	96.252	F
2 - A27 Chichester bypass (E)	1685	421	887	2402	0.702	1685	1671	2.4	2.5	5.305	A
3 - B2145 (S)	561	140	494	2299	0.244	561	2077	0.3	0.3	2.159	A
4 - A27 Chichester bypass (W)	2029	507	362	2457	0.826	2028	693	4.7	4.8	8.732	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	489	122	2085	498	0.982	478	306	12.6	15.4	118.726	F
2 - A27 Chichester bypass (E)	1685	421	891	2398	0.703	1685	1671	2.5	2.5	5.333	A
3 - B2145 (S)	561	140	496	2298	0.244	561	2080	0.3	0.3	2.160	A
4 - A27 Chichester bypass (W)	2029	507	362	2457	0.826	2029	695	4.8	4.9	8.751	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	489	122	2085	498	0.982	480	306	15.4	17.5	135.136	F
2 - A27 Chichester bypass (E)	1685	421	894	2397	0.703	1685	1672	2.5	2.5	5.348	A
3 - B2145 (S)	561	140	497	2297	0.244	561	2082	0.3	0.3	2.161	A
4 - A27 Chichester bypass (W)	2029	507	362	2457	0.826	2029	696	4.9	4.9	8.758	A

2031 DM No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	7.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	325	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1751	100.000
3 - B2145 (S)		FLAT	✓	1140	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	1666	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	27	166	132
	2 - A27 Chichester bypass (E)	94	0	209	1448
	3 - B2145 (S)	262	275	0	603
	4 - A27 Chichester bypass (W)	266	1183	217	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.08	0.51
	2 - A27 Chichester bypass (E)	0.05	0.00	0.12
	3 - B2145 (S)	0.23	0.24	0.00
	4 - A27 Chichester bypass (W)	0.16	0.71	0.13

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	0	5	7
	2 - A27 Chichester bypass (E)	2	0	9	11
	3 - B2145 (S)	3	3	0	3
	4 - A27 Chichester bypass (W)	5	12	4	0

Average PCU Per Veh

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.000	1.070
	2 - A27 Chichester bypass (E)	1.028	1.000	1.126
	3 - B2145 (S)	1.042	1.042	1.000
	4 - A27 Chichester bypass (W)	1.063	1.165	1.056

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - B2145 (N)	325	325
	2 - A27 Chichester bypass (E)	1751	1751
	3 - B2145 (S)	1140	1140
	4 - A27 Chichester bypass (W)	1666	1666
08:15-08:30	1 - B2145 (N)	325	325
	2 - A27 Chichester bypass (E)	1751	1751
	3 - B2145 (S)	1140	1140
	4 - A27 Chichester bypass (W)	1666	1666
08:30-08:45	1 - B2145 (N)	325	325
	2 - A27 Chichester bypass (E)	1751	1751
	3 - B2145 (S)	1140	1140
	4 - A27 Chichester bypass (W)	1666	1666
08:45-09:00	1 - B2145 (N)	325	325
	2 - A27 Chichester bypass (E)	1751	1751
	3 - B2145 (S)	1140	1140
	4 - A27 Chichester bypass (W)	1666	1666

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	0.45	9.61	0.9	A	325	325
2 - A27 Chichester bypass (E)	0.65	4.33	2.1	A	1751	1751
3 - B2145 (S)	0.79	12.18	3.8	B	1140	1140
4 - A27 Chichester bypass (W)	0.74	6.86	3.2	A	1666	1666

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	325	81	1661	735	0.442	322	616	0.0	0.8	9.281	A
2 - A27 Chichester bypass (E)	1751	438	510	2704	0.647	1743	1473	0.0	2.1	4.243	A
3 - B2145 (S)	1140	285	1665	1454	0.784	1126	588	0.0	3.6	11.006	B
4 - A27 Chichester bypass (W)	1666	417	624	2265	0.736	1654	2167	0.0	3.1	6.544	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	325	81	1675	728	0.447	325	622	0.8	0.9	9.599	A
2 - A27 Chichester bypass (E)	1751	438	515	2701	0.648	1751	1485	2.1	2.1	4.332	A
3 - B2145 (S)	1140	285	1674	1447	0.788	1139	592	3.6	3.7	12.120	B
4 - A27 Chichester bypass (W)	1666	417	631	2260	0.737	1666	2183	3.1	3.1	6.854	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	325	81	1675	728	0.447	325	622	0.9	0.9	9.606	A
2 - A27 Chichester bypass (E)	1751	438	515	2701	0.648	1751	1485	2.1	2.1	4.332	A
3 - B2145 (S)	1140	285	1674	1447	0.788	1140	592	3.7	3.8	12.165	B
4 - A27 Chichester bypass (W)	1666	417	631	2260	0.737	1666	2183	3.1	3.1	6.861	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	325	81	1675	728	0.447	325	622	0.9	0.9	9.608	A
2 - A27 Chichester bypass (E)	1751	438	515	2701	0.648	1751	1485	2.1	2.1	4.332	A
3 - B2145 (S)	1140	285	1674	1447	0.788	1140	592	3.8	3.8	12.178	B
4 - A27 Chichester bypass (W)	1666	417	631	2260	0.737	1666	2183	3.1	3.2	6.862	A

2031 DM No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	24.22	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 No Cala	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	539	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1426	100.000
3 - B2145 (S)		FLAT	✓	617	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	2055	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	1	460	78
	2 - A27 Chichester bypass (E)	69	0	168	1189
	3 - B2145 (S)	188	116	0	313
	4 - A27 Chichester bypass (W)	160	1307	588	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.00	0.85
	2 - A27 Chichester bypass (E)	0.05	0.00	0.12
	3 - B2145 (S)	0.30	0.19	0.00
	4 - A27 Chichester bypass (W)	0.08	0.64	0.29

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	3	1	3
	2 - A27 Chichester bypass (E)	0	0	8	11
	3 - B2145 (S)	3	19	0	3
	4 - A27 Chichester bypass (W)	3	10	1	0

Average PCU Per Veh

	To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.042	1.014
	2 - A27 Chichester bypass (E)	1.000	1.000	1.112
	3 - B2145 (S)	1.042	1.266	1.000
	4 - A27 Chichester bypass (W)	1.042	1.140	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - B2145 (N)	539	539
	2 - A27 Chichester bypass (E)	1426	1426
	3 - B2145 (S)	617	617
	4 - A27 Chichester bypass (W)	2055	2055
17:15-17:30	1 - B2145 (N)	539	539
	2 - A27 Chichester bypass (E)	1426	1426
	3 - B2145 (S)	617	617
	4 - A27 Chichester bypass (W)	2055	2055
17:30-17:45	1 - B2145 (N)	539	539
	2 - A27 Chichester bypass (E)	1426	1426
	3 - B2145 (S)	617	617
	4 - A27 Chichester bypass (W)	2055	2055
17:45-18:00	1 - B2145 (N)	539	539
	2 - A27 Chichester bypass (E)	1426	1426
	3 - B2145 (S)	617	617
	4 - A27 Chichester bypass (W)	2055	2055

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	1.00	152.55	22.1	F	539	539
2 - A27 Chichester bypass (E)	0.64	5.17	2.0	A	1426	1426
3 - B2145 (S)	0.36	3.61	0.6	A	617	617
4 - A27 Chichester bypass (W)	0.84	9.97	5.6	A	2055	2055

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	539	135	1991	551	0.978	499	414	0.0	9.9	53.316	F
2 - A27 Chichester bypass (E)	1426	357	1080	2246	0.635	1418	1410	0.0	2.0	4.911	A
3 - B2145 (S)	617	154	1323	1701	0.363	615	1175	0.0	0.6	3.565	A
4 - A27 Chichester bypass (W)	2055	514	371	2450	0.839	2034	1567	0.0	5.3	9.039	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	539	135	2010	540	0.998	518	417	9.9	15.1	102.180	F
2 - A27 Chichester bypass (E)	1426	357	1105	2226	0.640	1426	1424	2.0	2.0	5.126	A
3 - B2145 (S)	617	154	1333	1694	0.364	617	1198	0.6	0.6	3.602	A
4 - A27 Chichester bypass (W)	2055	514	373	2449	0.839	2054	1577	5.3	5.5	9.928	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	539	135	2011	539	0.998	524	417	15.1	18.9	130.316	F
2 - A27 Chichester bypass (E)	1426	357	1111	2222	0.642	1426	1424	2.0	2.0	5.156	A
3 - B2145 (S)	617	154	1334	1693	0.364	617	1203	0.6	0.6	3.604	A
4 - A27 Chichester bypass (W)	2055	514	373	2449	0.839	2055	1578	5.5	5.6	9.960	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	539	135	2011	539	0.998	526	417	18.9	22.1	152.647	F
2 - A27 Chichester bypass (E)	1426	357	1113	2220	0.642	1426	1424	2.0	2.0	5.170	A
3 - B2145 (S)	617	154	1334	1693	0.364	617	1205	0.6	0.6	3.605	A
4 - A27 Chichester bypass (W)	2055	514	373	2449	0.839	2055	1578	5.6	5.6	9.972	A

2031 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	7.43	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
D5	2031 DM	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	324	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1750	100.000
3 - B2145 (S)		FLAT	✓	1146	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	1661	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	27	165	132
	2 - A27 Chichester bypass (E)	96	0	207	1447
	3 - B2145 (S)	260	277	0	609
	4 - A27 Chichester bypass (W)	265	1179	217	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.08	0.51
	2 - A27 Chichester bypass (E)	0.05	0.00	0.12
	3 - B2145 (S)	0.23	0.24	0.00
	4 - A27 Chichester bypass (W)	0.16	0.71	0.13

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	0	5	7
	2 - A27 Chichester bypass (E)	2	0	9	11
	3 - B2145 (S)	3	3	0	3
	4 - A27 Chichester bypass (W)	5	12	4	0

Average PCU Per Veh

	To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.000	1.070
	2 - A27 Chichester bypass (E)	1.028	1.000	1.126
	3 - B2145 (S)	1.042	1.042	1.000
	4 - A27 Chichester bypass (W)	1.063	1.165	1.056

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - B2145 (N)	324	324
	2 - A27 Chichester bypass (E)	1750	1750
	3 - B2145 (S)	1146	1146
	4 - A27 Chichester bypass (W)	1661	1661
08:15-08:30	1 - B2145 (N)	324	324
	2 - A27 Chichester bypass (E)	1750	1750
	3 - B2145 (S)	1146	1146
	4 - A27 Chichester bypass (W)	1661	1661
08:30-08:45	1 - B2145 (N)	324	324
	2 - A27 Chichester bypass (E)	1750	1750
	3 - B2145 (S)	1146	1146
	4 - A27 Chichester bypass (W)	1661	1661
08:45-09:00	1 - B2145 (N)	324	324
	2 - A27 Chichester bypass (E)	1750	1750
	3 - B2145 (S)	1146	1146
	4 - A27 Chichester bypass (W)	1661	1661

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	0.44	9.56	0.9	A	324	324
2 - A27 Chichester bypass (E)	0.65	4.32	2.1	A	1750	1750
3 - B2145 (S)	0.79	12.45	3.9	B	1146	1146
4 - A27 Chichester bypass (W)	0.74	6.82	3.1	A	1661	1661

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	324	81	1659	736	0.440	321	615	0.0	0.8	9.236	A
2 - A27 Chichester bypass (E)	1750	438	509	2705	0.647	1742	1471	0.0	2.1	4.236	A
3 - B2145 (S)	1146	287	1666	1453	0.789	1131	585	0.0	3.7	11.207	B
4 - A27 Chichester bypass (W)	1661	415	626	2264	0.734	1649	2172	0.0	3.0	6.510	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	324	81	1673	729	0.444	324	621	0.8	0.8	9.549	A
2 - A27 Chichester bypass (E)	1750	438	514	2702	0.648	1750	1483	2.1	2.1	4.323	A
3 - B2145 (S)	1146	287	1675	1447	0.792	1145	589	3.7	3.8	12.384	B
4 - A27 Chichester bypass (W)	1661	415	633	2259	0.735	1661	2188	3.0	3.1	6.813	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	324	81	1673	729	0.445	324	621	0.8	0.9	9.556	A
2 - A27 Chichester bypass (E)	1750	438	514	2702	0.648	1750	1483	2.1	2.1	4.323	A
3 - B2145 (S)	1146	287	1675	1447	0.792	1146	589	3.8	3.9	12.432	B
4 - A27 Chichester bypass (W)	1661	415	633	2258	0.735	1661	2188	3.1	3.1	6.821	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	324	81	1673	729	0.445	324	621	0.9	0.9	9.558	A
2 - A27 Chichester bypass (E)	1750	438	514	2702	0.648	1750	1483	2.1	2.1	4.323	A
3 - B2145 (S)	1146	287	1675	1447	0.792	1146	589	3.9	3.9	12.447	B
4 - A27 Chichester bypass (W)	1661	415	633	2258	0.735	1661	2188	3.1	3.1	6.821	A

2031 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	26.12	

Junction Network Options

Driving side	Lighting
Left	Normal/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	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	540	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1427	100.000
3 - B2145 (S)		FLAT	✓	616	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	2068	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	1	461	78
	2 - A27 Chichester bypass (E)	71	0	166	1190
	3 - B2145 (S)	196	106	0	314
	4 - A27 Chichester bypass (W)	156	1323	589	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.00	0.85
	2 - A27 Chichester bypass (E)	0.05	0.00	0.12
	3 - B2145 (S)	0.32	0.17	0.00
	4 - A27 Chichester bypass (W)	0.08	0.64	0.28

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	2	1	3
	2 - A27 Chichester bypass (E)	0	0	8	11
	3 - B2145 (S)	2	21	0	2
	4 - A27 Chichester bypass (W)	3	10	1	0

Average PCU Per Veh

	To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.028	1.014
	2 - A27 Chichester bypass (E)	1.000	1.000	1.112
	3 - B2145 (S)	1.028	1.294	1.000
	4 - A27 Chichester bypass (W)	1.042	1.140	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - B2145 (N)	540	540
	2 - A27 Chichester bypass (E)	1427	1427
	3 - B2145 (S)	616	616
	4 - A27 Chichester bypass (W)	2068	2068
17:15-17:30	1 - B2145 (N)	540	540
	2 - A27 Chichester bypass (E)	1427	1427
	3 - B2145 (S)	616	616
	4 - A27 Chichester bypass (W)	2068	2068
17:30-17:45	1 - B2145 (N)	540	540
	2 - A27 Chichester bypass (E)	1427	1427
	3 - B2145 (S)	616	616
	4 - A27 Chichester bypass (W)	2068	2068
17:45-18:00	1 - B2145 (N)	540	540
	2 - A27 Chichester bypass (E)	1427	1427
	3 - B2145 (S)	616	616
	4 - A27 Chichester bypass (W)	2068	2068

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	1.01	167.73	24.8	F	540	540
2 - A27 Chichester bypass (E)	0.64	5.17	2.0	A	1427	1427
3 - B2145 (S)	0.36	3.57	0.6	A	616	616
4 - A27 Chichester bypass (W)	0.84	10.31	5.8	B	2068	2068

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	540	135	1997	547	0.987	498	420	0.0	10.4	66.313	F
2 - A27 Chichester bypass (E)	1427	357	1080	2247	0.635	1419	1415	0.0	2.0	4.916	A
3 - B2145 (S)	616	154	1326	1699	0.363	614	1173	0.0	0.6	3.528	A
4 - A27 Chichester bypass (W)	2068	517	371	2450	0.844	2046	1568	0.0	5.5	9.290	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	540	135	2017	536	1.008	517	423	10.4	16.2	108.585	F
2 - A27 Chichester bypass (E)	1427	357	1105	2227	0.641	1427	1429	2.0	2.0	5.129	A
3 - B2145 (S)	616	154	1335	1692	0.364	616	1196	0.6	0.6	3.565	A
4 - A27 Chichester bypass (W)	2068	517	373	2449	0.845	2067	1578	5.5	5.7	10.263	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	540	135	2018	536	1.008	522	423	16.2	20.8	141.071	F
2 - A27 Chichester bypass (E)	1427	357	1110	2223	0.642	1427	1430	2.0	2.0	5.159	A
3 - B2145 (S)	616	154	1336	1691	0.364	616	1201	0.6	0.6	3.567	A
4 - A27 Chichester bypass (W)	2068	517	373	2449	0.845	2068	1579	5.7	5.8	10.300	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	540	135	2018	536	1.008	525	423	20.8	24.8	167.727	F
2 - A27 Chichester bypass (E)	1427	357	1113	2220	0.643	1427	1430	2.0	2.0	5.172	A
3 - B2145 (S)	616	154	1337	1691	0.364	616	1203	0.6	0.6	3.568	A
4 - A27 Chichester bypass (W)	2068	517	373	2449	0.845	2068	1580	5.8	5.8	10.312	B

2031 DS No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	7.81	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	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	325	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1757	100.000
3 - B2145 (S)		FLAT	✓	1165	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	1673	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	25	167	133
	2 - A27 Chichester bypass (E)	105	0	208	1444
	3 - B2145 (S)	275	269	0	621
	4 - A27 Chichester bypass (W)	265	1191	217	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.08	0.51
	2 - A27 Chichester bypass (E)	0.06	0.00	0.12
	3 - B2145 (S)	0.24	0.23	0.00
	4 - A27 Chichester bypass (W)	0.16	0.71	0.13

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	0	5	7
	2 - A27 Chichester bypass (E)	3	0	9	11
	3 - B2145 (S)	3	3	0	3
	4 - A27 Chichester bypass (W)	5	12	4	0

Average PCU Per Veh

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.000	1.070
	2 - A27 Chichester bypass (E)	1.042	1.000	1.126
	3 - B2145 (S)	1.042	1.042	1.000
	4 - A27 Chichester bypass (W)	1.063	1.165	1.056

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - B2145 (N)	325	325
	2 - A27 Chichester bypass (E)	1757	1757
	3 - B2145 (S)	1165	1165
	4 - A27 Chichester bypass (W)	1673	1673
08:15-08:30	1 - B2145 (N)	325	325
	2 - A27 Chichester bypass (E)	1757	1757
	3 - B2145 (S)	1165	1165
	4 - A27 Chichester bypass (W)	1673	1673
08:30-08:45	1 - B2145 (N)	325	325
	2 - A27 Chichester bypass (E)	1757	1757
	3 - B2145 (S)	1165	1165
	4 - A27 Chichester bypass (W)	1673	1673
08:45-09:00	1 - B2145 (N)	325	325
	2 - A27 Chichester bypass (E)	1757	1757
	3 - B2145 (S)	1165	1165
	4 - A27 Chichester bypass (W)	1673	1673

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	0.45	9.64	0.9	A	325	325
2 - A27 Chichester bypass (E)	0.65	4.37	2.1	A	1757	1757
3 - B2145 (S)	0.81	13.52	4.3	B	1165	1165
4 - A27 Chichester bypass (W)	0.74	7.10	3.3	A	1673	1673

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	325	81	1663	735	0.442	322	639	0.0	0.8	9.303	A
2 - A27 Chichester bypass (E)	1757	439	512	2703	0.650	1749	1472	0.0	2.1	4.280	A
3 - B2145 (S)	1165	291	1673	1448	0.805	1149	588	0.0	4.0	11.980	B
4 - A27 Chichester bypass (W)	1673	418	641	2252	0.743	1660	2181	0.0	3.2	6.750	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	325	81	1677	727	0.447	325	645	0.8	0.9	9.630	A
2 - A27 Chichester bypass (E)	1757	439	517	2699	0.651	1757	1485	2.1	2.1	4.367	A
3 - B2145 (S)	1165	291	1682	1442	0.808	1164	592	4.0	4.2	13.429	B
4 - A27 Chichester bypass (W)	1673	418	649	2247	0.745	1673	2197	3.2	3.2	7.093	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	325	81	1677	727	0.447	325	645	0.9	0.9	9.637	A
2 - A27 Chichester bypass (E)	1757	439	517	2699	0.651	1757	1485	2.1	2.1	4.368	A
3 - B2145 (S)	1165	291	1682	1442	0.808	1165	592	4.2	4.3	13.498	B
4 - A27 Chichester bypass (W)	1673	418	649	2247	0.745	1673	2198	3.2	3.3	7.104	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	325	81	1677	727	0.447	325	645	0.9	0.9	9.640	A
2 - A27 Chichester bypass (E)	1757	439	517	2699	0.651	1757	1485	2.1	2.1	4.368	A
3 - B2145 (S)	1165	291	1682	1442	0.808	1165	592	4.3	4.3	13.519	B
4 - A27 Chichester bypass (W)	1673	418	649	2247	0.745	1673	2198	3.3	3.3	7.104	A

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	33.15	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
D8	2031 DS No Cala	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	545	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1430	100.000
3 - B2145 (S)		FLAT	✓	614	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	2088	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	1	462	82
	2 - A27 Chichester bypass (E)	73	0	162	1195
	3 - B2145 (S)	200	96	0	318
	4 - A27 Chichester bypass (W)	147	1347	594	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.00	0.85
	2 - A27 Chichester bypass (E)	0.05	0.00	0.11
	3 - B2145 (S)	0.33	0.16	0.00
	4 - A27 Chichester bypass (W)	0.07	0.65	0.28

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	3	1	3
	2 - A27 Chichester bypass (E)	0	0	8	11
	3 - B2145 (S)	2	24	0	2
	4 - A27 Chichester bypass (W)	3	10	1	0

Average PCU Per Veh

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.042	1.014
	2 - A27 Chichester bypass (E)	1.000	1.000	1.112
	3 - B2145 (S)	1.028	1.336	1.000
	4 - A27 Chichester bypass (W)	1.042	1.140	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - B2145 (N)	545	545
	2 - A27 Chichester bypass (E)	1430	1430
	3 - B2145 (S)	614	614
	4 - A27 Chichester bypass (W)	2088	2088
17:15-17:30	1 - B2145 (N)	545	545
	2 - A27 Chichester bypass (E)	1430	1430
	3 - B2145 (S)	614	614
	4 - A27 Chichester bypass (W)	2088	2088
17:30-17:45	1 - B2145 (N)	545	545
	2 - A27 Chichester bypass (E)	1430	1430
	3 - B2145 (S)	614	614
	4 - A27 Chichester bypass (W)	2088	2088
17:45-18:00	1 - B2145 (N)	545	545
	2 - A27 Chichester bypass (E)	1430	1430
	3 - B2145 (S)	614	614
	4 - A27 Chichester bypass (W)	2088	2088

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	1.04	225.44	33.7	F	545	545
2 - A27 Chichester bypass (E)	0.64	5.19	2.0	A	1430	1430
3 - B2145 (S)	0.36	3.59	0.6	A	614	614
4 - A27 Chichester bypass (W)	0.85	10.80	6.2	B	2088	2088

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	545	136	2015	537	1.016	496	417	0.0	12.3	82.617	F
2 - A27 Chichester bypass (E)	1430	358	1082	2245	0.637	1422	1429	0.0	2.0	4.944	A
3 - B2145 (S)	614	154	1336	1692	0.363	612	1169	0.0	0.6	3.547	A
4 - A27 Chichester bypass (W)	2088	522	367	2453	0.851	2065	1580	0.0	5.8	9.639	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	545	136	2036	525	1.038	513	420	12.3	20.3	131.736	F
2 - A27 Chichester bypass (E)	1430	358	1105	2226	0.642	1430	1443	2.0	2.0	5.152	A
3 - B2145 (S)	614	154	1345	1685	0.364	614	1190	0.6	0.6	3.583	A
4 - A27 Chichester bypass (W)	2088	522	369	2452	0.852	2087	1590	5.8	6.0	10.735	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	545	136	2037	525	1.038	517	420	20.3	27.3	181.055	F
2 - A27 Chichester bypass (E)	1430	358	1110	2222	0.643	1430	1444	2.0	2.0	5.178	A
3 - B2145 (S)	614	154	1346	1684	0.365	614	1194	0.6	0.6	3.585	A
4 - A27 Chichester bypass (W)	2088	522	369	2452	0.852	2088	1591	6.0	6.1	10.780	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	545	136	2037	525	1.038	519	420	27.3	33.7	225.439	F
2 - A27 Chichester bypass (E)	1430	358	1112	2221	0.644	1430	1444	2.0	2.0	5.190	A
3 - B2145 (S)	614	154	1346	1684	0.365	614	1196	0.6	0.6	3.586	A
4 - A27 Chichester bypass (W)	2088	522	369	2452	0.852	2088	1591	6.1	6.2	10.797	B

2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	7.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031 DS	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	328	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1759	100.000
3 - B2145 (S)		FLAT	✓	1169	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	1668	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	26	168	134
	2 - A27 Chichester bypass (E)	107	0	205	1447
	3 - B2145 (S)	278	269	0	622
	4 - A27 Chichester bypass (W)	264	1187	217	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.08	0.51
	2 - A27 Chichester bypass (E)	0.06	0.00	0.12
	3 - B2145 (S)	0.24	0.23	0.00
	4 - A27 Chichester bypass (W)	0.16	0.71	0.13

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	0	5	7
	2 - A27 Chichester bypass (E)	3	0	9	11
	3 - B2145 (S)	3	3	0	3
	4 - A27 Chichester bypass (W)	5	12	4	0

Average PCU Per Veh

	To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.000	1.070
	2 - A27 Chichester bypass (E)	1.042	1.000	1.126
	3 - B2145 (S)	1.042	1.042	1.000
	4 - A27 Chichester bypass (W)	1.063	1.165	1.056

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - B2145 (N)	328	328
	2 - A27 Chichester bypass (E)	1759	1759
	3 - B2145 (S)	1169	1169
	4 - A27 Chichester bypass (W)	1668	1668
08:15-08:30	1 - B2145 (N)	328	328
	2 - A27 Chichester bypass (E)	1759	1759
	3 - B2145 (S)	1169	1169
	4 - A27 Chichester bypass (W)	1668	1668
08:30-08:45	1 - B2145 (N)	328	328
	2 - A27 Chichester bypass (E)	1759	1759
	3 - B2145 (S)	1169	1169
	4 - A27 Chichester bypass (W)	1668	1668
08:45-09:00	1 - B2145 (N)	328	328
	2 - A27 Chichester bypass (E)	1759	1759
	3 - B2145 (S)	1169	1169
	4 - A27 Chichester bypass (W)	1668	1668

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	0.45	9.66	0.9	A	328	328
2 - A27 Chichester bypass (E)	0.65	4.38	2.1	A	1759	1759
3 - B2145 (S)	0.81	13.94	4.4	B	1169	1169
4 - A27 Chichester bypass (W)	0.74	7.09	3.3	A	1668	1668

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	328	82	1659	737	0.445	325	643	0.0	0.8	9.318	A
2 - A27 Chichester bypass (E)	1759	440	514	2701	0.651	1751	1469	0.0	2.1	4.291	A
3 - B2145 (S)	1169	292	1679	1444	0.810	1153	586	0.0	4.1	12.272	B
4 - A27 Chichester bypass (W)	1668	417	646	2249	0.742	1655	2186	0.0	3.2	6.735	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	328	82	1673	729	0.450	328	649	0.8	0.9	9.646	A
2 - A27 Chichester bypass (E)	1759	440	519	2698	0.652	1759	1482	2.1	2.1	4.384	A
3 - B2145 (S)	1169	292	1688	1437	0.813	1168	590	4.1	4.3	13.832	B
4 - A27 Chichester bypass (W)	1668	417	654	2243	0.744	1668	2202	3.2	3.2	7.076	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	328	82	1673	729	0.450	328	649	0.9	0.9	9.654	A
2 - A27 Chichester bypass (E)	1759	440	519	2698	0.652	1759	1482	2.1	2.1	4.384	A
3 - B2145 (S)	1169	292	1688	1437	0.813	1169	590	4.3	4.4	13.911	B
4 - A27 Chichester bypass (W)	1668	417	654	2243	0.744	1668	2203	3.2	3.2	7.087	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	328	82	1673	729	0.450	328	649	0.9	0.9	9.657	A
2 - A27 Chichester bypass (E)	1759	440	519	2698	0.652	1759	1482	2.1	2.1	4.384	A
3 - B2145 (S)	1169	292	1688	1437	0.813	1169	590	4.4	4.4	13.936	B
4 - A27 Chichester bypass (W)	1668	417	654	2243	0.744	1668	2203	3.2	3.3	7.088	A

2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	34.97	

Junction Network Options

Driving side	Lighting
Left	Normal/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	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	545	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1431	100.000
3 - B2145 (S)		FLAT	✓	621	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	2093	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	1	462	82
	2 - A27 Chichester bypass (E)	73	0	163	1195
	3 - B2145 (S)	202	98	0	321
	4 - A27 Chichester bypass (W)	148	1348	597	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.00	0.85
	2 - A27 Chichester bypass (E)	0.05	0.00	0.11
	3 - B2145 (S)	0.33	0.16	0.00
	4 - A27 Chichester bypass (W)	0.07	0.64	0.29

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	3	2	3
	2 - A27 Chichester bypass (E)	0	0	8	11
	3 - B2145 (S)	2	23	0	2
	4 - A27 Chichester bypass (W)	3	10	1	0

Average PCU Per Veh

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.042	1.028
	2 - A27 Chichester bypass (E)	1.000	1.000	1.112
	3 - B2145 (S)	1.028	1.322	1.000
	4 - A27 Chichester bypass (W)	1.042	1.140	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - B2145 (N)	545	545
	2 - A27 Chichester bypass (E)	1431	1431
	3 - B2145 (S)	621	621
	4 - A27 Chichester bypass (W)	2093	2093
17:15-17:30	1 - B2145 (N)	545	545
	2 - A27 Chichester bypass (E)	1431	1431
	3 - B2145 (S)	621	621
	4 - A27 Chichester bypass (W)	2093	2093
17:30-17:45	1 - B2145 (N)	545	545
	2 - A27 Chichester bypass (E)	1431	1431
	3 - B2145 (S)	621	621
	4 - A27 Chichester bypass (W)	2093	2093
17:45-18:00	1 - B2145 (N)	545	545
	2 - A27 Chichester bypass (E)	1431	1431
	3 - B2145 (S)	621	621
	4 - A27 Chichester bypass (W)	2093	2093

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	1.06	240.80	36.1	F	545	545
2 - A27 Chichester bypass (E)	0.64	5.20	2.1	A	1431	1431
3 - B2145 (S)	0.37	3.60	0.6	A	621	621
4 - A27 Chichester bypass (W)	0.85	11.03	6.3	B	2093	2093

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	545	136	2021	534	1.021	494	420	0.0	12.7	84.675	F
2 - A27 Chichester bypass (E)	1431	358	1083	2244	0.638	1423	1431	0.0	2.0	4.953	A
3 - B2145 (S)	621	155	1335	1692	0.367	619	1171	0.0	0.6	3.566	A
4 - A27 Chichester bypass (W)	2093	523	371	2450	0.854	2069	1582	0.0	5.9	9.806	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	545	136	2042	522	1.044	510	423	12.7	21.4	138.026	F
2 - A27 Chichester bypass (E)	1431	358	1106	2226	0.643	1431	1446	2.0	2.0	5.162	A
3 - B2145 (S)	621	155	1345	1685	0.368	621	1192	0.6	0.6	3.602	A
4 - A27 Chichester bypass (W)	2093	523	373	2449	0.855	2092	1593	5.9	6.2	10.967	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	545	136	2043	522	1.045	515	423	21.4	29.0	191.719	F
2 - A27 Chichester bypass (E)	1431	358	1111	2222	0.644	1431	1447	2.0	2.0	5.187	A
3 - B2145 (S)	621	155	1345	1685	0.369	621	1196	0.6	0.6	3.604	A
4 - A27 Chichester bypass (W)	2093	523	373	2449	0.855	2093	1593	6.2	6.3	11.015	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	545	136	2043	522	1.045	517	423	29.0	36.1	240.799	F
2 - A27 Chichester bypass (E)	1431	358	1113	2220	0.644	1431	1447	2.0	2.1	5.198	A
3 - B2145 (S)	621	155	1346	1685	0.369	621	1198	0.6	0.6	3.605	A
4 - A27 Chichester bypass (W)	2093	523	373	2449	0.855	2093	1594	6.3	6.3	11.032	B

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	8.86	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
D11	2038 DM	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	329	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1753	100.000
3 - B2145 (S)		FLAT	✓	1198	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	1731	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	11	176	142
	2 - A27 Chichester bypass (E)	106	0	204	1443
	3 - B2145 (S)	285	279	0	634
	4 - A27 Chichester bypass (W)	272	1214	245	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.03	0.53
	2 - A27 Chichester bypass (E)	0.06	0.00	0.12
	3 - B2145 (S)	0.24	0.23	0.00
	4 - A27 Chichester bypass (W)	0.16	0.70	0.14

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	0	5	7
	2 - A27 Chichester bypass (E)	3	0	9	11
	3 - B2145 (S)	3	3	0	3
	4 - A27 Chichester bypass (W)	5	12	4	0

Average PCU Per Veh

	To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.000	1.070
	2 - A27 Chichester bypass (E)	1.042	1.000	1.126
	3 - B2145 (S)	1.042	1.042	1.000
	4 - A27 Chichester bypass (W)	1.063	1.165	1.056

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - B2145 (N)	329	329
	2 - A27 Chichester bypass (E)	1753	1753
	3 - B2145 (S)	1198	1198
	4 - A27 Chichester bypass (W)	1731	1731
08:15-08:30	1 - B2145 (N)	329	329
	2 - A27 Chichester bypass (E)	1753	1753
	3 - B2145 (S)	1198	1198
	4 - A27 Chichester bypass (W)	1731	1731
08:30-08:45	1 - B2145 (N)	329	329
	2 - A27 Chichester bypass (E)	1753	1753
	3 - B2145 (S)	1198	1198
	4 - A27 Chichester bypass (W)	1731	1731
08:45-09:00	1 - B2145 (N)	329	329
	2 - A27 Chichester bypass (E)	1753	1753
	3 - B2145 (S)	1198	1198
	4 - A27 Chichester bypass (W)	1731	1731

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	0.48	10.69	1.0	B	329	329
2 - A27 Chichester bypass (E)	0.66	4.53	2.2	A	1753	1753
3 - B2145 (S)	0.83	15.74	5.1	C	1198	1198
4 - A27 Chichester bypass (W)	0.78	8.13	3.9	A	1731	1731

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	329	82	1721	702	0.469	325	656	0.0	0.9	10.222	B
2 - A27 Chichester bypass (E)	1753	438	557	2667	0.657	1744	1489	0.0	2.2	4.422	A
3 - B2145 (S)	1198	300	1682	1442	0.831	1179	620	0.0	4.7	13.464	B
4 - A27 Chichester bypass (W)	1731	433	661	2238	0.773	1716	2200	0.0	3.7	7.603	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	329	82	1737	693	0.475	329	663	0.9	1.0	10.674	B
2 - A27 Chichester bypass (E)	1753	438	563	2662	0.658	1753	1503	2.2	2.2	4.525	A
3 - B2145 (S)	1198	300	1691	1435	0.835	1197	625	4.7	5.0	15.561	C
4 - A27 Chichester bypass (W)	1731	433	669	2232	0.776	1731	2218	3.7	3.8	8.113	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	329	82	1738	692	0.475	329	663	1.0	1.0	10.688	B
2 - A27 Chichester bypass (E)	1753	438	563	2662	0.658	1753	1504	2.2	2.2	4.526	A
3 - B2145 (S)	1198	300	1691	1435	0.835	1198	625	5.0	5.1	15.694	C
4 - A27 Chichester bypass (W)	1731	433	670	2231	0.776	1731	2219	3.8	3.9	8.131	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	329	82	1738	692	0.475	329	663	1.0	1.0	10.691	B
2 - A27 Chichester bypass (E)	1753	438	563	2662	0.658	1753	1504	2.2	2.2	4.526	A
3 - B2145 (S)	1198	300	1691	1435	0.835	1198	625	5.1	5.1	15.736	C
4 - A27 Chichester bypass (W)	1731	433	670	2231	0.776	1731	2219	3.9	3.9	8.135	A

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	55.00	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	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	556	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1431	100.000
3 - B2145 (S)		FLAT	✓	681	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	2141	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	1	461	94
	2 - A27 Chichester bypass (E)	78	0	156	1197
	3 - B2145 (S)	227	87	0	367
	4 - A27 Chichester bypass (W)	146	1368	627	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.00	0.83
	2 - A27 Chichester bypass (E)	0.05	0.00	0.11
	3 - B2145 (S)	0.33	0.13	0.00
	4 - A27 Chichester bypass (W)	0.07	0.64	0.29

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	3	2	2
	2 - A27 Chichester bypass (E)	0	0	9	11
	3 - B2145 (S)	2	27	0	2
	4 - A27 Chichester bypass (W)	3	10	1	0

Average PCU Per Veh

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.042	1.028
	2 - A27 Chichester bypass (E)	1.000	1.000	1.126
	3 - B2145 (S)	1.028	1.378	1.000
	4 - A27 Chichester bypass (W)	1.042	1.140	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - B2145 (N)	556	556
	2 - A27 Chichester bypass (E)	1431	1431
	3 - B2145 (S)	681	681
	4 - A27 Chichester bypass (W)	2141	2141
17:15-17:30	1 - B2145 (N)	556	556
	2 - A27 Chichester bypass (E)	1431	1431
	3 - B2145 (S)	681	681
	4 - A27 Chichester bypass (W)	2141	2141
17:30-17:45	1 - B2145 (N)	556	556
	2 - A27 Chichester bypass (E)	1431	1431
	3 - B2145 (S)	681	681
	4 - A27 Chichester bypass (W)	2141	2141
17:45-18:00	1 - B2145 (N)	556	556
	2 - A27 Chichester bypass (E)	1431	1431
	3 - B2145 (S)	681	681
	4 - A27 Chichester bypass (W)	2141	2141

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	1.11	406.18	61.6	F	556	556
2 - A27 Chichester bypass (E)	0.65	5.27	2.1	A	1431	1431
3 - B2145 (S)	0.41	3.85	0.7	A	681	681
4 - A27 Chichester bypass (W)	0.88	13.30	7.7	B	2141	2141

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	556	139	2055	515	1.080	486	448	0.0	17.5	82.756	F
2 - A27 Chichester bypass (E)	1431	358	1104	2228	0.642	1423	1437	0.0	2.0	5.057	A
3 - B2145 (S)	681	170	1350	1681	0.405	678	1177	0.0	0.7	3.801	A
4 - A27 Chichester bypass (W)	2141	535	390	2436	0.879	2112	1638	0.0	7.1	11.320	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	556	139	2081	500	1.111	496	451	17.5	32.6	199.365	F
2 - A27 Chichester bypass (E)	1431	358	1121	2214	0.646	1431	1455	2.0	2.1	5.247	A
3 - B2145 (S)	681	170	1359	1675	0.407	681	1193	0.7	0.7	3.847	A
4 - A27 Chichester bypass (W)	2141	535	392	2435	0.879	2139	1648	7.1	7.5	13.153	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	556	139	2081	500	1.112	498	451	32.6	47.2	303.666	F
2 - A27 Chichester bypass (E)	1431	358	1124	2212	0.647	1431	1456	2.1	2.1	5.262	A
3 - B2145 (S)	681	170	1359	1675	0.407	681	1195	0.7	0.7	3.848	A
4 - A27 Chichester bypass (W)	2141	535	392	2435	0.879	2140	1648	7.5	7.7	13.263	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	556	139	2082	500	1.113	498	451	47.2	61.8	406.177	F
2 - A27 Chichester bypass (E)	1431	358	1124	2211	0.647	1431	1456	2.1	2.1	5.267	A
3 - B2145 (S)	681	170	1359	1675	0.407	681	1196	0.7	0.7	3.848	A
4 - A27 Chichester bypass (W)	2141	535	392	2435	0.879	2141	1648	7.7	7.7	13.303	B

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	10.26	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
D13	2038 DS	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	324	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1787	100.000
3 - B2145 (S)		FLAT	✓	1228	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	1733	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	10	175	139
	2 - A27 Chichester bypass (E)	123	0	198	1466
	3 - B2145 (S)	301	278	0	649
	4 - A27 Chichester bypass (W)	270	1216	247	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.03	0.54
	2 - A27 Chichester bypass (E)	0.07	0.00	0.11
	3 - B2145 (S)	0.25	0.23	0.00
	4 - A27 Chichester bypass (W)	0.16	0.70	0.14

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	0	5	7
	2 - A27 Chichester bypass (E)	2	0	9	11
	3 - B2145 (S)	3	3	0	4
	4 - A27 Chichester bypass (W)	5	12	4	0

Average PCU Per Veh

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.000	1.070
	2 - A27 Chichester bypass (E)	1.028	1.000	1.126
	3 - B2145 (S)	1.042	1.042	1.000
	4 - A27 Chichester bypass (W)	1.063	1.165	1.056

Detailed Demand Data

Demand for each time segment

08:00-08:15	1 - B2145 (N)	324	324
	2 - A27 Chichester bypass (E)	1787	1787
	3 - B2145 (S)	1228	1228
	4 - A27 Chichester bypass (W)	1733	1733
08:15-08:30	1 - B2145 (N)	324	324
	2 - A27 Chichester bypass (E)	1787	1787
	3 - B2145 (S)	1228	1228
	4 - A27 Chichester bypass (W)	1733	1733
08:30-08:45	1 - B2145 (N)	324	324
	2 - A27 Chichester bypass (E)	1787	1787
	3 - B2145 (S)	1228	1228
	4 - A27 Chichester bypass (W)	1733	1733
08:45-09:00	1 - B2145 (N)	324	324
	2 - A27 Chichester bypass (E)	1787	1787
	3 - B2145 (S)	1228	1228
	4 - A27 Chichester bypass (W)	1733	1733

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	0.47	10.59	0.9	B	324	324
2 - A27 Chichester bypass (E)	0.67	4.68	2.3	A	1787	1787
3 - B2145 (S)	0.87	20.66	6.8	C	1228	1228
4 - A27 Chichester bypass (W)	0.78	8.57	4.1	A	1733	1733

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	324	81	1722	701	0.462	320	685	0.0	0.9	10.116	B
2 - A27 Chichester bypass (E)	1787	447	555	2668	0.670	1778	1488	0.0	2.3	4.568	A
3 - B2145 (S)	1228	307	1718	1415	0.868	1204	615	0.0	6.0	16.388	C
4 - A27 Chichester bypass (W)	1733	433	690	2217	0.782	1717	2232	0.0	3.9	7.932	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	324	81	1740	691	0.469	324	693	0.9	0.9	10.574	B
2 - A27 Chichester bypass (E)	1787	447	561	2664	0.671	1787	1503	2.3	2.3	4.682	A
3 - B2145 (S)	1228	307	1728	1409	0.872	1226	620	6.0	6.5	20.161	C
4 - A27 Chichester bypass (W)	1733	433	701	2209	0.785	1732	2253	3.9	4.0	8.535	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	324	81	1741	691	0.469	324	694	0.9	0.9	10.590	B
2 - A27 Chichester bypass (E)	1787	447	561	2664	0.671	1787	1504	2.3	2.3	4.685	A
3 - B2145 (S)	1228	307	1728	1408	0.872	1227	620	6.5	6.7	20.528	C
4 - A27 Chichester bypass (W)	1733	433	702	2208	0.785	1733	2254	4.0	4.1	8.560	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	324	81	1741	691	0.469	324	694	0.9	0.9	10.595	B
2 - A27 Chichester bypass (E)	1787	447	561	2664	0.671	1787	1504	2.3	2.3	4.685	A
3 - B2145 (S)	1228	307	1728	1408	0.872	1228	620	6.7	6.8	20.658	C
4 - A27 Chichester bypass (W)	1733	433	702	2208	0.785	1733	2254	4.1	4.1	8.568	A

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B2145 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
16	Whyke roundabout	Standard Roundabout		1, 2, 3, 4	33.87	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	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.40

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2145 (N)		FLAT	✓	544	100.000
2 - A27 Chichester bypass (E)		FLAT	✓	1499	100.000
3 - B2145 (S)		FLAT	✓	686	100.000
4 - A27 Chichester bypass (W)		FLAT	✓	2221	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	1	461	82
	2 - A27 Chichester bypass (E)	80	0	153	1266
	3 - B2145 (S)	237	80	0	369
	4 - A27 Chichester bypass (W)	131	1442	648	0

Proportions

		To		
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	0.00	0.00	0.85
	2 - A27 Chichester bypass (E)	0.05	0.00	0.10
	3 - B2145 (S)	0.35	0.12	0.00
	4 - A27 Chichester bypass (W)	0.06	0.65	0.29

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)	4 - A27 Chichester bypass (W)
From	1 - B2145 (N)	0	2	2	3
	2 - A27 Chichester bypass (E)	0	0	8	10
	3 - B2145 (S)	3	29	0	2
	4 - A27 Chichester bypass (W)	3	10	1	0

Average PCU Per Veh

	To			
		1 - B2145 (N)	2 - A27 Chichester bypass (E)	3 - B2145 (S)
From	1 - B2145 (N)	1.000	1.028	1.028
	2 - A27 Chichester bypass (E)	1.000	1.000	1.112
	3 - B2145 (S)	1.042	1.406	1.000
	4 - A27 Chichester bypass (W)	1.042	1.140	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - B2145 (N)	544	544
	2 - A27 Chichester bypass (E)	1499	1499
	3 - B2145 (S)	686	686
	4 - A27 Chichester bypass (W)	2221	2221
17:15-17:30	1 - B2145 (N)	544	544
	2 - A27 Chichester bypass (E)	1499	1499
	3 - B2145 (S)	686	686
	4 - A27 Chichester bypass (W)	2221	2221
17:30-17:45	1 - B2145 (N)	544	544
	2 - A27 Chichester bypass (E)	1499	1499
	3 - B2145 (S)	686	686
	4 - A27 Chichester bypass (W)	2221	2221
17:45-18:00	1 - B2145 (N)	544	544
	2 - A27 Chichester bypass (E)	1499	1499
	3 - B2145 (S)	686	686
	4 - A27 Chichester bypass (W)	2221	2221

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2145 (N)	1.21	867.86	93.6	F	544	544
2 - A27 Chichester bypass (E)	0.67	5.54	2.3	A	1499	1499
3 - B2145 (S)	0.42	4.04	0.8	A	686	686
4 - A27 Chichester bypass (W)	0.91	18.35	10.9	C	2221	2221

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	544	136	2134	471	1.156	451	444	0.0	93.3	116.884	F
2 - A27 Chichester bypass (E)	1499	375	1087	2241	0.669	1490	1498	0.0	2.2	5.347	A
3 - B2145 (S)	686	172	1406	1641	0.418	683	1171	0.0	0.8	3.994	A
4 - A27 Chichester bypass (W)	2221	555	395	2433	0.913	2183	1694	0.0	9.6	14.113	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	544	136	2167	452	1.203	450	448	33.3	46.8	398.041	F
2 - A27 Chichester bypass (E)	1499	375	1096	2234	0.671	1499	1521	2.2	2.3	5.528	A
3 - B2145 (S)	686	172	1414	1635	0.419	686	1181	0.8	0.8	4.043	A
4 - A27 Chichester bypass (W)	2221	555	397	2431	0.914	2218	1703	9.6	10.4	17.810	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	544	136	2169	451	1.206	450	448	46.8	70.2	482.246	F
2 - A27 Chichester bypass (E)	1499	375	1097	2233	0.671	1499	1522	2.3	2.3	5.535	A
3 - B2145 (S)	686	172	1414	1635	0.420	686	1182	0.8	0.8	4.043	A
4 - A27 Chichester bypass (W)	2221	555	397	2431	0.914	2220	1703	10.4	10.7	18.195	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2145 (N)	544	136	2169	451	1.207	450	448	70.2	93.6	667.394	F
2 - A27 Chichester bypass (E)	1499	375	1097	2233	0.671	1499	1522	2.3	2.3	5.536	A
3 - B2145 (S)	686	172	1414	1635	0.420	686	1182	0.8	0.8	4.043	A
4 - A27 Chichester bypass (W)	2221	555	397	2431	0.914	2220	1703	10.7	10.9	18.355	C

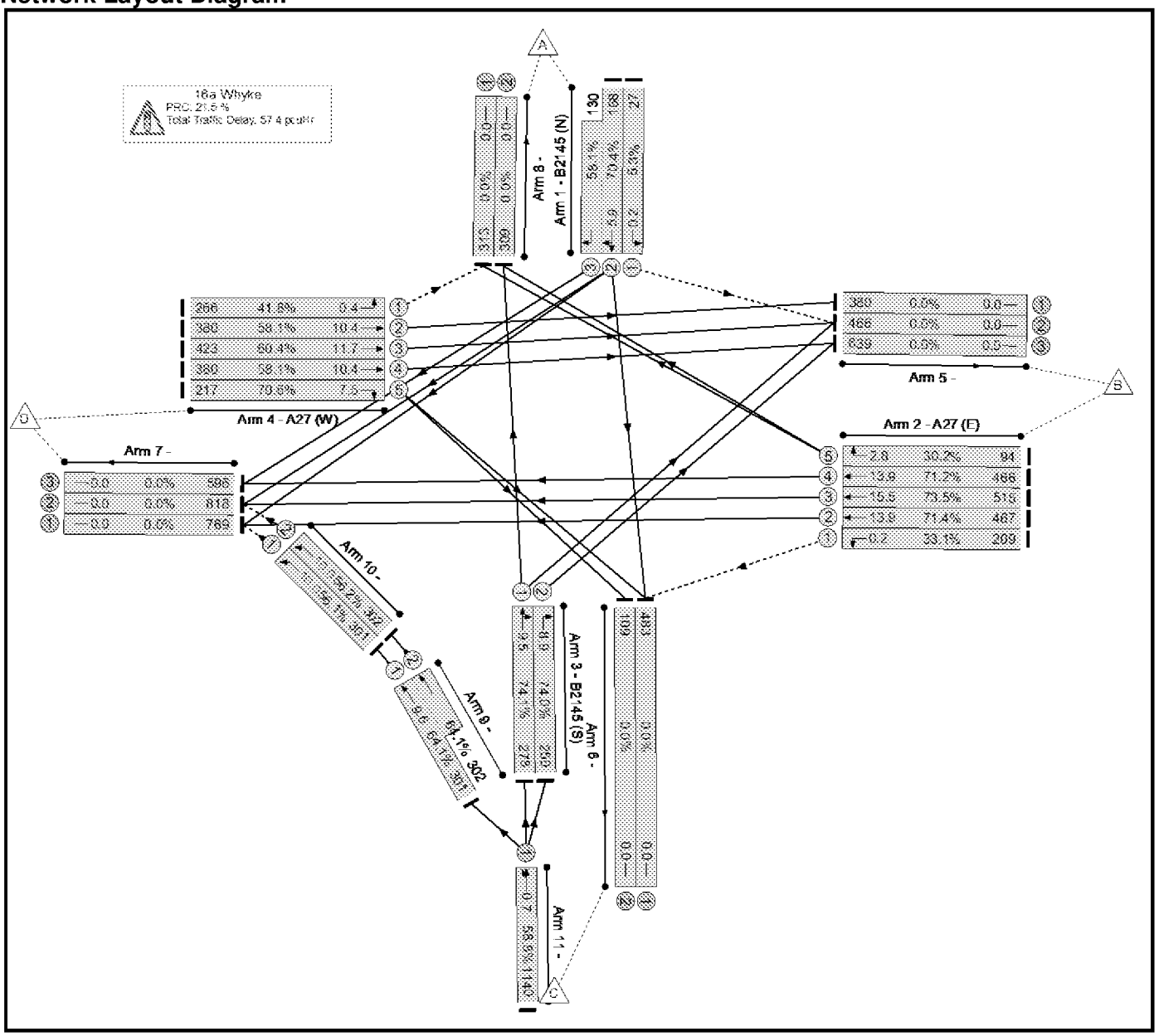
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	16b Whyke Mitigated (Enterprise) RevA.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2031 DM No Cala AM' (FG1: '2031 DM No Cala AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**74.1%**	**173**	**932**	**0**	**57.4**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**74.1%**	**173**	**932**	**0**	**57.4**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	27	Inf	511	5.3%	14	13	0	0.0	5.2	0.2
1/2+1/3	B2145 (N) Ahead Right	U	A		1	13	-	298	1908:1790	239+224	70.4 : 58.1%	-	-	-	4.8	57.5	5.9
2/1	A27 (E) Left	O	-		-	-	-	209	Inf	631	33.1%	62	147	0	0.2	4.3	0.2
2/2	A27 (E) Ahead	U	C		1	36	-	467	1981	654	71.4%	-	-	-	5.5	42.3	13.9
2/3	A27 (E) Ahead	U	C		1	36	-	515	2121	701	73.5%	-	-	-	6.1	42.7	15.5
2/4	A27 (E) Ahead	U	C		1	36	-	466	1980	654	71.2%	-	-	-	5.5	42.3	13.9
2/5	A27 (E) Right	U	B		1	18	-	94	1836	311	30.2%	-	-	-	1.3	49.0	2.8
3/1	B2145 (S) Right Ahead	U	D		1	21	-	278	1910	375	74.1%	-	-	-	4.7	60.3	9.5
3/2	B2145 (S) Right	U	D		1	21	-	259	1781	350	74.0%	-	-	-	4.4	61.5	8.9
4/1	A27 (W) Left	O	-		-	-	-	266	Inf	637	41.8%	97	169	0	0.4	4.8	0.4
4/2	A27 (W) Ahead	U	G		1	36	-	380	1981	654	58.1%	-	-	-	4.0	37.6	10.4
4/3	A27 (W) Ahead	U	G		1	36	-	423	2121	701	60.4%	-	-	-	4.4	37.8	11.7
4/4	A27 (W) Ahead	U	G		1	36	-	380	1979	654	58.1%	-	-	-	4.0	37.6	10.4
4/5	A27 (W) Right	U	F		1	18	-	217	1812	307	70.6%	-	-	-	3.8	63.3	7.5
9/1+9/2	Ahead	U	E		1	46	-	603	1857:1825	470+471	64.1 : 64.1%	-	-	-	4.7	28.1	9.6
10/1	Ahead	O	-		-	-	-	301	Inf	537	56.1%	0	301	0	1.5	17.4	10.6

Basic Results Summary

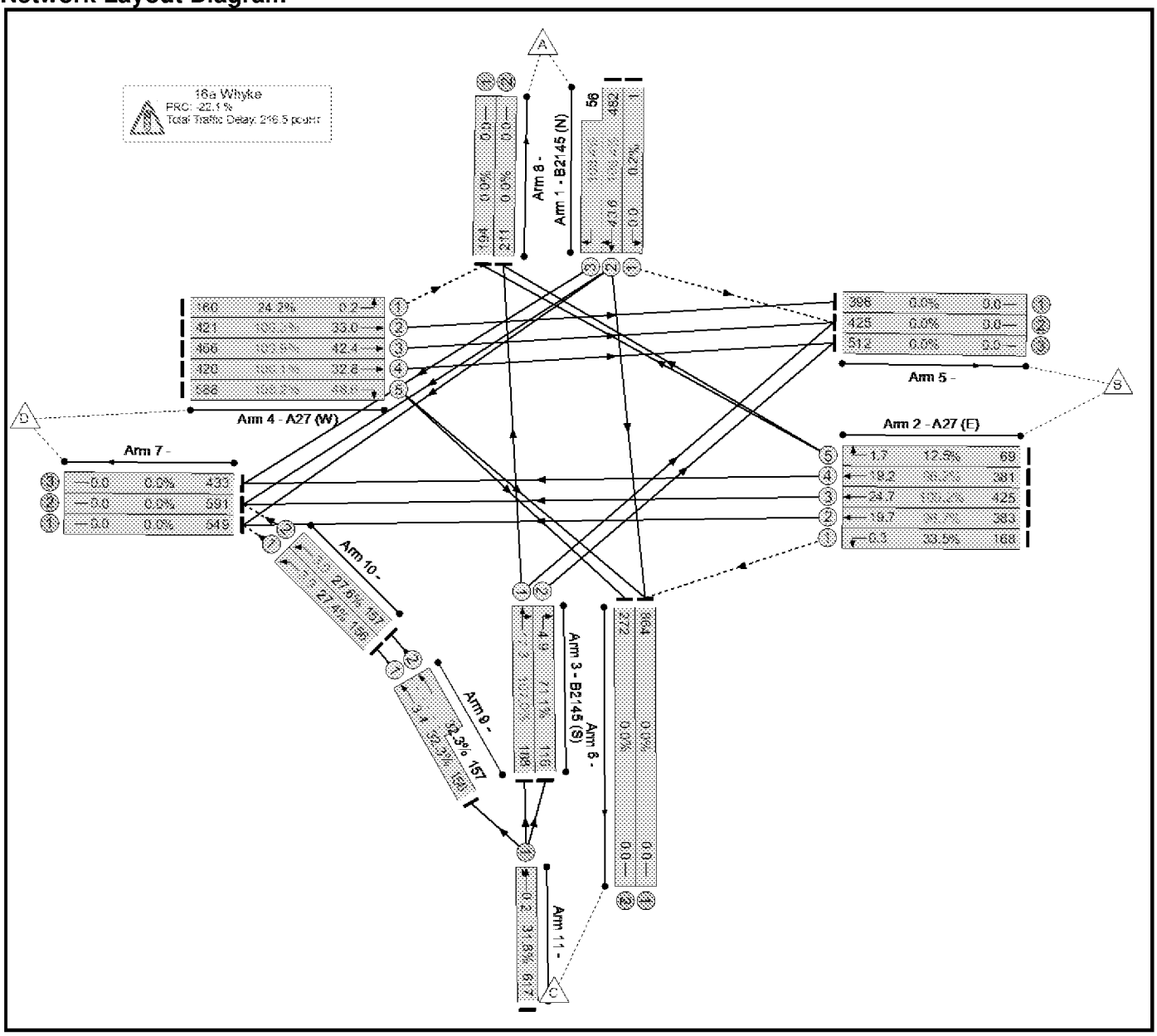
10/2	Ahead	O	-		-	-	-	302	Inf	537	56.2%	0	302	0	1.5	17.5	10.0
11/1	Ahead Ahead2	U	-		-	-	-	1140	1940	1940	58.8%	-	-	-	0.7	2.2	0.7

C1 PRC for Signalled Lanes (%): 21.5 Total Delay for Signalled Lanes (pcuHr): 53.10 Cycle Time (s): 112
PRC Over All Lanes (%): 21.5 Total Delay Over All Lanes(pcuHr): 57.38

Basic Results Summary

Scenario 2: '2031 DM No Cala PM' (FG2: '2031 DM No Cala PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**109.9%**	**154**	**488**	**0**	**216.5**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**109.9%**	**154**	**488**	**0**	**216.5**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	1	Inf	546	0.2%	0	1	0	0.0	5.8	0.0
1/2+1/3	B2145 (N) Ahead Right	U	A		1	28	-	538	1904:1790	445+52	108.4 : 108.4%	-	-	-	34.4	229.9	43.6
2/1	A27 (E) Left	O	-		-	-	-	168	Inf	502	33.5%	91	77	0	0.3	5.4	0.3
2/2	A27 (E) Ahead	U	C		1	23	-	383	1981	396	96.7%	-	-	-	12.1	113.7	19.7
2/3	A27 (E) Ahead	U	C		1	23	-	425	2121	424	100.2%	-	-	-	16.2	137.4	24.7
2/4	A27 (E) Ahead	U	C		1	23	-	381	1980	396	96.2%	-	-	-	11.7	110.9	19.2
2/5	A27 (E) Right	U	B		1	35	-	69	1836	551	12.5%	-	-	-	0.7	34.3	1.7
3/1	B2145 (S) Right Ahead	U	D		1	10	-	188	1917	176	107.0%	-	-	-	14.0	267.4	17.8
3/2	B2145 (S) Right	U	D		1	10	-	116	1781	163	71.1%	-	-	-	2.9	89.3	4.9
4/1	A27 (W) Left	O	-		-	-	-	160	Inf	661	24.2%	63	97	0	0.2	3.6	0.2
4/2	A27 (W) Ahead	U	G		1	23	-	421	1981	396	106.3%	-	-	-	25.3	216.4	33.0
4/3	A27 (W) Ahead	U	G		1	23	-	466	2121	424	109.9%	-	-	-	34.2	264.5	42.4
4/4	A27 (W) Ahead	U	G		1	23	-	420	1979	396	106.1%	-	-	-	25.0	214.5	32.8
4/5	A27 (W) Right	U	F		1	35	-	588	1812	544	108.2%	-	-	-	36.7	224.6	48.6
9/1+9/2	Ahead	U	E		1	52	-	313	1857:1825	483+487	32.3 : 32.3%	-	-	-	2.0	23.2	3.4
10/1	Ahead	O	-		-	-	-	156	Inf	569	27.4%	0	156	0	0.3	7.9	3.3

Basic Results Summary

10/2	Ahead	O	-		-	-	-	157	Inf	569	27.6%	0	157	0	0.3	7.9	3.9
11/1	Ahead Ahead2	U	-		-	-	-	617	1940	1940	31.8%	-	-	-	0.2	1.4	0.2

C1

PRC for Signalled Lanes (%): -22.1
PRC Over All Lanes (%): -22.1

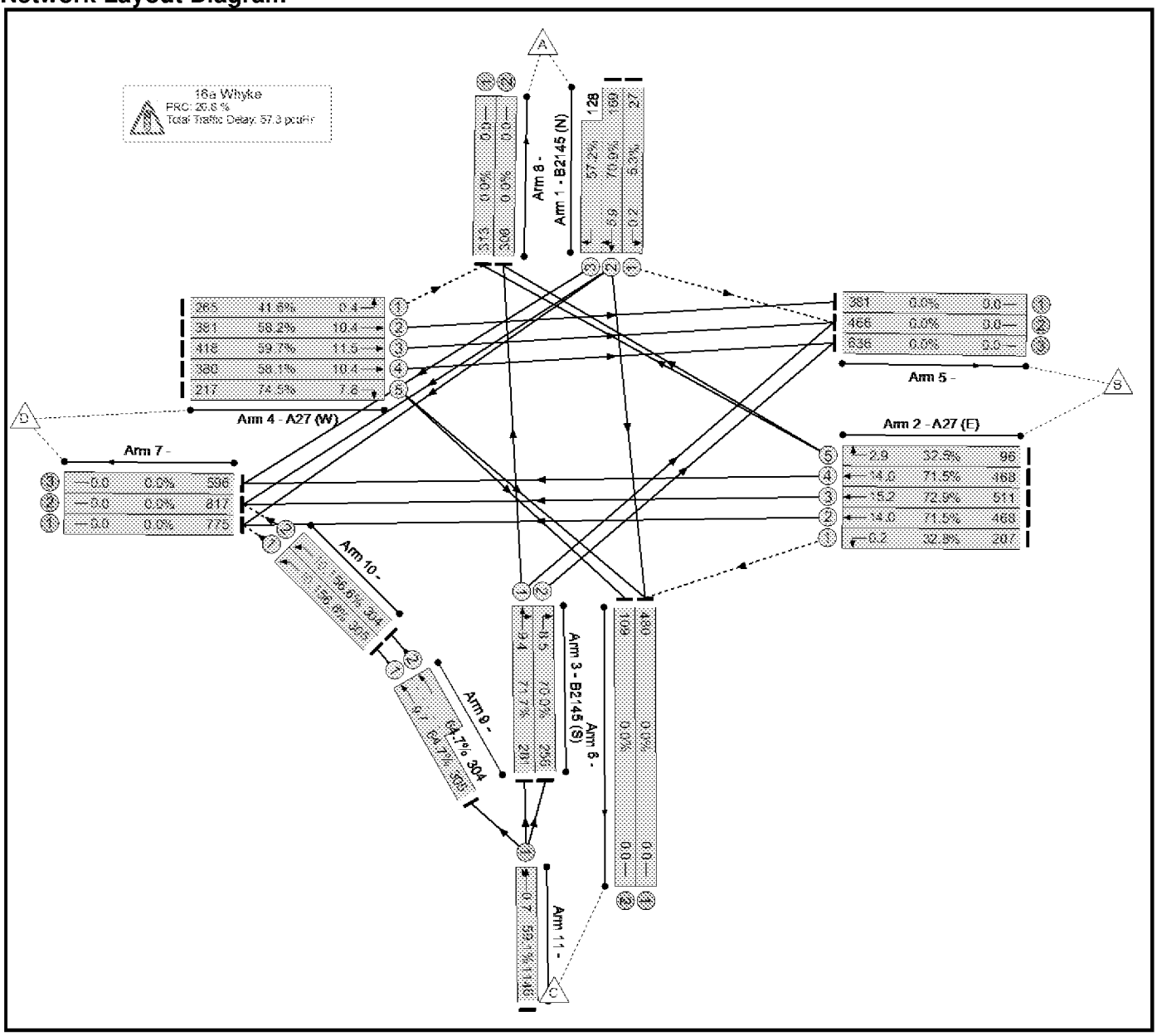
Total Delay for Signalled Lanes (pcuHr): 215.19
Total Delay Over All Lanes(pcuHr): 216.52

Cycle Time (s): 120

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**74.5%**	**171**	**937**	**0**	**57.3**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**74.5%**	**171**	**937**	**0**	**57.3**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	27	Inf	511	5.3%	14	13	0	0.0	5.2	0.2
1/2+1/3	B2145 (N) Ahead Right	U	A		1	13	-	297	1906:1790	238+224	70.9 : 57.2%	-	-	-	4.7	57.5	5.9
2/1	A27 (E) Left	O	-		-	-	-	207	Inf	631	32.8%	59	148	0	0.2	4.2	0.2
2/2	A27 (E) Ahead	U	C		1	36	-	468	1981	654	71.5%	-	-	-	5.5	42.4	14.0
2/3	A27 (E) Ahead	U	C		1	36	-	511	2121	701	72.9%	-	-	-	6.0	42.4	15.2
2/4	A27 (E) Ahead	U	C		1	36	-	468	1980	654	71.5%	-	-	-	5.5	42.4	14.0
2/5	A27 (E) Right	U	B		1	17	-	96	1836	295	32.5%	-	-	-	1.4	50.7	2.9
3/1	B2145 (S) Right Ahead	U	D		1	22	-	281	1908	392	71.7%	-	-	-	4.5	57.4	9.4
3/2	B2145 (S) Right	U	D		1	22	-	256	1781	366	70.0%	-	-	-	4.1	57.4	8.5
4/1	A27 (W) Left	O	-		-	-	-	265	Inf	637	41.6%	97	168	0	0.4	4.8	0.4
4/2	A27 (W) Ahead	U	G		1	36	-	381	1981	654	58.2%	-	-	-	4.0	37.6	10.4
4/3	A27 (W) Ahead	U	G		1	36	-	418	2121	701	59.7%	-	-	-	4.4	37.6	11.5
4/4	A27 (W) Ahead	U	G		1	36	-	380	1979	654	58.1%	-	-	-	4.0	37.6	10.4
4/5	A27 (W) Right	U	F		1	17	-	217	1812	291	74.5%	-	-	-	4.1	68.2	7.8
9/1+9/2	Ahead	U	E		1	46	-	609	1857:1825	471+470	64.7 : 64.7%	-	-	-	4.8	28.2	9.7
10/1	Ahead	O	-		-	-	-	305	Inf	537	56.8%	0	305	0	1.5	17.8	10.1

Basic Results Summary

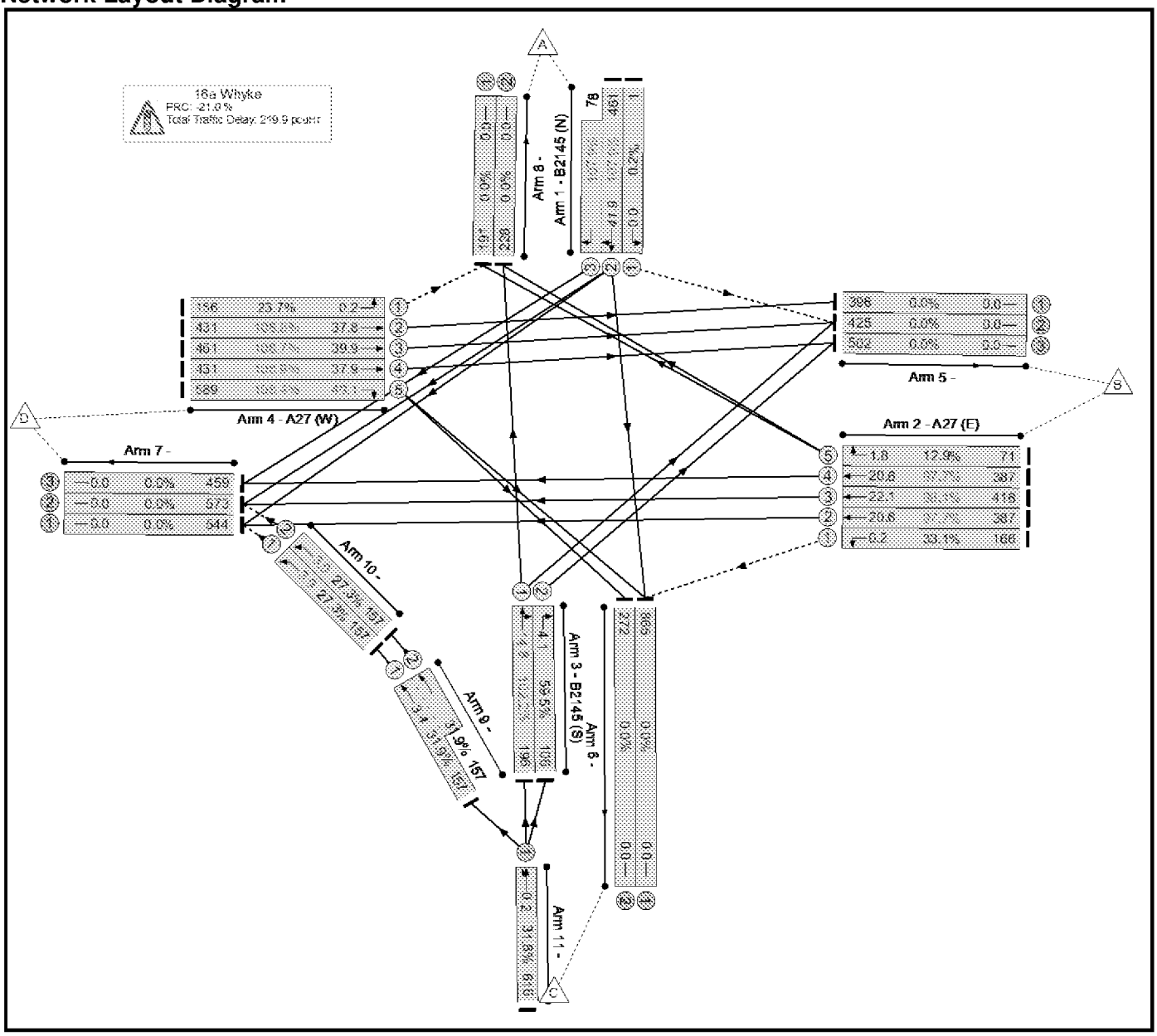
10/2	Ahead	O	-		-	-	-	304	Inf	537	56.6%	0	304	0	1.5	17.6	10.1
11/1	Ahead Ahead2	U	-		-	-	-	1146	1940	1940	59.1%	-	-	-	0.7	2.3	0.7

C1 PRC for Signalled Lanes (%): 20.8 Total Delay for Signalled Lanes (pcuHr): 52.91 Cycle Time (s): 112
PRC Over All Lanes (%): 20.8 Total Delay Over All Lanes(pcuHr): 57.27

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**108.9%**	**151**	**486**	**0**	**219.9**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**108.9%**	**151**	**486**	**0**	**219.9**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	1	Inf	549	0.2%	0	1	0	0.0	5.8	0.0
1/2+1/3	B2145 (N) Ahead Right	U	A		1	27	-	539	1909:1790	427+72	107.9 : 107.9%	-	-	-	33.3	222.4	41.9
2/1	A27 (E) Left	O	-		-	-	-	166	Inf	501	33.1%	89	77	0	0.2	5.4	0.2
2/2	A27 (E) Ahead	U	C		1	23	-	387	1981	396	97.7%	-	-	-	12.9	120.3	20.6
2/3	A27 (E) Ahead	U	C		1	23	-	416	2121	424	98.1%	-	-	-	13.9	120.1	22.1
2/4	A27 (E) Ahead	U	C		1	23	-	387	1980	396	97.7%	-	-	-	13.0	120.7	20.6
2/5	A27 (E) Right	U	B		1	35	-	71	1836	551	12.9%	-	-	-	0.7	34.4	1.8
3/1	B2145 (S) Right Ahead	U	D		1	11	-	196	1917	192	102.2%	-	-	-	11.3	207.3	14.8
3/2	B2145 (S) Right	U	D		1	11	-	106	1781	178	59.5%	-	-	-	2.2	76.2	4.1
4/1	A27 (W) Left	O	-		-	-	-	156	Inf	657	23.7%	62	94	0	0.2	3.6	0.2
4/2	A27 (W) Ahead	U	G		1	23	-	431	1981	396	108.8%	-	-	-	30.1	251.5	37.8
4/3	A27 (W) Ahead	U	G		1	23	-	461	2121	424	108.7%	-	-	-	31.7	247.8	39.9
4/4	A27 (W) Ahead	U	G		1	23	-	431	1979	396	108.9%	-	-	-	30.3	253.1	37.9
4/5	A27 (W) Right	U	F		1	35	-	589	1812	544	108.4%	-	-	-	37.2	227.2	49.1
9/1+9/2	Ahead	U	E		1	53	-	314	1857:1825	493+493	31.9 : 31.9%	-	-	-	2.0	22.5	3.4
10/1	Ahead	O	-		-	-	-	157	Inf	574	27.3%	0	157	0	0.3	7.7	3.3

Basic Results Summary

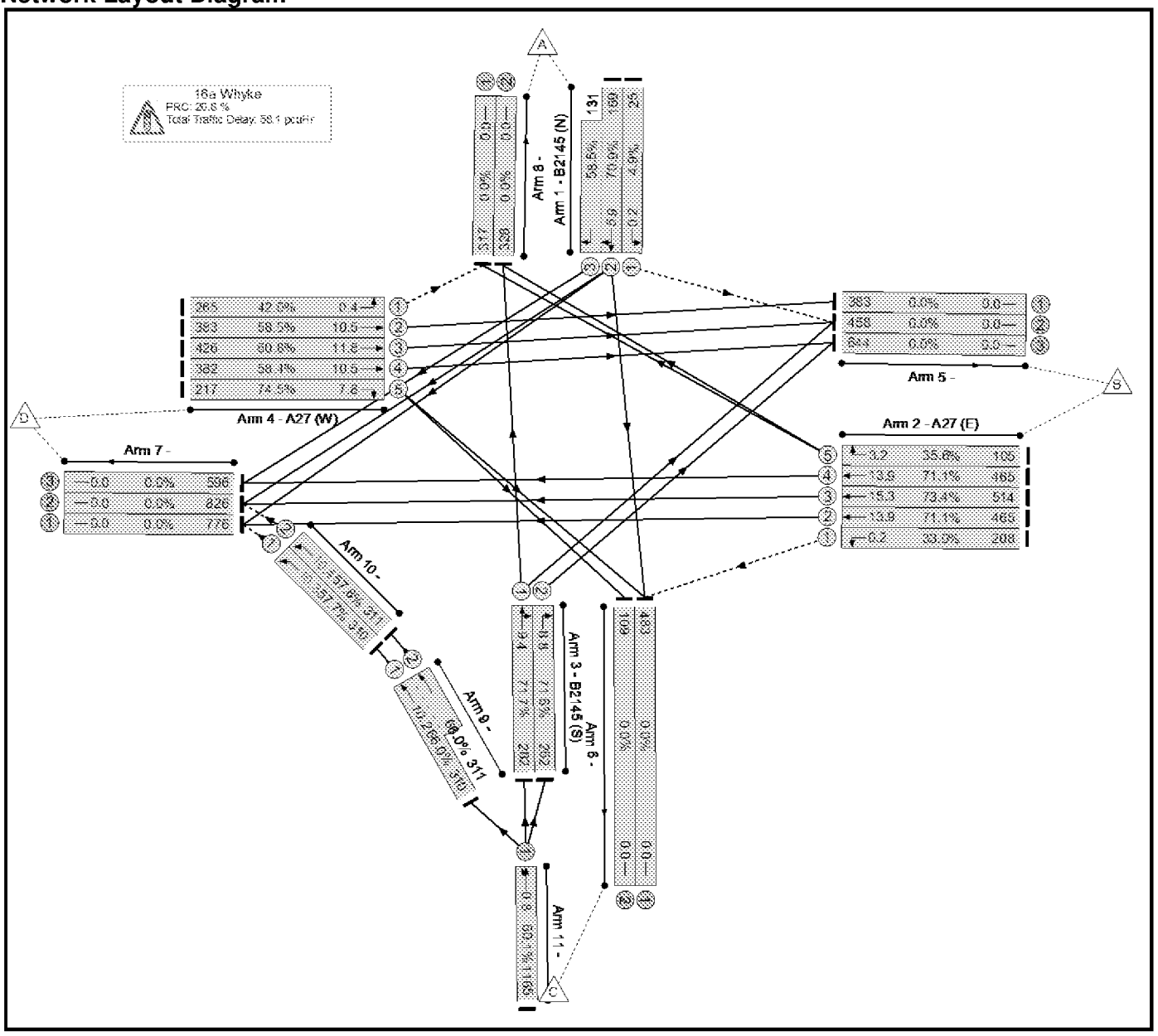
10/2	Ahead	O	-		-	-	-	157	Inf	574	27.3%	0	157	0	0.3	7.7	3.9
11/1	Ahead Ahead2	U	-		-	-	-	616	1940	1940	31.8%	-	-	-	0.2	1.4	0.2

C1 PRC for Signalled Lanes (%): -21.0 Total Delay for Signalled Lanes (pcuHr): 218.56 Cycle Time (s): 120
PRC Over All Lanes (%): -21.0 Total Delay Over All Lanes(pcuHr): 219.87

Basic Results Summary

Scenario 5: '2031 DS No Cala AM' (FG5: '2031 DS No Cala AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**74.5%**	**170**	**949**	**0**	**58.1**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**74.5%**	**170**	**949**	**0**	**58.1**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	25	Inf	512	4.9%	13	12	0	0.0	5.2	0.2
1/2+1/3	B2145 (N) Ahead Right	U	A		1	13	-	300	1908:1790	239+224	70.9 : 58.5%	-	-	-	4.8	57.7	5.9
2/1	A27 (E) Left	O	-		-	-	-	208	Inf	631	33.0%	59	149	0	0.2	4.3	0.2
2/2	A27 (E) Ahead	U	C		1	36	-	465	1981	654	71.1%	-	-	-	5.5	42.2	13.9
2/3	A27 (E) Ahead	U	C		1	36	-	514	2121	701	73.4%	-	-	-	6.1	42.6	15.3
2/4	A27 (E) Ahead	U	C		1	36	-	465	1980	654	71.1%	-	-	-	5.5	42.2	13.9
2/5	A27 (E) Right	U	B		1	17	-	105	1836	295	35.6%	-	-	-	1.5	51.3	3.2
3/1	B2145 (S) Right Ahead	U	D		1	22	-	282	1914	393	71.7%	-	-	-	4.5	57.3	9.4
3/2	B2145 (S) Right	U	D		1	22	-	262	1781	366	71.6%	-	-	-	4.3	58.4	8.8
4/1	A27 (W) Left	O	-		-	-	-	265	Inf	631	42.0%	97	168	0	0.4	4.9	0.4
4/2	A27 (W) Ahead	U	G		1	36	-	383	1981	654	58.5%	-	-	-	4.0	37.7	10.5
4/3	A27 (W) Ahead	U	G		1	36	-	426	2121	701	60.8%	-	-	-	4.5	37.9	11.8
4/4	A27 (W) Ahead	U	G		1	36	-	382	1979	654	58.4%	-	-	-	4.0	37.7	10.5
4/5	A27 (W) Right	U	F		1	17	-	217	1812	291	74.5%	-	-	-	4.1	68.2	7.8
9/1+9/2	Ahead	U	E		1	46	-	621	1857:1825	470+471	66.0 : 66.0%	-	-	-	4.9	28.6	10.2
10/1	Ahead	O	-		-	-	-	310	Inf	538	57.7%	0	310	0	1.6	18.2	10.3

Basic Results Summary

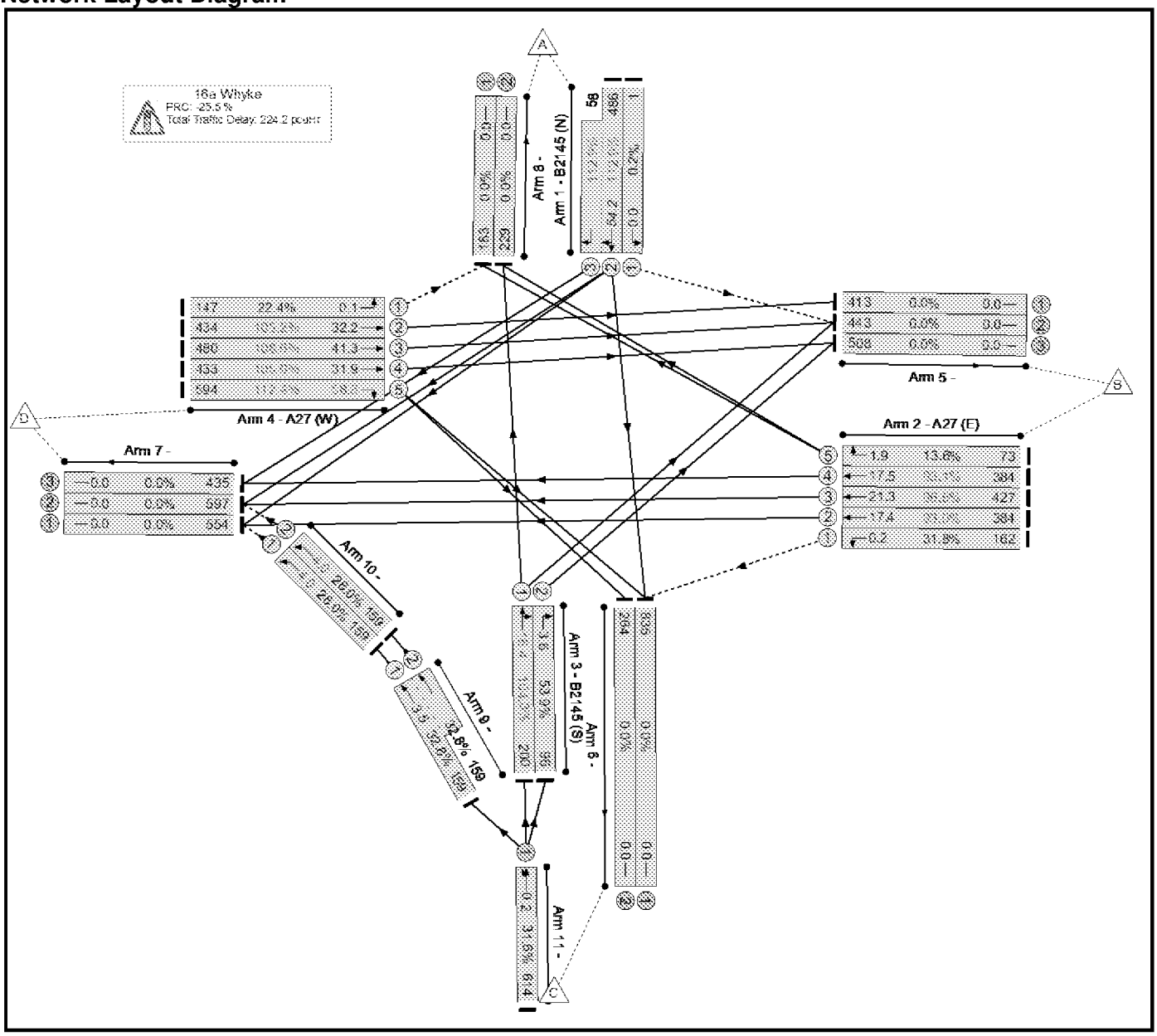
10/2	Ahead	O	-		-	-	-	311	Inf	538	57.8%	0	311	0	1.6	18.2	10.4
11/1	Ahead Ahead2	U	-		-	-	-	1165	1940	1940	60.1%	-	-	-	0.8	2.3	0.8

C1 PRC for Signalled Lanes (%): 20.8 Total Delay for Signalled Lanes (pcuHr): 53.58 Cycle Time (s): 112
PRC Over All Lanes (%): 20.8 Total Delay Over All Lanes(pcuHr): 58.12

Basic Results Summary

Scenario 6: '2031 DS No Cala PM' (FG6: '2031 DS No Cala PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**112.9%**	**143**	**485**	**0**	**224.2**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**112.9%**	**143**	**485**	**0**	**224.2**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	1	Inf	545	0.2%	0	1	0	0.0	6.0	0.0
1/2+1/3	B2145 (N) Ahead Right	U	A		1	27	-	544	1904:1790	430+51	112.9 : 112.9%	-	-	-	45.0	297.5	54.2
2/1	A27 (E) Left	O	-		-	-	-	162	Inf	509	31.8%	85	77	0	0.2	5.2	0.2
2/2	A27 (E) Ahead	U	C		1	24	-	384	1981	413	93.0%	-	-	-	9.9	93.2	17.4
2/3	A27 (E) Ahead	U	C		1	24	-	427	2121	442	96.6%	-	-	-	12.8	108.3	21.3
2/4	A27 (E) Ahead	U	C		1	24	-	384	1980	412	93.1%	-	-	-	10.0	93.4	17.5
2/5	A27 (E) Right	U	B		1	34	-	73	1836	536	13.6%	-	-	-	0.7	35.3	1.9
3/1	B2145 (S) Right Ahead	U	D		1	11	-	200	1917	192	104.3%	-	-	-	12.8	230.5	16.4
3/2	B2145 (S) Right	U	D		1	11	-	96	1781	178	53.9%	-	-	-	1.9	73.0	3.6
4/1	A27 (W) Left	O	-		-	-	-	147	Inf	657	22.4%	58	89	0	0.1	3.5	0.1
4/2	A27 (W) Ahead	U	G		1	24	-	434	1981	413	105.2%	-	-	-	24.0	199.4	32.2
4/3	A27 (W) Ahead	U	G		1	24	-	480	2121	442	108.6%	-	-	-	32.7	245.3	41.3
4/4	A27 (W) Ahead	U	G		1	24	-	433	1979	412	105.0%	-	-	-	23.8	197.6	31.9
4/5	A27 (W) Right	U	F		1	34	-	594	1812	528	112.4%	-	-	-	47.2	285.8	58.8
9/1+9/2	Ahead	U	E		1	52	-	318	1857:1825	485+485	32.8 : 32.8%	-	-	-	2.1	23.2	3.5
10/1	Ahead	O	-		-	-	-	159	Inf	567	28.0%	0	159	0	0.4	8.0	4.0

Basic Results Summary

10/2	Ahead	O	-		-	-	-	159	Inf	567	28.0%	0	159	0	0.4	8.0	4.0
11/1	Ahead Ahead2	U	-		-	-	-	614	1940	1940	31.6%	-	-	-	0.2	1.4	0.2

C1

PRC for Signalled Lanes (%): -25.5
PRC Over All Lanes (%): -25.5

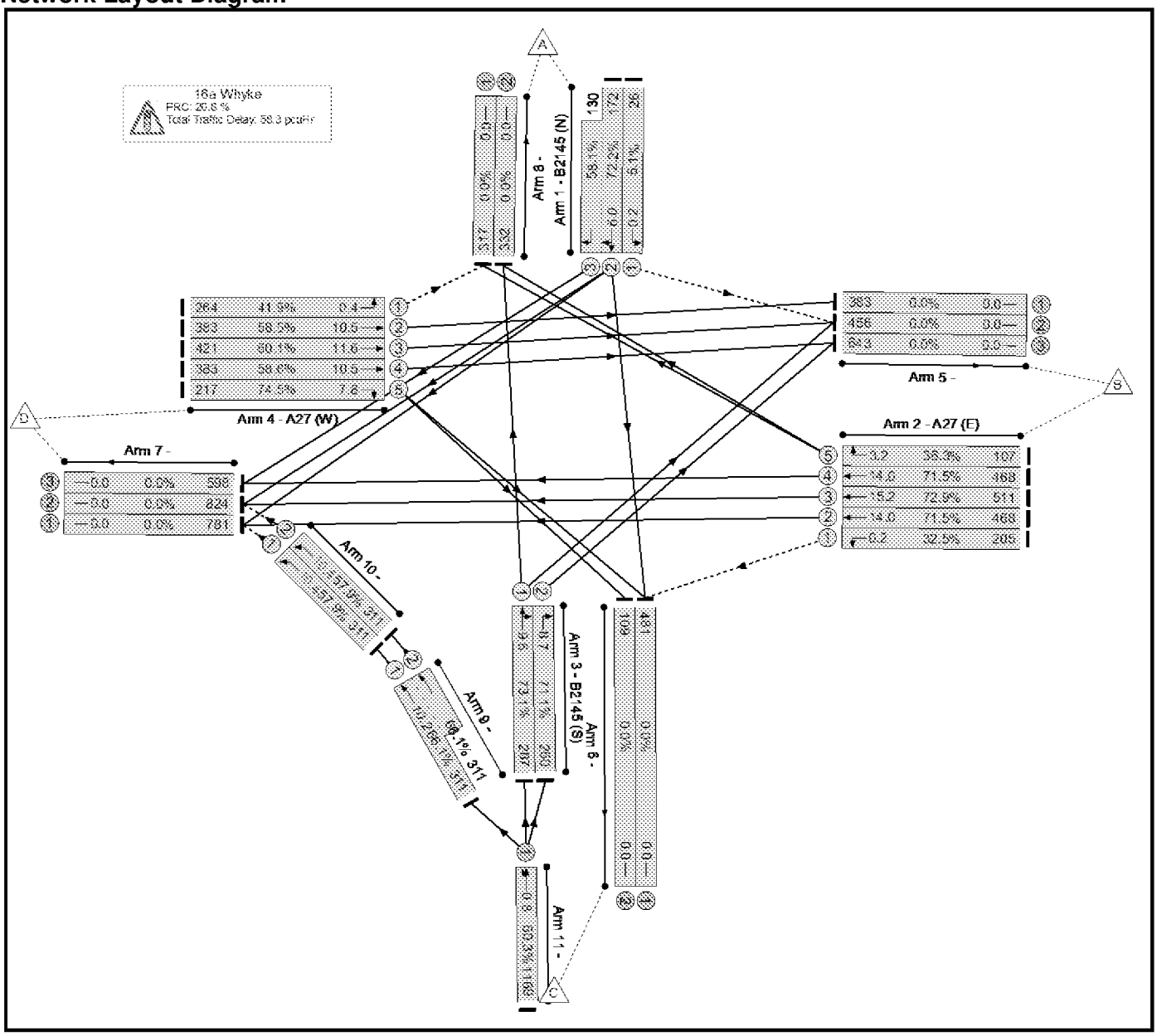
Total Delay for Signalled Lanes (pcuHr): 222.92
Total Delay Over All Lanes(pcuHr): 224.24

Cycle Time (s): 120

Basic Results Summary

Scenario 7: '2031 DS AM' (FG7: '2031 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**74.5%**	**169**	**948**	**0**	**58.3**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**74.5%**	**169**	**948**	**0**	**58.3**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	26	Inf	512	5.1%	14	12	0	0.0	5.2	0.2
1/2+1/3	B2145 (N) Ahead Right	U	A		1	13	-	302	1907:1790	238+224	72.2 : 58.1%	-	-	-	4.9	57.9	6.0
2/1	A27 (E) Left	O	-		-	-	-	205	Inf	630	32.5%	59	146	0	0.2	4.2	0.2
2/2	A27 (E) Ahead	U	C		1	36	-	468	1981	654	71.5%	-	-	-	5.5	42.4	14.0
2/3	A27 (E) Ahead	U	C		1	36	-	511	2121	701	72.9%	-	-	-	6.0	42.4	15.2
2/4	A27 (E) Ahead	U	C		1	36	-	468	1980	654	71.5%	-	-	-	5.5	42.4	14.0
2/5	A27 (E) Right	U	B		1	17	-	107	1836	295	36.3%	-	-	-	1.5	51.4	3.2
3/1	B2145 (S) Right Ahead	U	D		1	22	-	287	1913	393	73.1%	-	-	-	4.6	58.2	9.6
3/2	B2145 (S) Right	U	D		1	22	-	260	1781	366	71.1%	-	-	-	4.2	58.1	8.7
4/1	A27 (W) Left	O	-		-	-	-	264	Inf	630	41.9%	97	167	0	0.4	4.9	0.4
4/2	A27 (W) Ahead	U	G		1	36	-	383	1981	654	58.5%	-	-	-	4.0	37.7	10.5
4/3	A27 (W) Ahead	U	G		1	36	-	421	2121	701	60.1%	-	-	-	4.4	37.7	11.6
4/4	A27 (W) Ahead	U	G		1	36	-	383	1979	654	58.6%	-	-	-	4.0	37.8	10.5
4/5	A27 (W) Right	U	F		1	17	-	217	1812	291	74.5%	-	-	-	4.1	68.2	7.8
9/1+9/2	Ahead	U	E		1	46	-	622	1857:1825	471+471	66.1 : 66.1%	-	-	-	4.9	28.6	10.2
10/1	Ahead	O	-		-	-	-	311	Inf	537	57.9%	0	311	0	1.6	18.3	10.4

Basic Results Summary

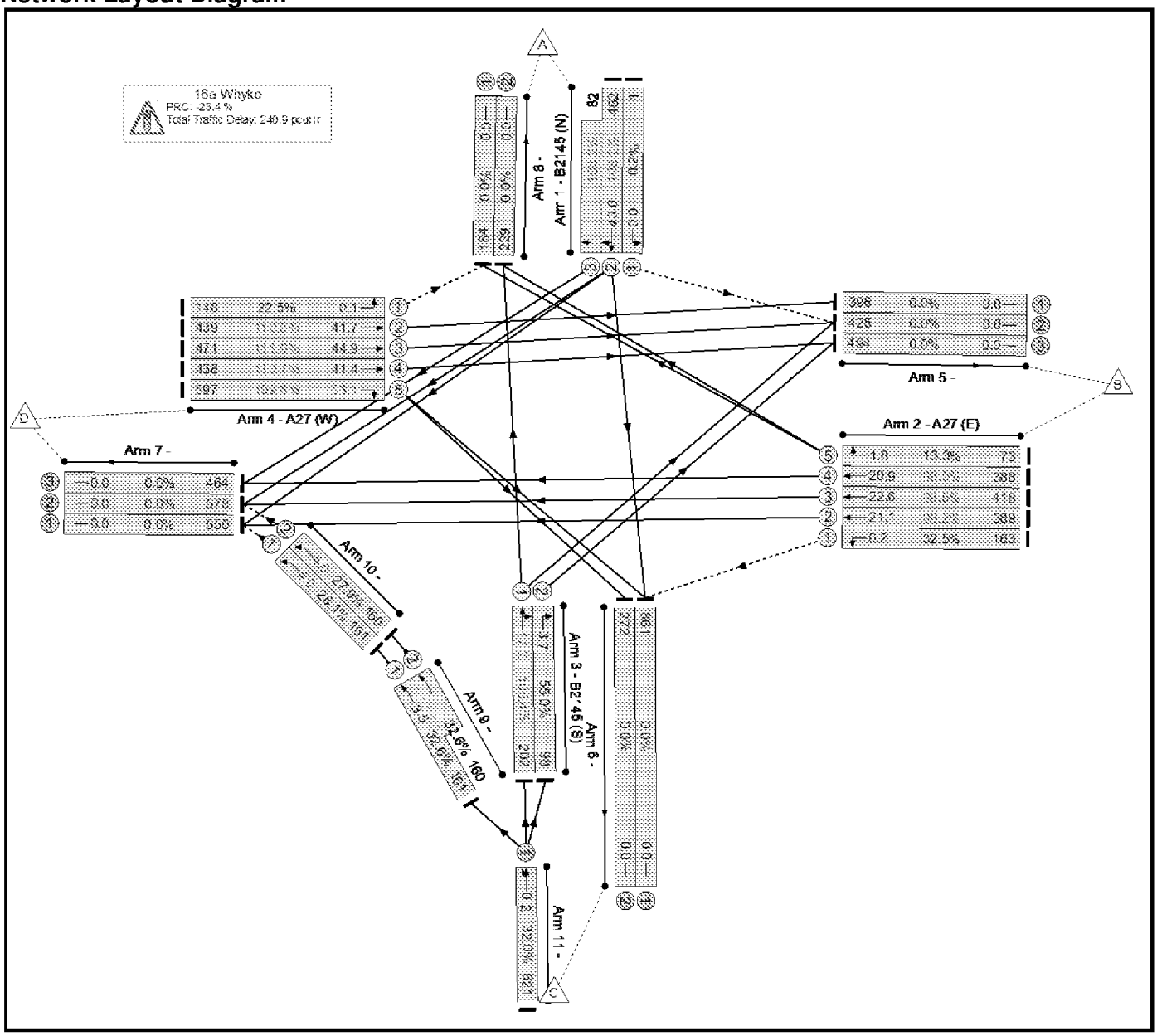
10/2	Ahead	O	-		-	-	-	311	Inf	537	57.9%	0	311	0	1.6	18.3	10.4
11/1	Ahead Ahead2	U	-		-	-	-	1169	1940	1940	60.3%	-	-	-	0.8	2.3	0.8

C1 PRC for Signalled Lanes (%): 20.8 Total Delay for Signalled Lanes (pcuHr): 53.76 Cycle Time (s): 112
PRC Over All Lanes (%): 20.8 Total Delay Over All Lanes(pcuHr): 58.32

Basic Results Summary

Scenario 8: '2031 DS PM' (FG8: '2031 DS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**111.0%**	**146**	**487**	**0**	**240.9**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**111.0%**	**146**	**487**	**0**	**240.9**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	1	Inf	550	0.2%	0	1	0	0.0	5.8	0.0
1/2+1/3	B2145 (N) Ahead Right	U	A		1	27	-	544	1909:1790	427+76	108.2 : 108.2%	-	-	-	34.4	227.5	43.0
2/1	A27 (E) Left	O	-		-	-	-	163	Inf	501	32.5%	87	76	0	0.2	5.3	0.2
2/2	A27 (E) Ahead	U	C		1	23	-	389	1981	396	98.2%	-	-	-	13.4	123.9	21.1
2/3	A27 (E) Ahead	U	C		1	23	-	418	2121	424	98.5%	-	-	-	14.3	123.5	22.6
2/4	A27 (E) Ahead	U	C		1	23	-	388	1980	396	98.0%	-	-	-	13.2	122.5	20.9
2/5	A27 (E) Right	U	B		1	35	-	73	1836	551	13.3%	-	-	-	0.7	34.4	1.8
3/1	B2145 (S) Right Ahead	U	D		1	11	-	202	1917	192	105.4%	-	-	-	13.6	242.6	17.2
3/2	B2145 (S) Right	U	D		1	11	-	98	1781	178	55.0%	-	-	-	2.0	73.6	3.7
4/1	A27 (W) Left	O	-		-	-	-	148	Inf	657	22.5%	59	89	0	0.1	3.5	0.1
4/2	A27 (W) Ahead	U	G		1	23	-	439	1981	396	110.8%	-	-	-	34.1	279.9	41.7
4/3	A27 (W) Ahead	U	G		1	23	-	471	2121	424	111.0%	-	-	-	36.8	281.2	44.9
4/4	A27 (W) Ahead	U	G		1	23	-	438	1979	396	110.7%	-	-	-	33.8	278.0	41.4
4/5	A27 (W) Right	U	F		1	35	-	597	1812	544	109.8%	-	-	-	41.2	248.2	33.1
9/1+9/2	Ahead	U	E		1	53	-	321	1857:1825	494+491	32.6 : 32.6%	-	-	-	2.0	22.6	3.5
10/1	Ahead	O	-		-	-	-	161	Inf	573	28.1%	0	161	0	0.4	7.9	4.0

Basic Results Summary

10/2	Ahead	O	-		-	-	-	160	Inf	573	27.9%	0	160	0	0.3	7.8	4.0
11/1	Ahead Ahead2	U	-		-	-	-	621	1940	1940	32.0%	-	-	-	0.2	1.4	0.2

C1

PRC for Signalled Lanes (%): -23.4
PRC Over All Lanes (%): -23.4

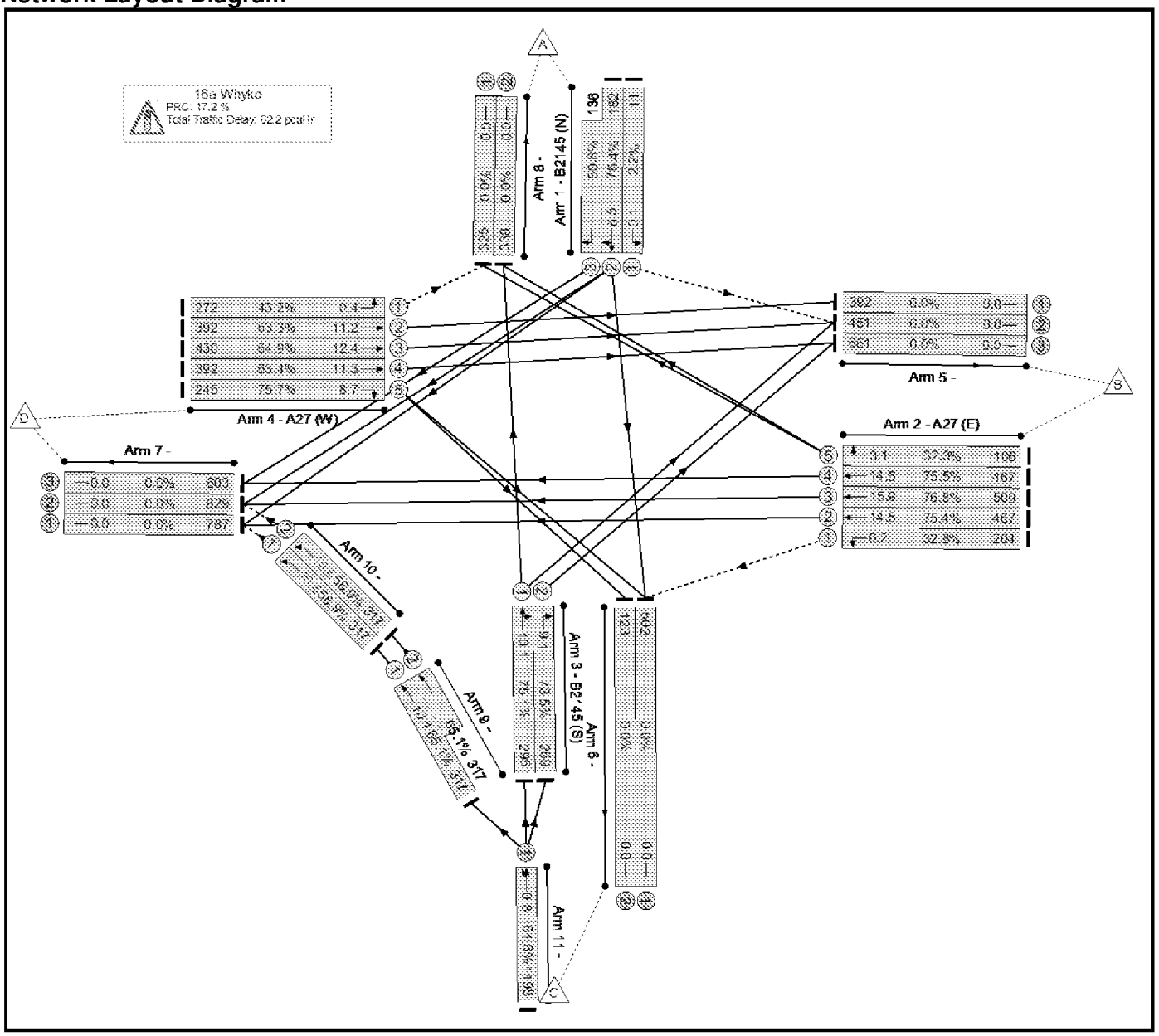
Total Delay for Signalled Lanes (pcuHr): 239.54
Total Delay Over All Lanes(pcuHr): 240.87

Cycle Time (s): 120

Basic Results Summary

Scenario 9: '2038 DM AM' (FG9: '2038 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**76.8%**	**172**	**949**	**0**	**62.2**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**76.8%**	**172**	**949**	**0**	**62.2**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	11	Inf	508	2.2%	6	5	0	0.0	5.3	0.1
1/2+1/3	B2145 (N) Ahead Right	U	A		1	13	-	318	1906:1790	238+224	76.4 : 60.8%	-	-	-	5.2	59.3	6.5
2/1	A27 (E) Left	O	-		-	-	-	204	Inf	622	32.8%	62	142	0	0.2	4.3	0.2
2/2	A27 (E) Ahead	U	C		1	34	-	467	1981	619	75.4%	-	-	-	6.0	46.2	14.5
2/3	A27 (E) Ahead	U	C		1	34	-	509	2121	663	76.8%	-	-	-	6.5	46.3	15.9
2/4	A27 (E) Ahead	U	C		1	34	-	467	1980	619	75.5%	-	-	-	6.0	46.3	14.5
2/5	A27 (E) Right	U	B		1	19	-	106	1836	328	32.3%	-	-	-	1.4	48.2	3.1
3/1	B2145 (S) Right Ahead	U	D		1	22	-	295	1913	393	75.1%	-	-	-	4.9	59.7	10.1
3/2	B2145 (S) Right	U	D		1	22	-	269	1781	366	73.5%	-	-	-	4.5	59.8	9.1
4/1	A27 (W) Left	O	-		-	-	-	272	Inf	629	43.2%	104	168	0	0.4	5.0	0.4
4/2	A27 (W) Ahead	U	G		1	34	-	392	1981	619	63.3%	-	-	-	4.4	40.9	11.2
4/3	A27 (W) Ahead	U	G		1	34	-	430	2121	663	64.9%	-	-	-	4.9	40.9	12.4
4/4	A27 (W) Ahead	U	G		1	34	-	392	1979	618	63.4%	-	-	-	4.5	40.9	11.3
4/5	A27 (W) Right	U	F		1	19	-	245	1812	324	75.7%	-	-	-	4.5	65.8	8.7
9/1+9/2	Ahead	U	E		1	48	-	634	1857:1825	487+487	65.1 : 65.1%	-	-	-	4.7	26.9	10.1
10/1	Ahead	O	-		-	-	-	317	Inf	538	58.9%	0	317	0	1.6	18.3	10.6

Basic Results Summary

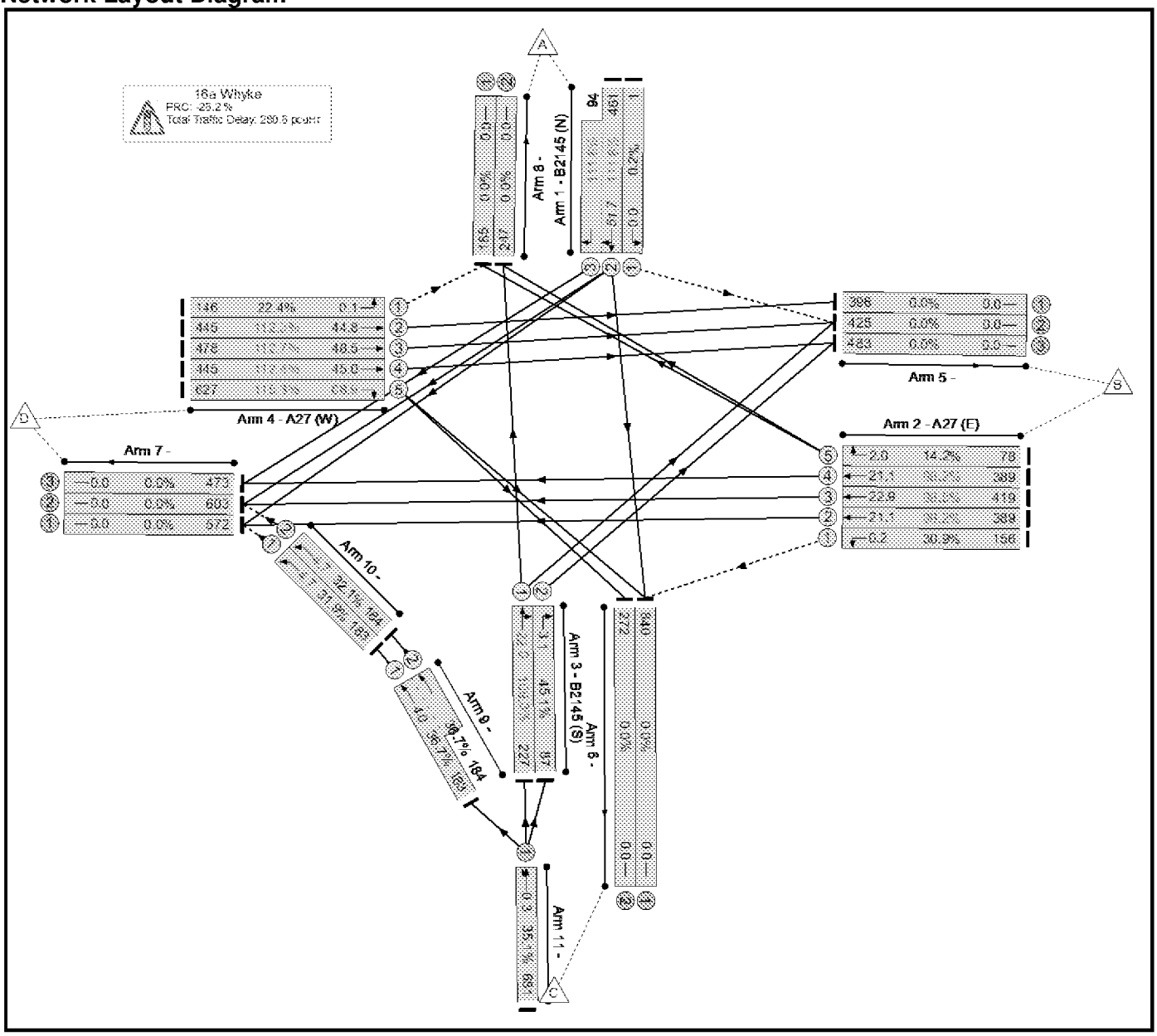
10/2	Ahead	O	-		-	-	-	317	Inf	538	58.9%	0	317	0	1.6	18.2	10.6
11/1	Ahead Ahead2	U	-		-	-	-	1198	1940	1940	61.8%	-	-	-	0.8	2.4	0.8

C1 PRC for Signalled Lanes (%): 17.2 Total Delay for Signalled Lanes (pcuHr): 57.56 Cycle Time (s): 112
PRC Over All Lanes (%): 17.2 Total Delay Over All Lanes(pcuHr): 62.22

Basic Results Summary

Scenario 10: '2038 DM PM' (FG10: '2038 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**115.3%**	**142**	**528**	**0**	**280.8**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**115.3%**	**142**	**528**	**0**	**280.8**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	1	Inf	553	0.2%	0	1	0	0.0	5.7	0.0
1/2+1/3	B2145 (N) Ahead Right	U	A		1	26	-	555	1909:1790	412+84	111.8 : 111.8%	-	-	-	43.3	280.9	51.7
2/1	A27 (E) Left	O	-		-	-	-	156	Inf	505	30.9%	82	74	0	0.2	5.2	0.2
2/2	A27 (E) Ahead	U	C		1	23	-	389	1981	396	98.2%	-	-	-	13.4	123.9	21.1
2/3	A27 (E) Ahead	U	C		1	23	-	419	2121	424	98.8%	-	-	-	14.6	125.3	22.9
2/4	A27 (E) Ahead	U	C		1	23	-	389	1980	396	98.2%	-	-	-	13.4	124.3	21.1
2/5	A27 (E) Right	U	B		1	35	-	78	1836	551	14.2%	-	-	-	0.7	34.5	2.0
3/1	B2145 (S) Right Ahead	U	D		1	12	-	227	1917	208	109.3%	-	-	-	18.0	285.4	22.6
3/2	B2145 (S) Right	U	D		1	12	-	87	1781	193	45.1%	-	-	-	1.6	67.0	3.1
4/1	A27 (W) Left	O	-		-	-	-	146	Inf	652	22.4%	60	86	0	0.1	3.6	0.1
4/2	A27 (W) Ahead	U	G		1	23	-	445	1981	396	112.3%	-	-	-	37.2	301.2	44.8
4/3	A27 (W) Ahead	U	G		1	23	-	478	2121	424	112.7%	-	-	-	40.4	304.5	48.5
4/4	A27 (W) Ahead	U	G		1	23	-	445	1979	396	112.4%	-	-	-	37.4	302.9	45.0
4/5	A27 (W) Right	U	F		1	35	-	627	1812	544	115.3%	-	-	-	56.8	326.0	68.9
9/1+9/2	Ahead	U	E		1	54	-	367	1857:1825	499+502	36.7 : 36.7%	-	-	-	2.3	22.4	4.0
10/1	Ahead	O	-		-	-	-	183	Inf	573	31.9%	0	183	0	0.4	8.7	4.7

Basic Results Summary

10/2	Ahead	O	-		-	-	-	184	Inf	573	32.1%	0	184	0	0.4	8.7	4.7
11/1	Ahead Ahead2	U	-		-	-	-	681	1940	1940	35.1%	-	-	-	0.3	1.4	0.3

C1

PRC for Signalled Lanes (%): -28.2
PRC Over All Lanes (%): -28.2

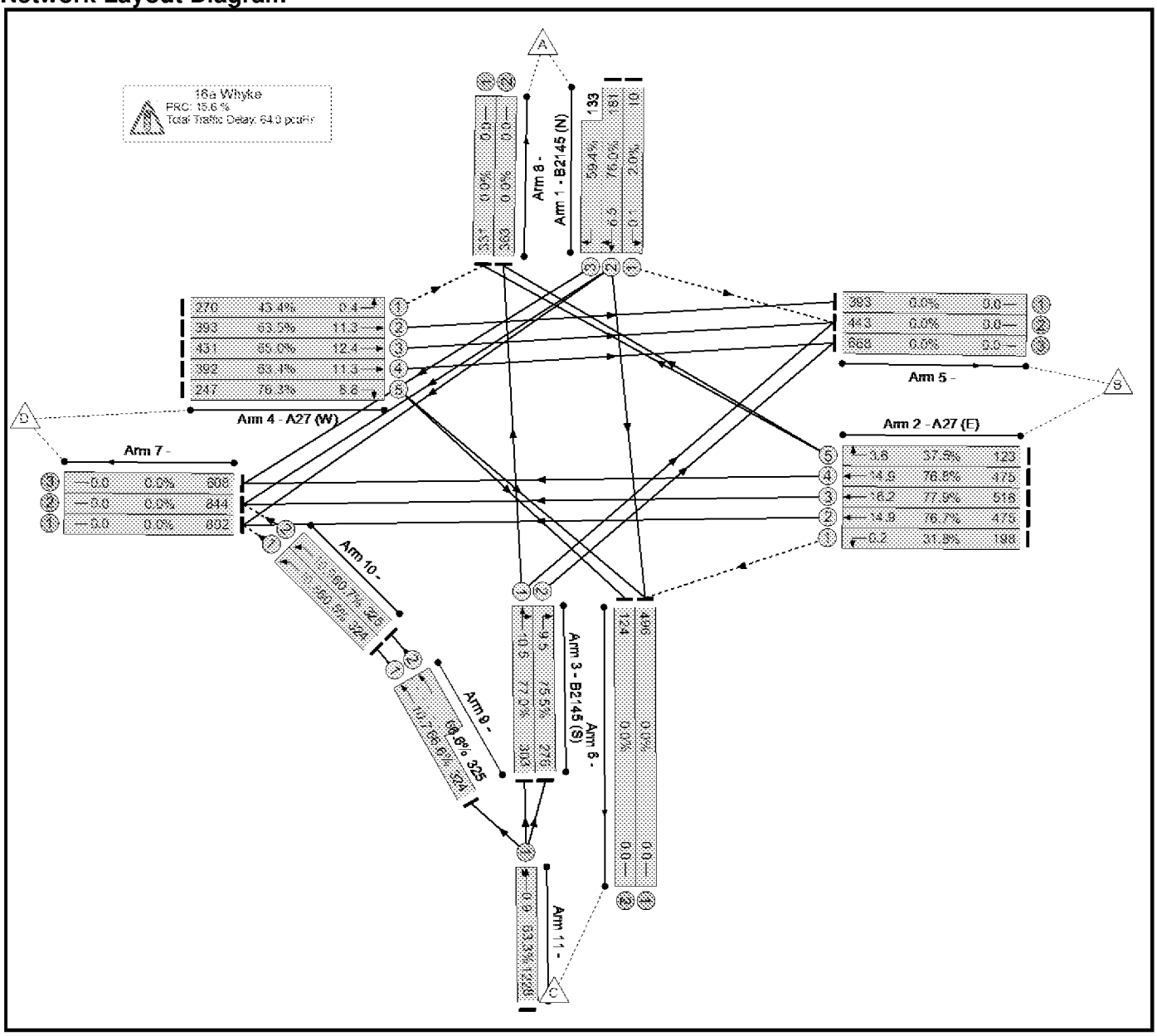
Total Delay for Signalled Lanes (pcuHr): 279.26
Total Delay Over All Lanes(pcuHr): 280.79

Cycle Time (s): 120

Basic Results Summary

Scenario 11: '2038 DS AM' (FG11: '2038 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**77.9%**	**169**	**958**	**0**	**64.0**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**77.9%**	**169**	**958**	**0**	**64.0**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	10	Inf	508	2.0%	5	5	0	0.0	5.3	0.1
1/2+1/3	B2145 (N) Ahead Right	U	A		1	13	-	314	1905:1790	238+224	76.0 : 59.4%	-	-	-	5.1	58.9	6.5
2/1	A27 (E) Left	O	-		-	-	-	198	Inf	622	31.8%	60	138	0	0.2	4.2	0.2
2/2	A27 (E) Ahead	U	C		1	34	-	475	1981	619	76.7%	-	-	-	6.2	47.0	14.9
2/3	A27 (E) Ahead	U	C		1	34	-	516	2121	663	77.9%	-	-	-	6.7	47.0	16.2
2/4	A27 (E) Ahead	U	C		1	34	-	475	1980	619	76.8%	-	-	-	6.2	47.1	14.9
2/5	A27 (E) Right	U	B		1	19	-	123	1836	328	37.5%	-	-	-	1.7	49.3	3.6
3/1	B2145 (S) Right Ahead	U	D		1	22	-	303	1916	393	77.0%	-	-	-	5.2	61.2	10.5
3/2	B2145 (S) Right	U	D		1	22	-	276	1781	366	75.5%	-	-	-	4.7	61.3	9.5
4/1	A27 (W) Left	O	-		-	-	-	270	Inf	622	43.4%	104	166	0	0.4	5.1	0.4
4/2	A27 (W) Ahead	U	G		1	34	-	393	1981	619	63.5%	-	-	-	4.5	40.9	11.3
4/3	A27 (W) Ahead	U	G		1	34	-	431	2121	663	65.0%	-	-	-	4.9	40.9	12.4
4/4	A27 (W) Ahead	U	G		1	34	-	392	1979	618	63.4%	-	-	-	4.5	40.9	11.3
4/5	A27 (W) Right	U	F		1	19	-	247	1812	324	76.3%	-	-	-	4.6	66.3	8.8
9/1+9/2	Ahead	U	E		1	48	-	649	1857:1825	486+488	66.6 : 66.6%	-	-	-	4.9	27.4	10.7
10/1	Ahead	O	-		-	-	-	324	Inf	536	60.5%	0	324	0	1.7	19.0	10.8

Basic Results Summary

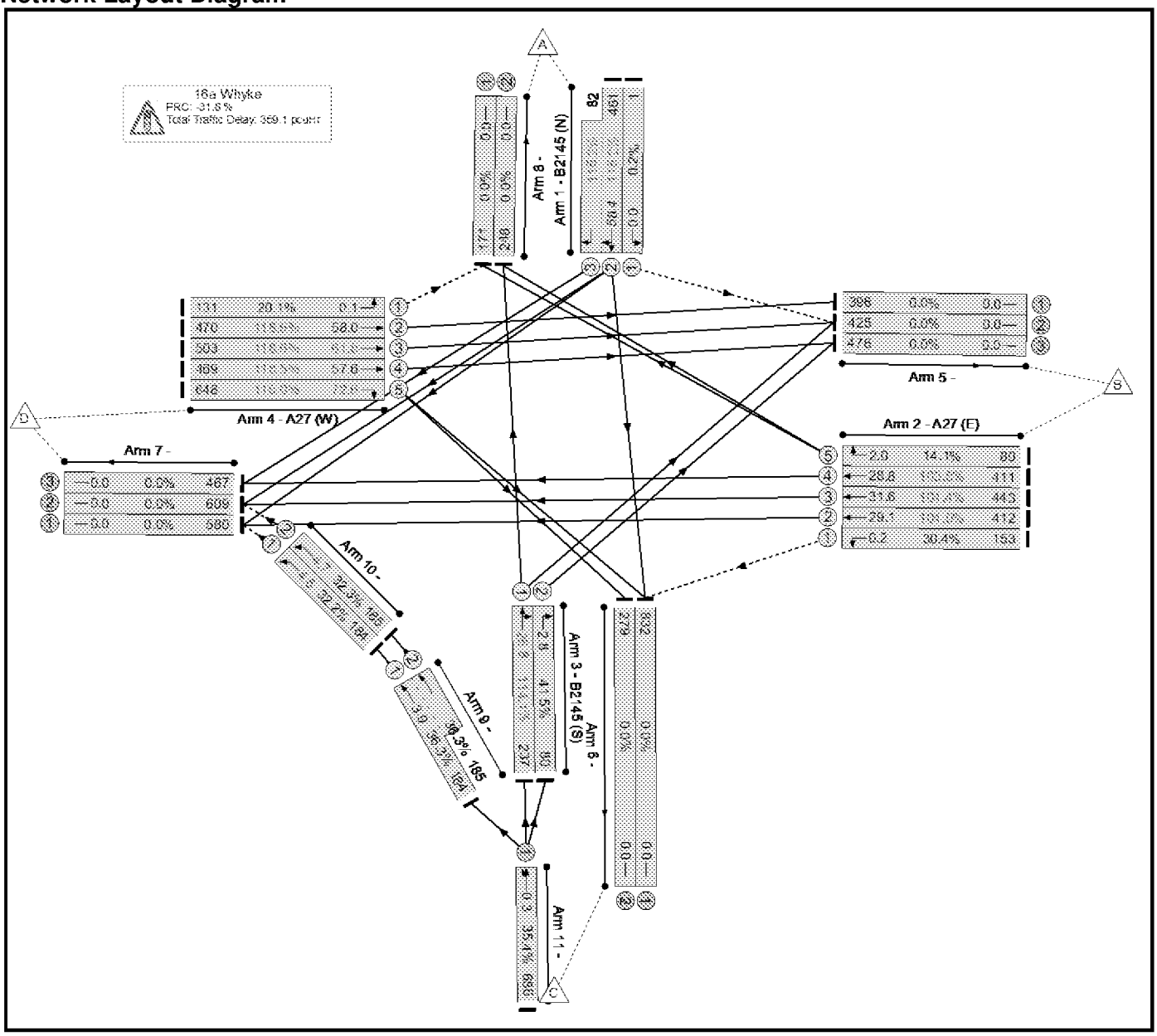
10/2	Ahead	O	-		-	-	-	325	Inf	536	60.7%	0	325	0	1.7	19.1	10.9
11/1	Ahead Ahead2	U	-		-	-	-	1228	1940	1940	63.3%	-	-	-	0.9	2.5	0.9

C1 PRC for Signalled Lanes (%): 15.6 Total Delay for Signalled Lanes (pcuHr): 59.13 Cycle Time (s): 112
PRC Over All Lanes (%): 15.6 Total Delay Over All Lanes(pcuHr): 64.05

Basic Results Summary

Scenario 12: '2038 DS PM' (FG12: '2038 DS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**118.6%**	**135**	**519**	**0**	**359.1**	-	-
16a Whyke	-	-	-		-	-	-	-	-	-	**118.6%**	**135**	**519**	**0**	**359.1**	-	-
1/1	B2145 (N) Left	O	-		-	-	-	1	Inf	554	0.2%	0	1	0	0.0	5.7	0.0
1/2+1/3	B2145 (N) Ahead Right	U	A		1	25	-	543	1909:1790	400+71	115.2 : 115.2%	-	-	-	50.0	331.6	58.4
2/1	A27 (E) Left	O	-		-	-	-	153	Inf	504	30.4%	80	73	0	0.2	5.1	0.2
2/2	A27 (E) Ahead	U	C		1	23	-	412	1981	396	104.0%	-	-	-	21.3	186.1	29.1
2/3	A27 (E) Ahead	U	C		1	23	-	443	2121	424	104.4%	-	-	-	23.3	189.2	31.6
2/4	A27 (E) Ahead	U	C		1	23	-	411	1980	396	103.8%	-	-	-	21.0	183.5	28.8
2/5	A27 (E) Right	U	B		1	36	-	80	1836	566	14.1%	-	-	-	0.7	33.7	2.0
3/1	B2145 (S) Right Ahead	U	D		1	12	-	237	1917	208	114.1%	-	-	-	22.8	345.6	26.8
3/2	B2145 (S) Right	U	D		1	12	-	80	1781	193	41.5%	-	-	-	1.5	65.8	2.8
4/1	A27 (W) Left	O	-		-	-	-	131	Inf	652	20.1%	55	76	0	0.1	3.5	0.1
4/2	A27 (W) Ahead	U	G		1	23	-	470	1981	396	118.6%	-	-	-	50.6	387.7	58.0
4/3	A27 (W) Ahead	U	G		1	23	-	503	2121	424	118.6%	-	-	-	53.9	385.6	61.8
4/4	A27 (W) Ahead	U	G		1	23	-	469	1979	396	118.5%	-	-	-	50.3	385.9	57.6
4/5	A27 (W) Right	U	F		1	36	-	648	1812	559	116.0%	-	-	-	60.1	333.8	72.6
9/1+9/2	Ahead	U	E		1	55	-	369	1857:1825	507+509	36.3 : 36.3%	-	-	-	2.2	21.8	3.9
10/1	Ahead	O	-		-	-	-	184	Inf	572	32.2%	0	184	0	0.4	8.7	4.6

Basic Results Summary

10/2	Ahead	O	-		-	-	-	185	Inf	572	32.3%	0	185	0	0.4	8.7	4.7
11/1	Ahead Ahead2	U	-		-	-	-	686	1940	1940	35.4%	-	-	-	0.3	1.4	0.3

C1

PRC for Signalled Lanes (%): -31.8
PRC Over All Lanes (%): -31.8

Total Delay for Signalled Lanes (pcuHr): 357.60
Total Delay Over All Lanes(pcuHr): 359.11

Cycle Time (s): 120

Appendix V A27/ A259/ Vinnetrow Road (Bognor Road Roundabout)

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:

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: BEW_A27_A259_Vinnetrow Rd Rbt AM Peak_Uncalibrated.j9
Path: \\Lon-file-01\engineering\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 17 - Bognor Road roundabout
Report generation date: 09/02/2021 17:32:03

«2019 Base, AM
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base			
1 - A27 Chichester Bypass N	1.4	3.65	0.56	A
2 - A259 Bognor Rd E	2.8	9.04	0.73	A
3 - Vinnetrow Rd	105.3	3570.66	1.05	F
4 - A27 Chichester Bypass S	1.7	4.10	0.61	A
5 - A259 Bognor Road W	7.9	39.44	0.93	E

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

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

File summary

File Description

Title	A27 / A259 / Vinnetrow Rd Roundabout
Location	
Site number	
Date	05/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

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	✓

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	18.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 Chichester Bypass N	
2	A259 Bognor Rd E	
3	Vinnetrow Rd	
4	A27 Chichester Bypass S	
5	A259 Bognor Road W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 Chichester Bypass N	7.48	11.53	62.6	25.7	63.7	34.0	
2 - A259 Bognor Rd E	8.37	9.12	2.0	22.1	63.7	31.0	
3 - Vinnetrow Rd	3.02	6.16	5.5	11.7	63.7	32.0	
4 - A27 Chichester Bypass S	7.41	10.67	33.0	20.8	63.7	33.0	
5 - A259 Bognor Road W	3.13	6.36	22.8	24.7	63.7	48.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A27 Chichester Bypass N	0.799	818.274
2 - A259 Bognor Rd E	0.695	660.841
3 - Vinnetrow Rd	0.442	299.336
4 - A27 Chichester Bypass S	0.747	742.585
5 - A259 Bognor Road W	0.496	383.898

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	22.00	22.00	286.00	12.00
	2 - A259 Bognor Rd E	31.00	0.00	1.00	148.00	95.00
	3 - Vinnetrow Rd	17.00	1.00	0.00	7.00	45.00
	4 - A27 Chichester Bypass S	278.00	89.00	0.00	0.00	5.00
	5 - A259 Bognor Road W	21.00	102.00	27.00	19.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	21.00	18.00	290.00	16.00
	2 - A259 Bognor Rd E	25.00	1.00	4.00	167.00	83.00
	3 - Vinnetrow Rd	15.00	2.00	0.00	8.00	32.00
	4 - A27 Chichester Bypass S	242.00	94.00	4.00	1.00	9.00
	5 - A259 Bognor Road W	20.00	88.00	30.00	24.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	1.00	19.00	20.00	289.00	14.00
	2 - A259 Bognor Rd E	29.00	2.00	2.00	162.00	73.00
	3 - Vinnetrow Rd	14.00	0.00	0.00	16.00	30.00
	4 - A27 Chichester Bypass S	237.00	92.00	2.00	0.00	15.00
	5 - A259 Bognor Road W	31.00	76.00	29.00	23.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	26.00	18.00	298.00	11.00
	2 - A259 Bognor Rd E	31.00	0.00	6.00	166.00	82.00
	3 - Vinnetrow Rd	15.00	2.00	0.00	15.00	17.00
	4 - A27 Chichester Bypass S	261.00	100.00	1.00	0.00	16.00
	5 - A259 Bognor Road W	29.00	75.00	28.00	33.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	11	5	4	0
	2 - A259 Bognor Rd E	0	0	0	3	2
	3 - Vinnetrow Rd	6	0	0	0	0
	4 - A27 Chichester Bypass S	9	6	0	0	25
	5 - A259 Bognor Road W	0	3	4	5	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	11	0	7	15
	2 - A259 Bognor Rd E	0	0	50	4	5
	3 - Vinnetrow Rd	15	0	0	17	3
	4 - A27 Chichester Bypass S	5	8	0	0	0
	5 - A259 Bognor Road W	0	2	7	4	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	13	5	6	8
	2 - A259 Bognor Rd E	8	0	0	7	3
	3 - Vinnetrow Rd	0	0	0	0	3
	4 - A27 Chichester Bypass S	8	8	0	0	0
	5 - A259 Bognor Road W	0	3	4	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	8	0	10	0
	2 - A259 Bognor Rd E	7	0	0	6	5
	3 - Vinnetrow Rd	8	0	0	0	0
	4 - A27 Chichester Bypass S	7	8	0	0	0
	5 - A259 Bognor Road W	0	6	8	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.56	3.65	1.4	A	345.75	1383.00
2 - A259 Bognor Rd E	0.73	9.04	2.8	A	277.00	1108.00
3 - Vinnetrow Rd	1.95	3570.95	105.3	F	59.00	236.00
4 - A27 Chichester Bypass S	0.61	4.10	1.7	A	361.50	1446.00
5 - A259 Bognor Road W	0.93	33.44	7.9	E	163.75	655.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	342.00	342.00	230.26	634.32	0.539	340.77	336.85	0.0	1.2	3.239	A
2 - A259 Bognor Rd E	275.00	275.00	362.71	408.84	0.673	272.93	208.32	0.0	2.1	6.736	A
3 - Vinnetrow Rd	70.00	70.00	586.98	39.65	1.765	38.41	48.66	0.0	31.6	440.318	F
4 - A27 Chichester Bypass S	372.00	372.00	171.58	614.43	0.605	370.30	453.81	0.0	1.7	4.095	A
5 - A259 Bognor Road W	169.00	169.00	405.97	182.52	0.926	161.15	135.91	0.0	7.9	38.006	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	345.00	345.00	244.69	622.79	0.554	344.88	295.17	1.2	1.4	3.562	A
2 - A259 Bognor Rd E	280.00	280.00	383.23	394.58	0.710	279.55	206.33	2.1	2.5	8.260	A
3 - Vinnetrow Rd	57.00	57.00	606.55	30.99	1.839	30.95	56.24	31.6	57.6	1270.441	F
4 - A27 Chichester Bypass S	350.00	350.00	152.80	628.45	0.557	350.33	484.69	1.7	1.4	3.491	A
5 - A259 Bognor Road W	162.00	162.00	375.30	197.73	0.819	164.56	127.83	7.9	5.3	30.054	D

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	343.00	343.00	226.28	637.50	0.538	343.08	307.26	1.4	1.3	3.329	A
2 - A259 Bognor Rd E	268.00	268.00	378.37	397.96	0.673	268.24	190.99	2.5	2.3	7.525	A
3 - Vinnetrow Rd	60.00	60.00	593.43	36.80	1.631	36.12	53.18	57.6	81.6	2186.709	F
4 - A27 Chichester Bypass S	346.00	346.00	150.18	630.41	0.549	346.01	479.37	1.4	1.4	3.502	A
5 - A259 Bognor Road W	159.00	159.00	373.75	198.50	0.801	159.78	122.44	5.3	4.5	24.571	C

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	353.00	353.00	235.71	629.96	0.560	352.86	326.96	1.3	1.4	3.650	A
2 - A259 Bognor Rd E	285.00	285.00	387.84	391.38	0.728	284.48	200.73	2.3	2.8	9.036	A
3 - Vinnetrow Rd	49.00	49.00	619.69	25.18	1.946	25.18	52.63	81.6	105.3	3570.948	F
4 - A27 Chichester Bypass S	378.00	378.00	144.97	634.30	0.596	377.75	499.91	1.4	1.6	3.843	A
5 - A259 Bognor Road W	165.00	165.00	400.00	185.48	0.890	162.68	122.72	4.5	6.8	39.436	E

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:

[redacted]

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

Filename: BEW_A27_A259_Vinnetrow Rd Rbt AM Peak.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 17 - Bognor Road roundabout
Report generation date: 13/04/2021 09:45:01

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

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
2019 Base				
1 - A27 Chichester Bypass N	5.2	13.87	0.83	B
2 - A259 Bognor Rd E	13.0	42.60	0.95	E
3 - Vinnetrow Rd	6.5	104.31	0.93	F
4 - A27 Chichester Bypass S	5.4	12.48	0.84	B
5 - A259 Bognor Road W	4.0	21.78	0.81	C
2031 DM No Cala				
1 - A27 Chichester Bypass N	50.5	112.95	1.04	F
2 - A259 Bognor Rd E	6.0	23.02	0.87	C
3 - Vinnetrow Rd	28.1	377.62	1.28	F
4 - A27 Chichester Bypass S	14.6	27.41	0.97	D
5 - A259 Bognor Road W	10.9	41.66	0.97	E
2031 DM				
1 - A27 Chichester Bypass N	52.5	116.58	1.04	F
2 - A259 Bognor Rd E	6.1	23.33	0.87	C
3 - Vinnetrow Rd	29.6	398.03	1.30	F
4 - A27 Chichester Bypass S	15.0	27.95	0.97	D
5 - A259 Bognor Road W	11.3	43.76	0.97	E
2031 DS No Cala				
1 - A27 Chichester Bypass N	67.9	145.06	1.06	F
2 - A259 Bognor Rd E	6.2	23.89	0.87	C
3 - Vinnetrow Rd	29.2	398.44	1.30	F
4 - A27 Chichester Bypass S	15.7	28.79	0.98	D
5 - A259 Bognor Road W	11.5	44.31	0.97	E
2031 DS				
1 - A27 Chichester Bypass N	71.4	151.93	1.06	F
2 - A259 Bognor Rd E	6.3	24.21	0.87	C
3 - Vinnetrow Rd	30.8	420.67	1.31	F
4 - A27 Chichester Bypass S	15.5	28.73	0.98	D
5 - A259 Bognor Road W	10.8	43.65	0.97	E
2036 DM				
1 - A27 Chichester Bypass N	103.2	216.16	1.09	F
2 - A259 Bognor Rd E	6.4	24.32	0.88	C
3 - Vinnetrow Rd	32.1	422.30	1.34	F
4 - A27 Chichester Bypass S	19.4	35.15	1.00	E
5 - A259 Bognor Road W	13.9	59.31	1.00	F
2036 DS				
1 - A27 Chichester Bypass N	109.6	288.77	1.11	F
2 - A259 Bognor Rd E	7.4	27.79	0.90	D
3 - Vinnetrow Rd	38.0	526.13	1.39	F
4 - A27 Chichester Bypass S	19.9	37.41	1.00	E
5 - A259 Bognor Road W	14.4	64.75	1.01	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.

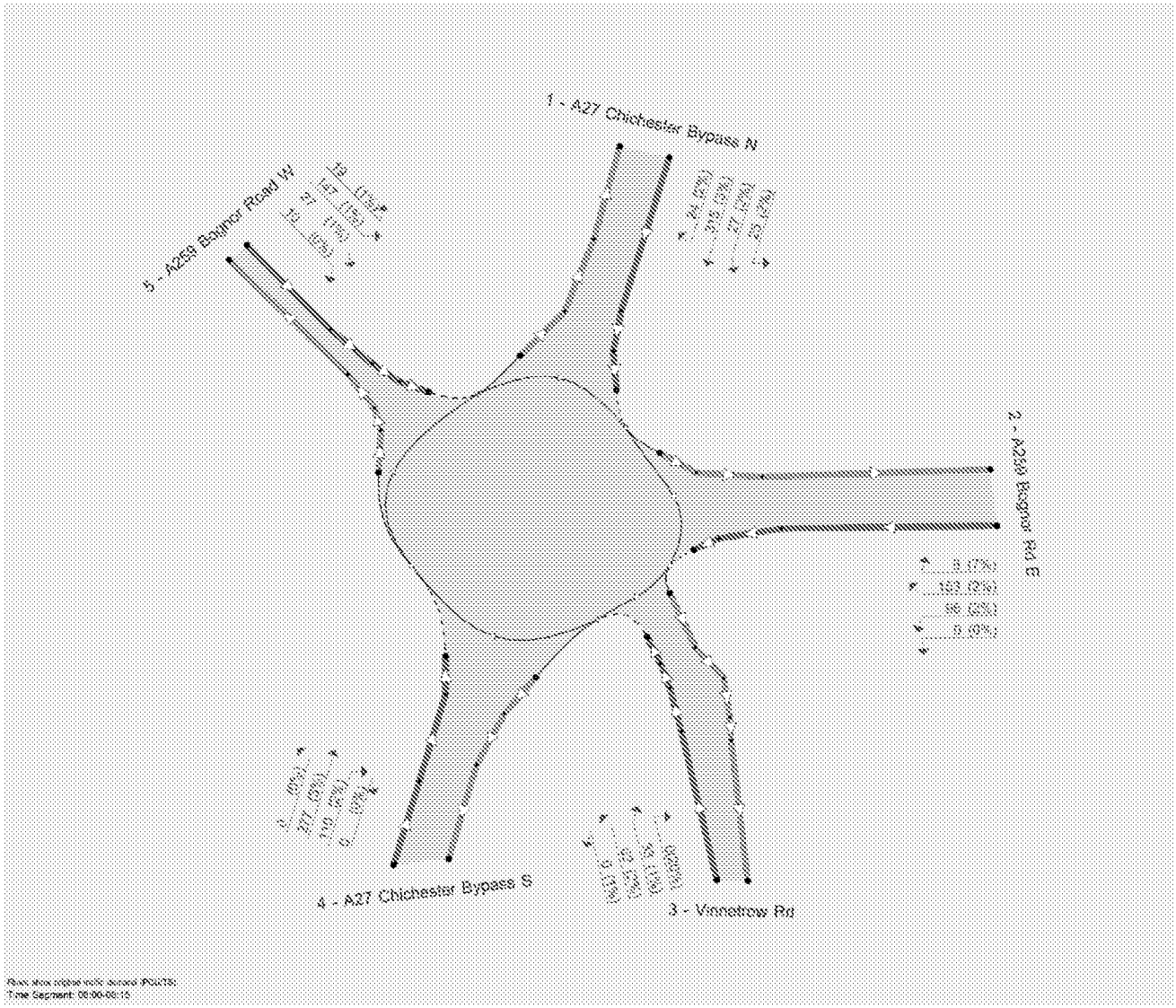
File summary

File Description

Title	A27 / A259 / Vinnetrow Rd Roundabout
Location	
Site number	
Date	05/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D3	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓
D4	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D5	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓
D6	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓
D7	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	25.54	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 Chichester Bypass N	
2	A259 Bognor Rd E	
3	Vinnetrow Rd	
4	A27 Chichester Bypass S	
5	A259 Bognor Road W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 Chichester Bypass N	7.48	11.53	62.6	25.7	63.7	34.0	
2 - A259 Bognor Rd E	8.37	9.12	2.0	22.1	63.7	31.0	
3 - Vinnetrow Rd	3.02	6.16	5.5	11.7	63.7	32.0	
4 - A27 Chichester Bypass S	7.41	10.67	33.0	20.8	63.7	33.0	
5 - A259 Bognor Road W	3.13	6.36	22.8	24.7	63.7	48.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A27 Chichester Bypass N	Percentage		75.00
2 - A259 Bognor Rd E	Percentage		86.00
3 - Vinnetrow Rd	Percentage		111.00
4 - A27 Chichester Bypass S	Percentage		79.00
5 - A259 Bognor Road W	Percentage		107.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A27 Chichester Bypass N	0.799	613.706
2 - A259 Bognor Rd E	0.695	568.323
3 - Vinnetrow Rd	0.442	332.263
4 - A27 Chichester Bypass S	0.747	586.642
5 - A259 Bognor Road W	0.496	410.771

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	22.00	22.00	286.00	12.00
	2 - A259 Bognor Rd E	31.00	0.00	1.00	148.00	95.00
	3 - Vinnetrow Rd	17.00	1.00	0.00	7.00	45.00
	4 - A27 Chichester Bypass S	278.00	89.00	0.00	0.00	5.00
	5 - A259 Bognor Road W	21.00	102.00	27.00	19.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	21.00	18.00	290.00	16.00
	2 - A259 Bognor Rd E	25.00	1.00	4.00	167.00	83.00
	3 - Vinnetrow Rd	15.00	2.00	0.00	8.00	32.00
	4 - A27 Chichester Bypass S	242.00	94.00	4.00	1.00	9.00
	5 - A259 Bognor Road W	20.00	88.00	30.00	24.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	1.00	19.00	20.00	289.00	14.00
	2 - A259 Bognor Rd E	29.00	2.00	2.00	162.00	73.00
	3 - Vinnetrow Rd	14.00	0.00	0.00	16.00	30.00
	4 - A27 Chichester Bypass S	237.00	92.00	2.00	0.00	15.00
	5 - A259 Bognor Road W	31.00	76.00	29.00	23.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	26.00	18.00	298.00	11.00
	2 - A259 Bognor Rd E	31.00	0.00	6.00	166.00	82.00
	3 - Vinnetrow Rd	15.00	2.00	0.00	15.00	17.00
	4 - A27 Chichester Bypass S	261.00	100.00	1.00	0.00	16.00
	5 - A259 Bognor Road W	29.00	75.00	28.00	33.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	11	5	4	0
	2 - A259 Bognor Rd E	0	0	0	3	2
	3 - Vinnetrow Rd	6	0	0	0	0
	4 - A27 Chichester Bypass S	9	6	0	0	25
	5 - A259 Bognor Road W	0	3	4	5	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	11	0	7	15
	2 - A259 Bognor Rd E	0	0	50	4	5
	3 - Vinnetrow Rd	15	0	0	17	3
	4 - A27 Chichester Bypass S	5	8	0	0	0
	5 - A259 Bognor Road W	0	2	7	4	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	13	5	6	8
	2 - A259 Bognor Rd E	8	0	0	7	3
	3 - Vinnetrow Rd	0	0	0	0	3
	4 - A27 Chichester Bypass S	8	8	0	0	0
	5 - A259 Bognor Road W	0	3	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	8	0	10	0
	2 - A259 Bognor Rd E	7	0	0	6	5
	3 - Vinnetrow Rd	8	0	0	0	0
	4 - A27 Chichester Bypass S	7	8	0	0	0
	5 - A259 Bognor Road W	0	6	8	20	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	342.00	342.00
	2 - A259 Bognor Rd E	275.00	275.00
	3 - Vinnetrow Rd	70.00	70.00
	4 - A27 Chichester Bypass S	372.00	372.00
	5 - A259 Bognor Road W	169.00	169.00
08:15-08:30	1 - A27 Chichester Bypass N	345.00	345.00
	2 - A259 Bognor Rd E	280.00	280.00
	3 - Vinnetrow Rd	57.00	57.00
	4 - A27 Chichester Bypass S	350.00	350.00
	5 - A259 Bognor Road W	162.00	162.00
08:30-08:45	1 - A27 Chichester Bypass N	343.00	343.00
	2 - A259 Bognor Rd E	268.00	268.00
	3 - Vinnetrow Rd	60.00	60.00
	4 - A27 Chichester Bypass S	346.00	346.00
	5 - A259 Bognor Road W	159.00	159.00
08:45-09:00	1 - A27 Chichester Bypass N	353.00	353.00
	2 - A259 Bognor Rd E	285.00	285.00
	3 - Vinnetrow Rd	49.00	49.00
	4 - A27 Chichester Bypass S	378.00	378.00
	5 - A259 Bognor Road W	165.00	165.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.83	13.87	5.2	B	345.75	1383.00
2 - A259 Bognor Rd E	0.86	42.60	13.0	E	277.00	1108.00
3 - Vinnetrow Rd	0.83	104.31	6.5	F	59.00	236.00
4 - A27 Chichester Bypass S	0.84	12.48	5.4	B	361.50	1446.00
5 - A259 Bognor Road W	0.81	21.78	4.0	C	163.75	655.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	342.00	342.00	233.13	427.46	0.800	337.99	340.38	0.0	4.0	10.255	B
2 - A259 Bognor Rd E	275.00	275.00	361.17	317.40	0.866	269.23	209.96	0.0	5.8	17.608	C
3 - Vinnetrow Rd	70.00	70.00	581.31	75.08	0.932	64.07	49.08	0.0	5.9	65.678	F
4 - A27 Chichester Bypass S	372.00	372.00	192.88	442.57	0.841	366.60	452.50	0.0	5.4	12.484	B
5 - A259 Bognor Road W	169.00	169.00	408.50	208.14	0.812	165.01	150.98	0.0	4.0	20.208	C

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	345.00	345.00	244.87	418.08	0.825	344.13	303.17	4.0	4.9	13.202	B
2 - A259 Bognor Rd E	280.00	280.00	382.18	302.80	0.925	276.30	206.83	5.8	9.5	31.555	D
3 - Vinnetrow Rd	57.00	57.00	602.56	65.68	0.868	56.48	55.91	5.9	6.5	104.307	F
4 - A27 Chichester Bypass S	350.00	350.00	172.66	457.68	0.765	351.75	486.38	5.4	3.6	9.301	A
5 - A259 Bognor Road W	162.00	162.00	385.14	219.73	0.737	162.90	139.27	4.0	3.1	16.766	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	343.00	343.00	224.89	434.04	0.790	343.59	312.26	4.9	4.3	10.929	B
2 - A259 Bognor Rd E	268.00	268.00	378.73	305.20	0.878	268.80	189.76	9.5	8.7	27.918	D
3 - Vinnetrow Rd	60.00	60.00	594.34	69.32	0.866	60.30	53.19	6.5	6.2	97.705	F
4 - A27 Chichester Bypass S	346.00	346.00	164.40	463.85	0.746	346.31	490.25	3.6	3.3	8.503	A
5 - A259 Bognor Road W	159.00	159.00	377.71	223.41	0.712	159.43	132.99	3.1	2.7	14.611	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
1 - A27 Chichester Bypass N	353.00	353.00	237.58	423.91	0.833	352.05	334.44	4.3	5.2	13.866	B
2 - A259 Bognor Rd E	285.00	285.00	387.66	298.99	0.953	280.67	201.97	8.7	13.0	42.596	E
3 - Vinnetrow Rd	49.00	49.00	615.72	59.86	0.819	49.62	52.62	6.2	5.5	97.579	F
4 - A27 Chichester Bypass S	378.00	378.00	156.91	469.44	0.805	377.03	508.43	3.3	4.3	10.548	B
5 - A259 Bognor Road W	165.00	165.00	408.19	208.29	0.792	163.83	125.75	2.7	3.8	21.776	C

2031 DM No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	75.10	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
D2	2031 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	25.00	27.00	315.00	24.00
	2 - A259 Bognor Rd E	8.00	0.00	0.00	96.00	153.00
	3 - Vinnetrow Rd	33.00	0.00	0.00	0.00	62.00
	4 - A27 Chichester Bypass S	277.00	110.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	19.00	147.00	27.00	10.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	24.00	22.00	319.00	32.00
2 - A259 Bognor Rd E	7.00	0.00	0.00	108.00	134.00
3 - Vinnetrow Rd	29.00	0.00	0.00	0.00	44.00
4 - A27 Chichester Bypass S	242.00	116.00	2.00	0.00	0.00
5 - A259 Bognor Road W	18.00	127.00	30.00	12.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	2.00	21.00	24.00	318.00	28.00
2 - A259 Bognor Rd E	8.00	0.00	0.00	105.00	118.00
3 - Vinnetrow Rd	27.00	0.00	0.00	1.00	41.00
4 - A27 Chichester Bypass S	237.00	114.00	1.00	0.00	0.00
5 - A259 Bognor Road W	28.00	109.00	29.00	12.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	29.00	22.00	328.00	22.00
2 - A259 Bognor Rd E	8.00	0.00	0.00	107.00	132.00
3 - Vinnetrow Rd	29.00	0.00	0.00	1.00	24.00
4 - A27 Chichester Bypass S	261.00	124.00	0.00	0.00	0.00
5 - A259 Bognor Road W	26.00	107.00	28.00	17.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	2
2 - A259 Bognor Rd E	7	0	0	2	2
3 - Vinnetrow Rd	1	20	0	1	2
4 - A27 Chichester Bypass S	3	2	0	0	0
5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	6	0	0	2	2
	3 - Vinnetrow Rd	1	40	0	1	1
	4 - A27 Chichester Bypass S	3	2	3	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	2	3	3
	2 - A259 Bognor Rd E	6	0	0	2	2
	3 - Vinnetrow Rd	1	0	0	1	1
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	7	0	0	2	2
	3 - Vinnetrow Rd	1	40	0	1	1
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	391.00	391.00
	2 - A259 Bognor Rd E	257.00	257.00
	3 - Vinnetrow Rd	95.00	95.00
	4 - A27 Chichester Bypass S	387.00	387.00
	5 - A259 Bognor Road W	203.00	203.00
08:15-08:30	1 - A27 Chichester Bypass N	397.00	397.00
	2 - A259 Bognor Rd E	249.00	249.00
	3 - Vinnetrow Rd	73.00	73.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	187.00	187.00
08:30-08:45	1 - A27 Chichester Bypass N	393.00	393.00
	2 - A259 Bognor Rd E	231.00	231.00
	3 - Vinnetrow Rd	69.00	69.00
	4 - A27 Chichester Bypass S	352.00	352.00
	5 - A259 Bognor Road W	178.00	178.00
08:45-09:00	1 - A27 Chichester Bypass N	401.00	401.00
	2 - A259 Bognor Rd E	247.00	247.00
	3 - Vinnetrow Rd	54.00	54.00
	4 - A27 Chichester Bypass S	385.00	385.00
	5 - A259 Bognor Road W	178.00	178.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.04	112.35	50.5	F	395.50	1582.00
2 - A259 Bognor Rd E	0.87	23.02	6.0	C	246.00	984.00
3 - Vinnetrow Rd	1.28	377.62	28.1	F	72.75	291.00
4 - A27 Chichester Bypass S	0.97	27.41	14.6	D	371.00	1484.00
5 - A259 Bognor Road W	0.97	41.86	10.9	E	186.50	746.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	391.00	391.00	279.96	390.04	1.002	370.99	317.11	0.0	20.9	34.482	D
2 - A259 Bognor Rd E	257.00	257.00	382.28	302.73	0.849	251.93	268.67	0.0	5.1	16.733	C
3 - Vinnetrow Rd	95.00	95.00	583.05	74.32	1.278	71.27	51.17	0.0	23.7	172.486	F
4 - A27 Chichester Bypass S	387.00	387.00	251.86	398.52	0.971	372.37	402.45	0.0	14.6	27.406	D
5 - A259 Bognor Road W	203.00	203.00	404.97	209.89	0.967	192.10	219.27	0.0	10.9	39.220	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	397.00	397.00	290.33	381.76	1.040	377.41	297.82	29.6	39.6	80.794	F
2 - A259 Bognor Rd E	249.00	249.00	398.52	291.44	0.854	248.55	269.22	5.1	5.5	20.961	C
3 - Vinnetrow Rd	73.00	73.00	593.87	69.53	1.050	68.71	53.20	23.7	28.0	357.072	F
4 - A27 Chichester Bypass S	360.00	360.00	239.80	407.53	0.883	365.77	422.78	14.6	8.9	24.217	C
5 - A259 Bognor Road W	187.00	187.00	398.88	212.91	0.878	189.27	206.68	10.9	8.6	41.663	E

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	393.00	393.00	269.38	398.50	0.986	391.61	303.94	39.6	41.0	96.449	F
2 - A259 Bognor Rd E	231.00	231.00	413.17	281.26	0.821	231.50	247.82	5.5	5.0	18.787	C
3 - Vinnetrow Rd	69.00	69.00	590.42	71.06	0.971	68.94	54.26	28.0	28.1	377.622	F
4 - A27 Chichester Bypass S	352.00	352.00	224.80	418.73	0.841	355.01	434.56	8.9	5.9	15.135	C
5 - A259 Bognor Road W	178.00	178.00	391.92	216.36	0.823	181.39	187.88	8.6	5.2	27.972	D

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	401.00	401.00	274.12	394.71	1.016	391.45	322.28	41.0	50.5	112.350	F
2 - A259 Bognor Rd E	247.00	247.00	408.58	284.45	0.868	246.04	256.99	5.0	6.0	23.023	C
3 - Vinnetrow Rd	54.00	54.00	604.99	64.61	0.836	62.37	49.63	28.1	19.7	349.619	F
4 - A27 Chichester Bypass S	385.00	385.00	223.03	420.05	0.917	381.75	444.33	5.9	9.1	22.062	C
5 - A259 Bognor Road W	178.00	178.00	419.34	202.76	0.878	177.06	185.44	5.2	6.2	33.330	D

2031 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	78.20	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	25.00	27.00	315.00	24.00
	2 - A259 Bognor Rd E	9.00	0.00	0.00	96.00	154.00
	3 - Vinnetrow Rd	33.00	0.00	0.00	0.00	63.00
	4 - A27 Chichester Bypass S	276.00	111.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	19.00	147.00	28.00	10.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	24.00	22.00	318.00	32.00
	2 - A259 Bognor Rd E	7.00	0.00	0.00	108.00	134.00
	3 - Vinnetrow Rd	29.00	0.00	0.00	0.00	44.00
	4 - A27 Chichester Bypass S	241.00	117.00	2.00	0.00	0.00
	5 - A259 Bognor Road W	18.00	127.00	30.00	13.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	2.00	21.00	24.00	318.00	28.00
	2 - A259 Bognor Rd E	8.00	0.00	0.00	105.00	118.00
	3 - Vinnetrow Rd	27.00	0.00	0.00	1.00	42.00
	4 - A27 Chichester Bypass S	235.00	115.00	1.00	0.00	0.00
	5 - A259 Bognor Road W	27.00	109.00	29.00	12.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	29.00	22.00	328.00	22.00
	2 - A259 Bognor Rd E	9.00	0.00	0.00	107.00	132.00
	3 - Vinnetrow Rd	29.00	0.00	0.00	1.00	24.00
	4 - A27 Chichester Bypass S	260.00	125.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	26.00	107.00	28.00	17.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	8	0	0	2	2
	3 - Vinnetrow Rd	1	20	0	1	2
	4 - A27 Chichester Bypass S	3	2	0	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	6	0	0	2	2
	3 - Vinnetrow Rd	1	40	0	1	1
	4 - A27 Chichester Bypass S	3	2	3	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	2	3	3
	2 - A259 Bognor Rd E	7	0	0	2	2
	3 - Vinnetrow Rd	1	0	0	1	1
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	8	0	0	2	2
	3 - Vinnetrow Rd	1	40	0	1	1
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	391.00	391.00
	2 - A259 Bognor Rd E	259.00	259.00
	3 - Vinnetrow Rd	96.00	96.00
	4 - A27 Chichester Bypass S	387.00	387.00
	5 - A259 Bognor Road W	204.00	204.00
08:15-08:30	1 - A27 Chichester Bypass N	396.00	396.00
	2 - A259 Bognor Rd E	249.00	249.00
	3 - Vinnetrow Rd	73.00	73.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	188.00	188.00
08:30-08:45	1 - A27 Chichester Bypass N	393.00	393.00
	2 - A259 Bognor Rd E	231.00	231.00
	3 - Vinnetrow Rd	70.00	70.00
	4 - A27 Chichester Bypass S	351.00	351.00
	5 - A259 Bognor Road W	177.00	177.00
08:45-09:00	1 - A27 Chichester Bypass N	401.00	401.00
	2 - A259 Bognor Rd E	248.00	248.00
	3 - Vinnetrow Rd	54.00	54.00
	4 - A27 Chichester Bypass S	385.00	385.00
	5 - A259 Bognor Road W	178.00	178.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.04	116.58	82.8	F	395.25	1581.00
2 - A259 Bognor Rd E	0.87	23.33	6.1	C	246.75	987.00
3 - Vinnetrow Rd	1.30	366.03	23.6	F	73.25	293.00
4 - A27 Chichester Bypass S	0.97	27.95	15.0	D	370.75	1483.00
5 - A259 Bognor Road W	0.97	43.76	11.3	E	186.75	747.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	391.00	391.00	281.40	388.89	1.005	370.40	316.43	0.0	20.6	35.248	E
2 - A259 Bognor Rd E	259.00	259.00	382.61	302.50	0.856	253.69	269.20	0.0	5.3	17.321	C
3 - Vinnetrow Rd	96.00	96.00	584.28	73.77	1.301	70.90	52.02	0.0	25.1	181.368	F
4 - A27 Chichester Bypass S	387.00	387.00	253.30	397.45	0.974	371.99	401.88	0.0	15.0	27.947	D
5 - A259 Bognor Road W	204.00	204.00	405.18	209.79	0.972	192.65	220.11	0.0	11.3	40.291	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	396.00	396.00	292.40	380.11	1.042	375.99	296.97	29.6	40.6	82.823	F
2 - A259 Bognor Rd E	249.00	249.00	398.11	291.73	0.854	248.75	270.28	5.3	5.6	21.030	C
3 - Vinnetrow Rd	73.00	73.00	593.64	69.63	1.048	68.86	53.22	25.1	23.2	372.604	F
4 - A27 Chichester Bypass S	360.00	360.00	240.03	407.35	0.884	366.11	422.47	15.0	8.9	24.602	C
5 - A259 Bognor Road W	188.00	188.00	399.15	212.78	0.884	190.21	206.99	11.3	9.1	43.764	E

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	393.00	393.00	271.05	397.16	0.990	391.01	301.15	40.6	42.6	100.148	F
2 - A259 Bognor Rd E	231.00	231.00	412.79	281.53	0.821	231.57	249.27	5.6	5.0	18.735	C
3 - Vinnetrow Rd	70.00	70.00	590.03	71.23	0.983	69.62	54.33	23.2	23.6	398.034	F
4 - A27 Chichester Bypass S	351.00	351.00	225.50	418.21	0.839	354.11	434.15	8.9	5.8	15.059	C
5 - A259 Bognor Road W	177.00	177.00	391.07	216.79	0.816	181.13	188.54	9.1	5.0	27.706	D

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	401.00	401.00	274.91	394.08	1.018	391.06	321.64	42.6	62.5	116.577	F
2 - A259 Bognor Rd E	248.00	248.00	408.20	284.72	0.871	246.92	257.77	5.0	6.1	23.328	C
3 - Vinnetrow Rd	54.00	54.00	605.53	64.37	0.839	62.25	49.59	23.6	21.4	372.791	F
4 - A27 Chichester Bypass S	385.00	385.00	223.86	419.43	0.918	381.59	443.92	5.8	9.2	22.248	C
5 - A259 Bognor Road W	178.00	178.00	419.70	202.58	0.879	176.85	185.74	5.0	6.1	33.110	D

2031 DS No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	87.77	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	27.00	28.00	319.00	26.00
	2 - A259 Bognor Rd E	10.00	0.00	0.00	94.00	153.00
	3 - Vinnetrow Rd	35.00	0.00	0.00	0.00	60.00
	4 - A27 Chichester Bypass S	280.00	108.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	21.00	145.00	27.00	10.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	26.00	23.00	323.00	35.00
2 - A259 Bognor Rd E	8.00	0.00	0.00	106.00	134.00
3 - Vinnetrow Rd	30.00	0.00	0.00	0.00	42.00
4 - A27 Chichester Bypass S	244.00	114.00	2.00	0.00	0.00
5 - A259 Bognor Road W	20.00	125.00	30.00	12.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	2.00	23.00	25.00	322.00	31.00
2 - A259 Bognor Rd E	9.00	0.00	0.00	103.00	118.00
3 - Vinnetrow Rd	28.00	0.00	0.00	1.00	40.00
4 - A27 Chichester Bypass S	239.00	112.00	1.00	0.00	0.00
5 - A259 Bognor Road W	31.00	108.00	29.00	12.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	32.00	23.00	332.00	24.00
2 - A259 Bognor Rd E	10.00	0.00	0.00	105.00	132.00
3 - Vinnetrow Rd	30.00	0.00	0.00	1.00	23.00
4 - A27 Chichester Bypass S	264.00	121.00	0.00	0.00	0.00
5 - A259 Bognor Road W	29.00	106.00	28.00	16.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	2
2 - A259 Bognor Rd E	7	0	0	2	2
3 - Vinnetrow Rd	1	20	0	1	2
4 - A27 Chichester Bypass S	3	2	0	0	0
5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	3
2 - A259 Bognor Rd E	6	0	0	2	2
3 - Vinnetrow Rd	1	40	0	1	1
4 - A27 Chichester Bypass S	3	2	3	0	0
5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	1	2	3	3
2 - A259 Bognor Rd E	7	0	0	2	2
3 - Vinnetrow Rd	1	0	0	1	1
4 - A27 Chichester Bypass S	3	2	1	0	0
5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	2
2 - A259 Bognor Rd E	7	0	0	2	2
3 - Vinnetrow Rd	1	40	0	1	1
4 - A27 Chichester Bypass S	3	2	1	0	0
5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	400.00	400.00
	2 - A259 Bognor Rd E	257.00	257.00
	3 - Vinnetrow Rd	95.00	95.00
	4 - A27 Chichester Bypass S	388.00	388.00
	5 - A259 Bognor Road W	203.00	203.00
08:15-08:30	1 - A27 Chichester Bypass N	407.00	407.00
	2 - A259 Bognor Rd E	248.00	248.00
	3 - Vinnetrow Rd	72.00	72.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	187.00	187.00
08:30-08:45	1 - A27 Chichester Bypass N	403.00	403.00
	2 - A259 Bognor Rd E	230.00	230.00
	3 - Vinnetrow Rd	69.00	69.00
	4 - A27 Chichester Bypass S	352.00	352.00
	5 - A259 Bognor Road W	180.00	180.00
08:45-09:00	1 - A27 Chichester Bypass N	411.00	411.00
	2 - A259 Bognor Rd E	247.00	247.00
	3 - Vinnetrow Rd	54.00	54.00
	4 - A27 Chichester Bypass S	385.00	385.00
	5 - A259 Bognor Road W	179.00	179.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.06	145.00	67.9	F	405.25	1621.00
2 - A259 Bognor Rd E	0.87	23.89	6.2	C	245.50	982.00
3 - Vinnetrow Rd	1.30	366.44	23.2	F	72.50	290.00
4 - A27 Chichester Bypass S	0.98	28.79	15.7	D	371.25	1485.00
5 - A259 Bognor Road W	0.97	44.31	11.5	E	187.25	749.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	400.00	400.00	275.37	393.71	1.016	376.92	324.13	0.0	23.1	87.670	E
2 - A259 Bognor Rd E	257.00	257.00	386.39	299.87	0.857	251.67	265.90	0.0	5.3	17.517	C
3 - Vinnetrow Rd	95.00	95.00	586.20	72.92	1.303	70.07	51.86	0.0	24.9	182.320	F
4 - A27 Chichester Bypass S	388.00	388.00	254.18	396.78	0.978	372.35	402.08	0.0	15.7	28.788	D
5 - A259 Bognor Road W	203.00	203.00	407.95	208.41	0.974	191.54	218.58	0.0	11.5	40.782	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	407.00	407.00	286.43	384.88	1.057	381.86	304.38	23.1	48.2	93.469	F
2 - A259 Bognor Rd E	248.00	248.00	401.36	289.47	0.857	247.67	266.93	5.3	5.7	21.561	C
3 - Vinnetrow Rd	72.00	72.00	595.14	68.97	1.044	68.16	53.89	24.3	28.8	372.477	F
4 - A27 Chichester Bypass S	360.00	360.00	242.66	405.39	0.888	366.30	420.65	15.7	9.4	26.034	D
5 - A259 Bognor Road W	187.00	187.00	401.52	211.60	0.884	189.29	207.43	11.5	9.2	44.314	E

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	403.00	403.00	266.41	400.87	1.005	397.34	311.01	48.2	83.9	121.514	F
2 - A259 Bognor Rd E	230.00	230.00	417.10	278.54	0.826	230.48	246.65	5.7	5.2	19.477	C
3 - Vinnetrow Rd	69.00	69.00	592.63	70.08	0.985	68.54	54.95	28.8	29.2	398.438	F
4 - A27 Chichester Bypass S	352.00	352.00	228.08	416.28	0.846	355.25	433.09	9.4	6.1	15.877	C
5 - A259 Bognor Road W	180.00	180.00	394.09	215.29	0.836	183.33	189.24	9.2	5.8	30.722	D

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	411.00	411.00	269.13	398.70	1.031	396.93	330.67	53.9	87.9	144.937	F
2 - A259 Bognor Rd E	247.00	247.00	410.84	282.89	0.873	245.99	255.22	5.2	6.2	23.891	C
3 - Vinnetrow Rd	54.00	54.00	606.38	63.99	0.844	61.86	50.44	29.2	21.4	379.221	F
4 - A27 Chichester Bypass S	385.00	385.00	226.57	417.41	0.922	381.49	441.66	6.1	9.6	23.264	C
5 - A259 Bognor Road W	179.00	179.00	421.70	201.59	0.888	178.10	186.37	5.8	6.7	36.216	E

2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	51.34	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	27.00	27.00	320.00	26.00
	2 - A259 Bognor Rd E	11.00	0.00	0.00	94.00	153.00
	3 - Vinnetrow Rd	36.00	0.00	0.00	0.00	59.00
	4 - A27 Chichester Bypass S	278.00	109.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	20.00	145.00	27.00	9.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	26.00	22.00	324.00	35.00
	2 - A259 Bognor Rd E	9.00	0.00	0.00	106.00	134.00
	3 - Vinnetrow Rd	31.00	0.00	0.00	0.00	42.00
	4 - A27 Chichester Bypass S	243.00	115.00	2.00	0.00	0.00
	5 - A259 Bognor Road W	19.00	126.00	30.00	12.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	2.00	23.00	25.00	323.00	31.00
	2 - A259 Bognor Rd E	10.00	0.00	0.00	103.00	118.00
	3 - Vinnetrow Rd	29.00	0.00	0.00	1.00	39.00
	4 - A27 Chichester Bypass S	237.00	113.00	1.00	0.00	0.00
	5 - A259 Bognor Road W	30.00	108.00	29.00	11.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	32.00	22.00	333.00	24.00
	2 - A259 Bognor Rd E	11.00	0.00	0.00	105.00	132.00
	3 - Vinnetrow Rd	31.00	0.00	0.00	1.00	23.00
	4 - A27 Chichester Bypass S	262.00	123.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	28.00	106.00	28.00	16.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	7	0	0	2	2
	3 - Vinnetrow Rd	1	20	0	1	2
	4 - A27 Chichester Bypass S	3	2	0	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	3
	2 - A259 Bognor Rd E	5	0	0	2	2
	3 - Vinnetrow Rd	1	40	0	1	1
	4 - A27 Chichester Bypass S	3	2	3	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	2	3	3
	2 - A259 Bognor Rd E	6	0	0	2	2
	3 - Vinnetrow Rd	1	0	0	1	1
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	6	0	0	2	2
	3 - Vinnetrow Rd	1	40	0	1	1
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	400.00	400.00
	2 - A259 Bognor Rd E	258.00	258.00
	3 - Vinnetrow Rd	95.00	95.00
	4 - A27 Chichester Bypass S	387.00	387.00
	5 - A259 Bognor Road W	201.00	201.00
08:15-08:30	1 - A27 Chichester Bypass N	407.00	407.00
	2 - A259 Bognor Rd E	249.00	249.00
	3 - Vinnetrow Rd	73.00	73.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	187.00	187.00
08:30-08:45	1 - A27 Chichester Bypass N	404.00	404.00
	2 - A259 Bognor Rd E	231.00	231.00
	3 - Vinnetrow Rd	69.00	69.00
	4 - A27 Chichester Bypass S	351.00	351.00
	5 - A259 Bognor Road W	178.00	178.00
08:45-09:00	1 - A27 Chichester Bypass N	411.00	411.00
	2 - A259 Bognor Rd E	248.00	248.00
	3 - Vinnetrow Rd	55.00	55.00
	4 - A27 Chichester Bypass S	385.00	385.00
	5 - A259 Bognor Road W	178.00	178.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.06	151.99	71.4	F	405.50	1622.00
2 - A259 Bognor Rd E	0.87	24.21	6.3	C	246.50	986.00
3 - Vinnetrow Rd	1.31	420.67	30.8	F	73.00	292.00
4 - A27 Chichester Bypass S	0.98	28.73	15.5	D	370.75	1483.00
5 - A259 Bognor Road W	0.97	43.65	10.8	E	186.00	744.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	400.00	400.00	275.90	393.29	1.017	376.58	322.99	0.0	23.4	38.187	E
2 - A259 Bognor Rd E	258.00	258.00	385.23	300.68	0.858	252.59	267.25	0.0	5.4	17.692	C
3 - Vinnetrow Rd	95.00	95.00	586.84	72.64	1.308	69.80	50.97	0.0	25.2	184.786	F
4 - A27 Chichester Bypass S	387.00	387.00	254.84	396.29	0.977	371.47	401.81	0.0	15.5	28.731	D
5 - A259 Bognor Road W	201.00	201.00	408.69	208.05	0.966	190.20	217.62	0.0	10.8	39.318	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	407.00	407.00	287.64	383.91	1.060	381.00	303.51	23.4	49.4	96.520	F
2 - A259 Bognor Rd E	249.00	249.00	400.37	290.16	0.858	248.65	268.27	5.4	5.8	21.863	C
3 - Vinnetrow Rd	73.00	73.00	596.21	68.50	1.066	67.84	52.82	25.2	30.4	386.913	F
4 - A27 Chichester Bypass S	360.00	360.00	243.24	404.95	0.889	365.96	420.80	15.5	9.6	26.307	D
5 - A259 Bognor Road W	187.00	187.00	402.64	211.04	0.886	188.51	206.57	10.8	9.3	43.646	E

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	404.00	404.00	266.88	400.50	1.009	397.30	309.97	49.4	66.1	125.795	F
2 - A259 Bognor Rd E	231.00	231.00	416.22	279.15	0.828	231.47	247.96	5.8	5.3	19.796	C
3 - Vinnetrow Rd	69.00	69.00	592.86	69.98	0.986	68.53	54.83	30.4	30.8	480.672	F
4 - A27 Chichester Bypass S	351.00	351.00	229.02	415.58	0.845	354.45	432.37	9.6	6.1	16.047	C
5 - A259 Bognor Road W	178.00	178.00	395.08	214.79	0.829	181.77	188.38	9.3	5.5	29.982	D

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	411.00	411.00	270.92	397.27	1.035	395.69	328.91	66.1	71.4	151.930	F
2 - A259 Bognor Rd E	248.00	248.00	409.69	283.68	0.874	246.99	256.92	5.3	6.3	24.212	C
3 - Vinnetrow Rd	55.00	55.00	607.15	63.65	0.864	61.63	49.53	30.8	24.2	404.910	F
4 - A27 Chichester Bypass S	385.00	385.00	227.33	416.84	0.924	381.32	441.44	6.1	9.8	23.672	C
5 - A259 Bognor Road W	178.00	178.00	422.87	201.01	0.886	176.96	185.79	5.5	6.6	35.445	E

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	[illegible]	[illegible]

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	26.00	30.00	323.00	26.00
	2 - A259 Bognor Rd E	18.00	0.00	0.00	93.00	152.00
	3 - Vinnetrow Rd	37.00	0.00	0.00	0.00	60.00
	4 - A27 Chichester Bypass S	278.00	114.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	20.00	147.00	30.00	7.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	26.00	25.00	327.00	34.00
	2 - A259 Bognor Rd E	14.00	0.00	0.00	104.00	133.00
	3 - Vinnetrow Rd	32.00	0.00	0.00	0.00	43.00
	4 - A27 Chichester Bypass S	242.00	121.00	2.00	0.00	0.00
	5 - A259 Bognor Road W	19.00	127.00	32.00	9.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	2.00	23.00	28.00	326.00	30.00
	2 - A259 Bognor Rd E	16.00	0.00	0.00	101.00	117.00
	3 - Vinnetrow Rd	30.00	0.00	0.00	1.00	40.00
	4 - A27 Chichester Bypass S	237.00	119.00	1.00	0.00	0.00
	5 - A259 Bognor Road W	30.00	109.00	31.00	9.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	31.00	25.00	336.00	24.00
	2 - A259 Bognor Rd E	17.00	0.00	0.00	103.00	130.00
	3 - Vinnetrow Rd	32.00	0.00	0.00	1.00	23.00
	4 - A27 Chichester Bypass S	261.00	129.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	28.00	107.00	30.00	12.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	4	0	0	2	2
	3 - Vinnetrow Rd	1	20	0	1	2
	4 - A27 Chichester Bypass S	3	2	0	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

08:15 - 08:30

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	3
2 - A259 Bognor Rd E	3	0	0	3	2
3 - Vinnetrow Rd	1	40	0	1	1
4 - A27 Chichester Bypass S	3	2	3	0	0
5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

From	C B
1 - A27 Chichester Bypass N	
2 - A259 Bognor Rd E	
3 - Vinnetrow Rd	
4 - A27 Chichester Bypass S	
5 - A259 Bognor Road W	

Heavy Vehicle Percentages

08:30 - 08:45

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	3
2 - A259 Bognor Rd E	4	0	0	2	2
3 - Vinnetrow Rd	1	0	0	1	1
4 - A27 Chichester Bypass S	3	2	1	0	0
5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

From	C B
1 - A27 Chichester Bypass N	
2 - A259 Bognor Rd E	
3 - Vinnetrow Rd	
4 - A27 Chichester Bypass S	
5 - A259 Bognor Road W	

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	2
2 - A259 Bognor Rd E	4	0	0	3	2
3 - Vinnetrow Rd	1	40	0	1	1
4 - A27 Chichester Bypass S	3	2	1	0	0
5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

From	C B
1 - A27 Chichester Bypass N	
2 - A259 Bognor Rd E	
3 - Vinnetrow Rd	
4 - A27 Chichester Bypass S	
5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	405.00	405.00
	2 - A259 Bognor Rd E	263.00	263.00
	3 - Vinnetrow Rd	97.00	97.00
	4 - A27 Chichester Bypass S	392.00	392.00
	5 - A259 Bognor Road W	204.00	204.00
08:15-08:30	1 - A27 Chichester Bypass N	412.00	412.00
	2 - A259 Bognor Rd E	251.00	251.00
	3 - Vinnetrow Rd	75.00	75.00
	4 - A27 Chichester Bypass S	365.00	365.00
	5 - A259 Bognor Road W	187.00	187.00
08:30-08:45	1 - A27 Chichester Bypass N	409.00	409.00
	2 - A259 Bognor Rd E	234.00	234.00
	3 - Vinnetrow Rd	71.00	71.00
	4 - A27 Chichester Bypass S	357.00	357.00
	5 - A259 Bognor Road W	179.00	179.00
08:45-09:00	1 - A27 Chichester Bypass N	416.00	416.00
	2 - A259 Bognor Rd E	250.00	250.00
	3 - Vinnetrow Rd	56.00	56.00
	4 - A27 Chichester Bypass S	390.00	390.00
	5 - A259 Bognor Road W	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 - A27 Chichester Bypass N	1.09	216.10	103.2	F	410.50	1642.00
2 - A259 Bognor Rd E	0.88	24.32	6.4	C	249.50	998.00
3 - Vinnetrow Rd	1.34	422.30	32.1	F	74.75	299.00
4 - A27 Chichester Bypass S	1.00	35.15	19.4	E	376.00	1504.00
5 - A259 Bognor Road W	1.00	89.31	13.9	F	186.75	747.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	405.00	405.00	279.86	390.12	1.038	376.43	327.04	0.0	28.6	44.119	E
2 - A259 Bognor Rd E	263.00	263.00	386.75	299.62	0.878	256.82	269.54	0.0	6.2	19.496	C
3 - Vinnetrow Rd	97.00	97.00	587.73	72.25	1.343	69.64	55.85	0.0	27.4	136.845	F
4 - A27 Chichester Bypass S	392.00	392.00	259.81	392.58	0.999	372.62	397.56	0.0	19.4	33.569	D
5 - A259 Bognor Road W	204.00	204.00	416.76	204.04	1.000	190.14	215.67	0.0	13.9	47.085	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	412.00	412.00	293.49	379.23	1.086	377.53	309.34	28.6	69.0	118.073	F
2 - A259 Bognor Rd E	251.00	251.00	396.34	292.96	0.857	250.97	274.68	6.2	6.2	22.188	C
3 - Vinnetrow Rd	75.00	75.00	590.22	71.14	1.054	70.47	57.09	27.4	31.9	365.580	F
4 - A27 Chichester Bypass S	365.00	365.00	248.47	401.05	0.910	371.73	412.23	19.4	12.7	35.150	E
5 - A259 Bognor Road W	187.00	187.00	414.64	205.09	0.912	188.19	205.56	13.9	12.7	89.308	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	409.00	409.00	275.85	393.33	1.040	392.09	318.00	63.0	80.9	170.804	F
2 - A259 Bognor Rd E	234.00	234.00	411.76	282.25	0.829	234.80	256.18	6.2	5.4	20.003	C
3 - Vinnetrow Rd	71.00	71.00	587.29	72.44	0.980	70.79	59.27	31.9	32.1	422.286	F
4 - A27 Chichester Bypass S	357.00	357.00	234.75	411.30	0.868	362.05	423.33	12.7	7.6	20.463	C
5 - A259 Bognor Road W	179.00	179.00	409.68	207.55	0.862	184.17	187.12	12.7	7.5	43.258	E

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	416.00	416.00	275.81	393.36	1.058	392.71	334.90	80.0	103.2	216.037	F
2 - A259 Bognor Rd E	250.00	250.00	406.67	285.78	0.875	249.03	261.85	5.4	6.4	24.320	C
3 - Vinnetrow Rd	56.00	56.00	601.49	66.16	0.846	64.13	54.20	32.1	24.0	336.921	F
4 - A27 Chichester Bypass S	390.00	390.00	233.73	412.06	0.946	385.19	431.89	7.6	12.4	29.426	D
5 - A259 Bognor Road W	177.00	177.00	434.38	195.30	0.906	176.32	184.53	7.5	8.2	44.431	E

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	[illegible]	[illegible]

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	25.00	30.00	331.00	27.00
	2 - A259 Bognor Rd E	19.00	0.00	0.00	93.00	156.00
	3 - Vinnetrow Rd	38.00	0.00	0.00	0.00	58.00
	4 - A27 Chichester Bypass S	275.00	117.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	21.00	147.00	29.00	8.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	B
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	24.00	24.00	335.00	36.00
	2 - A259 Bognor Rd E	15.00	0.00	0.00	104.00	136.00
	3 - Vinnetrow Rd	33.00	0.00	0.00	0.00	41.00
	4 - A27 Chichester Bypass S	240.00	124.00	2.00	0.00	0.00
	5 - A259 Bognor Road W	20.00	127.00	32.00	10.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	3.00	22.00	27.00	334.00	32.00
	2 - A259 Bognor Rd E	18.00	0.00	0.00	101.00	120.00
	3 - Vinnetrow Rd	31.00	0.00	0.00	1.00	39.00
	4 - A27 Chichester Bypass S	234.00	122.00	1.00	0.00	0.00
	5 - A259 Bognor Road W	31.00	109.00	30.00	9.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	30.00	24.00	345.00	25.00
	2 - A259 Bognor Rd E	19.00	0.00	0.00	103.00	134.00
	3 - Vinnetrow Rd	33.00	0.00	0.00	1.00	22.00
	4 - A27 Chichester Bypass S	258.00	132.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	29.00	107.00	29.00	13.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	4	0	0	2	2
	3 - Vinnetrow Rd	1	20	0	1	2
	4 - A27 Chichester Bypass S	3	2	0	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	3
	2 - A259 Bognor Rd E	3	0	0	2	2
	3 - Vinnetrow Rd	1	40	0	1	1
	4 - A27 Chichester Bypass S	3	2	3	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	2	3	3
	2 - A259 Bognor Rd E	3	0	0	2	2
	3 - Vinnetrow Rd	1	0	0	1	1
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	4	0	0	2	2
	3 - Vinnetrow Rd	1	40	0	1	1
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	413.00	413.00
	2 - A259 Bognor Rd E	268.00	268.00
	3 - Vinnetrow Rd	96.00	96.00
	4 - A27 Chichester Bypass S	392.00	392.00
	5 - A259 Bognor Road W	205.00	205.00
08:15-08:30	1 - A27 Chichester Bypass N	419.00	419.00
	2 - A259 Bognor Rd E	255.00	255.00
	3 - Vinnetrow Rd	74.00	74.00
	4 - A27 Chichester Bypass S	366.00	366.00
	5 - A259 Bognor Road W	189.00	189.00
08:30-08:45	1 - A27 Chichester Bypass N	418.00	418.00
	2 - A259 Bognor Rd E	239.00	239.00
	3 - Vinnetrow Rd	71.00	71.00
	4 - A27 Chichester Bypass S	357.00	357.00
	5 - A259 Bognor Road W	179.00	179.00
08:45-09:00	1 - A27 Chichester Bypass N	424.00	424.00
	2 - A259 Bognor Rd E	256.00	256.00
	3 - Vinnetrow Rd	56.00	56.00
	4 - A27 Chichester Bypass S	390.00	390.00
	5 - A259 Bognor Road W	178.00	178.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.11	288.77	139.6	F	418.50	1674.00
2 - A259 Bognor Rd E	0.90	27.79	7.4	D	254.50	1018.00
3 - Vinnetrow Rd	1.39	526.13	38.0	F	74.25	297.00
4 - A27 Chichester Bypass S	1.00	37.41	19.9	E	376.25	1505.00
5 - A259 Bognor Road W	1.01	64.75	14.4	F	187.75	751.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	413.00	413.00	282.13	388.31	1.064	377.41	325.39	0.0	35.6	51.838	F
2 - A259 Bognor Rd E	268.00	268.00	388.96	298.08	0.899	260.85	270.58	0.0	7.2	21.681	D
3 - Vinnetrow Rd	96.00	96.00	595.43	68.84	1.395	66.54	54.38	0.0	29.5	218.611	F
4 - A27 Chichester Bypass S	392.00	392.00	261.54	391.28	1.002	372.09	400.43	0.0	19.9	34.211	D
5 - A259 Bognor Road W	205.00	205.00	416.92	203.96	1.005	190.60	216.71	0.0	14.4	48.270	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	419.00	419.00	296.55	376.79	1.112	375.80	308.75	35.6	78.8	144.785	F
2 - A259 Bognor Rd E	255.00	255.00	397.56	292.11	0.873	255.02	274.80	7.2	7.1	24.882	C
3 - Vinnetrow Rd	74.00	74.00	596.92	68.18	1.085	67.73	55.65	29.5	35.7	451.319	F
4 - A27 Chichester Bypass S	366.00	366.00	250.73	399.36	0.916	372.15	413.92	19.9	13.8	37.408	E
5 - A259 Bognor Road W	189.00	189.00	415.97	204.44	0.925	189.33	206.92	14.4	14.1	64.750	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	418.00	418.00	278.82	390.96	1.069	390.40	319.28	78.8	108.4	219.684	F
2 - A259 Bognor Rd E	239.00	239.00	410.90	282.84	0.845	240.04	258.31	7.1	6.1	22.163	C
3 - Vinnetrow Rd	71.00	71.00	594.22	69.38	1.023	68.71	56.72	35.7	38.0	514.186	F
4 - A27 Chichester Bypass S	357.00	357.00	239.81	407.52	0.876	362.58	423.12	13.8	8.2	22.401	C
5 - A259 Bognor Road W	179.00	179.00	413.11	205.85	0.870	184.99	189.28	14.1	8.1	48.377	E

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	424.00	424.00	278.69	391.06	1.084	390.79	333.32	108.4	139.6	288.773	F
2 - A259 Bognor Rd E	256.00	256.00	406.80	285.69	0.896	254.67	262.69	6.1	7.4	27.787	D
3 - Vinnetrow Rd	56.00	56.00	609.54	62.60	0.895	60.98	51.93	38.0	33.0	596.127	F
4 - A27 Chichester Bypass S	390.00	390.00	237.79	409.03	0.953	384.84	432.72	8.2	13.3	31.540	D
5 - A259 Bognor Road W	178.00	178.00	434.64	195.17	0.912	177.37	187.99	8.1	8.7	46.969	E

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
[redacted]

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

Filename: BEW_A27_A259_Vinnetrow Rd Rbt PM Peak_Uncalibrated.j9
Path: \\Lon-file-01\engineering\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 17 - Bognor Road roundabout
Report generation date: 09/02/2021 17:34:12

«2019 Base, PM
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base			
1 - A27 Chichester Bypass N	1.1	3.10	0.50	A
2 - A259 Bognor Rd E	1.6	5.64	0.62	A
3 - Vinnetrow Rd	1.8	32.02	0.65	D
4 - A27 Chichester Bypass S	1.5	3.56	0.60	A
5 - A259 Bognor Road W	115.7	484.60	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	A27 / A259 / Vinnetrow Rd Roundabout
Location	
Site number	
Date	05/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	52.37	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 Chichester Bypass N	
2	A259 Bognor Rd E	
3	Vinnetrow Rd	
4	A27 Chichester Bypass S	
5	A259 Bognor Road W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 Chichester Bypass N	7.48	11.53	62.6	25.7	63.7	34.0	
2 - A259 Bognor Rd E	8.37	9.12	2.0	22.1	63.7	31.0	
3 - Vinnetrow Rd	3.02	6.16	5.5	11.7	63.7	32.0	
4 - A27 Chichester Bypass S	7.41	10.67	33.0	20.8	63.7	33.0	
5 - A259 Bognor Road W	3.13	6.36	22.8	24.7	63.7	48.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A27 Chichester Bypass N	0.799	818.274
2 - A259 Bognor Rd E	0.695	660.841
3 - Vinnetrow Rd	0.442	299.336
4 - A27 Chichester Bypass S	0.747	742.585
5 - A259 Bognor Road W	0.496	383.898

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	16.00	29.00	247.00	13.00
	2 - A259 Bognor Rd E	25.00	1.00	9.00	115.00	60.00
	3 - Vinnetrow Rd	16.00	4.00	0.00	2.00	33.00
	4 - A27 Chichester Bypass S	255.00	94.00	2.00	1.00	10.00
	5 - A259 Bognor Road W	21.00	109.00	56.00	29.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	10.00	30.00	225.00	9.00
	2 - A259 Bognor Rd E	26.00	1.00	3.00	156.00	78.00
	3 - Vinnetrow Rd	11.00	2.00	0.00	5.00	23.00
	4 - A27 Chichester Bypass S	260.00	97.00	1.00	0.00	12.00
	5 - A259 Bognor Road W	15.00	108.00	49.00	26.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	17.00	29.00	224.00	11.00
	2 - A259 Bognor Rd E	25.00	0.00	4.00	135.00	66.00
	3 - Vinnetrow Rd	11.00	2.00	0.00	8.00	19.00
	4 - A27 Chichester Bypass S	274.00	93.00	1.00	2.00	12.00
	5 - A259 Bognor Road W	19.00	112.00	53.00	28.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	24.00	31.00	235.00	10.00
	2 - A259 Bognor Rd E	29.00	2.00	10.00	136.00	74.00
	3 - Vinnetrow Rd	8.00	2.00	0.00	5.00	16.00
	4 - A27 Chichester Bypass S	268.00	96.00	2.00	0.00	13.00
	5 - A259 Bognor Road W	18.00	118.00	55.00	30.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	7	0	3	9
	2 - A259 Bognor Rd E	9	0	0	1	2
	3 - Vinnetrow Rd	7	50	0	0	0
	4 - A27 Chichester Bypass S	3	2	0	0	0
	5 - A259 Bognor Road W	5	0	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	10	3	2	0
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	0	0	0	0	0
	4 - A27 Chichester Bypass S	0	1	0	0	0
	5 - A259 Bognor Road W	0	1	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	0	1	0
	2 - A259 Bognor Rd E	4	0	0	1	2
	3 - Vinnetrow Rd	0	0	0	0	0
	4 - A27 Chichester Bypass S	3	0	0	0	0
	5 - A259 Bognor Road W	0	1	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	15	3	2	0
	2 - A259 Bognor Rd E	13	0	0	3	4
	3 - Vinnetrow Rd	0	0	0	0	0
	4 - A27 Chichester Bypass S	1	0	0	0	0
	5 - A259 Bognor Road W	0	1	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.50	3.10	1.1	A	290.00	1160.00
2 - A259 Bognor Rd E	0.62	5.64	1.6	A	238.75	955.00
3 - Vinnetrow Rd	0.65	32.02	1.8	D	41.75	167.00
4 - A27 Chichester Bypass S	0.60	3.56	1.5	A	373.25	1493.00
5 - A259 Bognor Road W	1.21	484.80	115.7	F	211.50	846.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	305.00	305.00	265.67	606.03	0.503	303.95	312.15	0.0	1.1	3.100	A
2 - A259 Bognor Rd E	210.00	210.00	362.93	408.69	0.514	208.92	206.69	0.0	1.1	4.613	A
3 - Vinnetrow Rd	55.00	55.00	484.61	84.94	0.648	53.22	87.24	0.0	1.8	28.685	D
4 - A27 Chichester Bypass S	362.00	362.00	149.80	630.69	0.574	360.62	388.03	0.0	1.4	3.439	A
5 - A259 Bognor Road W	215.00	215.00	395.87	187.53	1.146	181.95	114.54	0.0	33.1	94.079	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	274.00	274.00	271.63	601.27	0.456	274.18	311.83	1.1	0.9	2.841	A
2 - A259 Bognor Rd E	264.00	264.00	335.92	427.45	0.618	263.47	209.89	1.1	1.6	5.537	A
3 - Vinnetrow Rd	41.00	41.00	519.05	69.70	0.588	41.26	80.33	1.8	1.5	32.016	D
4 - A27 Chichester Bypass S	370.00	370.00	150.20	630.40	0.587	369.97	410.11	1.4	1.4	3.469	A
5 - A259 Bognor Road W	198.00	198.00	398.11	186.42	1.062	185.35	122.06	33.1	45.7	203.510	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	281.00	281.00	263.59	607.69	0.462	281.00	325.69	0.9	0.9	2.785	A
2 - A259 Bognor Rd E	230.00	230.00	336.08	427.34	0.538	230.41	208.51	1.6	1.2	4.680	A
3 - Vinnetrow Rd	40.00	40.00	487.31	83.74	0.478	40.57	79.18	1.5	1.0	21.108	C
4 - A27 Chichester Bypass S	382.00	382.00	134.73	641.95	0.595	381.91	393.15	1.4	1.5	3.563	A
5 - A259 Bognor Road W	212.00	212.00	408.12	181.45	1.168	181.16	108.52	45.7	76.6	314.668	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	300.00	300.00	268.42	603.83	0.497	299.84	320.49	0.9	1.0	3.079	A
2 - A259 Bognor Rd E	251.00	251.00	347.64	419.31	0.599	250.65	220.63	1.2	1.6	5.637	A
3 - Vinnetrow Rd	31.00	31.00	510.00	73.71	0.421	31.20	88.29	1.0	0.8	21.280	C
4 - A27 Chichester Bypass S	379.00	379.00	140.96	637.30	0.595	379.02	400.24	1.5	1.5	3.518	A
5 - A259 Bognor Road W	221.00	221.00	407.03	181.99	1.214	181.88	112.95	76.6	115.7	484.801	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+[redacted]

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

Filename: BEW_A27_A259_Vinnetrow Rd Rbt PM Peak.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 17 - Bognor Road roundabout
Report generation date: 13/04/2021 09:43:21

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

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
2019 Base				
1 - A27 Chichester Bypass N	5.8	18.03	0.86	C
2 - A259 Bognor Rd E	12.3	44.31	0.96	E
3 - Vinnetrow Rd	3.8	69.67	0.84	F
4 - A27 Chichester Bypass S	5.7	13.97	0.86	B
5 - A259 Bognor Road W	8.8	38.06	0.92	E
2031 DM No Cala				
1 - A27 Chichester Bypass N	65.9	120.23	1.13	F
2 - A259 Bognor Rd E	42.7	106.88	1.11	F
3 - Vinnetrow Rd	136.9	3434.65	2.27	F
4 - A27 Chichester Bypass S	26.8	67.38	1.00	F
5 - A259 Bognor Road W	7.0	33.39	0.90	D
2031 DM				
1 - A27 Chichester Bypass N	70.6	125.43	1.13	F
2 - A259 Bognor Rd E	42.9	108.12	1.11	F
3 - Vinnetrow Rd	136.1	3407.58	2.22	F
4 - A27 Chichester Bypass S	28.2	71.83	1.01	F
5 - A259 Bognor Road W	7.0	33.54	0.90	D
2031 DS No Cala				
1 - A27 Chichester Bypass N	65.8	120.43	1.12	F
2 - A259 Bognor Rd E	44.0	113.66	1.11	F
3 - Vinnetrow Rd	139.7	3741.72	2.33	F
4 - A27 Chichester Bypass S	34.4	82.82	1.02	F
5 - A259 Bognor Road W	8.0	37.73	0.92	E
2031 DS				
1 - A27 Chichester Bypass N	77.5	144.18	1.14	F
2 - A259 Bognor Rd E	43.7	111.23	1.11	F
3 - Vinnetrow Rd	139.3	3818.27	2.33	F
4 - A27 Chichester Bypass S	36.2	86.83	1.02	F
5 - A259 Bognor Road W	7.9	37.21	0.91	E
2036 DM				
1 - A27 Chichester Bypass N	121.4	235.36	1.18	F
2 - A259 Bognor Rd E	47.9	131.81	1.13	F
3 - Vinnetrow Rd	168.1	4390.20	2.58	F
4 - A27 Chichester Bypass S	54.7	125.41	1.05	F
5 - A259 Bognor Road W	12.6	54.32	0.96	F
2036 DS				
1 - A27 Chichester Bypass N	165.5	345.51	1.21	F
2 - A259 Bognor Rd E	48.5	134.49	1.13	F
3 - Vinnetrow Rd	165.9	5014.37	2.76	F
4 - A27 Chichester Bypass S	86.8	193.79	1.08	F
5 - A259 Bognor Road W	16.7	69.18	0.99	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.

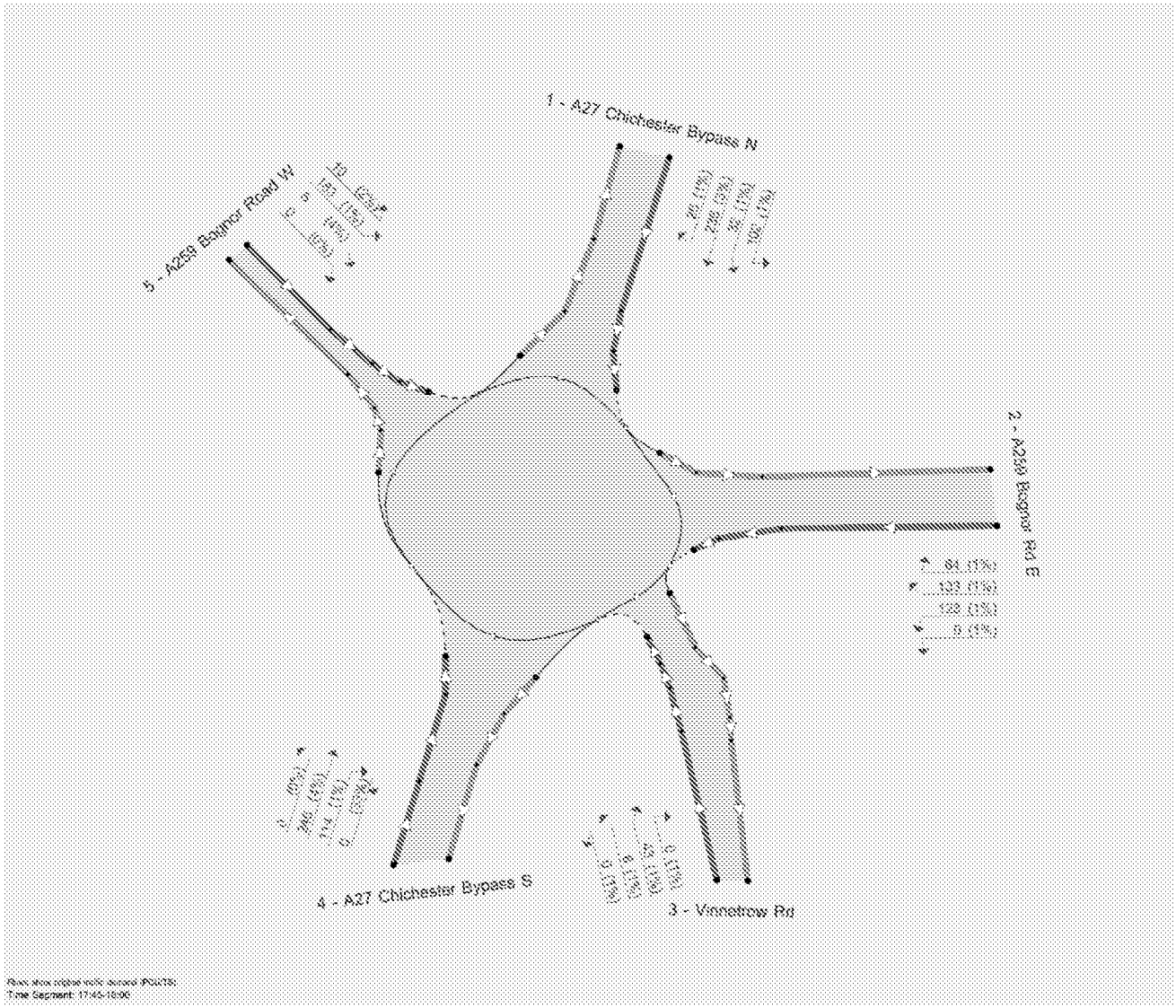
File summary

File Description

Title	A27 / A259 / Vinnetrow Rd Roundabout
Location	
Site number	
Date	05/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓
D2	2031 DM No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D3	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓
D4	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D5	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓
D6	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓
D7	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	28.41	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 Chichester Bypass N	
2	A259 Bognor Rd E	
3	Vinnetrow Rd	
4	A27 Chichester Bypass S	
5	A259 Bognor Road W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 Chichester Bypass N	7.48	11.53	62.6	25.7	63.7	34.0	
2 - A259 Bognor Rd E	8.37	9.12	2.0	22.1	63.7	31.0	
3 - Vinnetrow Rd	3.02	6.16	5.5	11.7	63.7	32.0	
4 - A27 Chichester Bypass S	7.41	10.67	33.0	20.8	63.7	33.0	
5 - A259 Bognor Road W	3.13	6.36	22.8	24.7	63.7	48.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A27 Chichester Bypass N	Percentage		72.00
2 - A259 Bognor Rd E	Percentage		77.50
3 - Vinnetrow Rd	Percentage		93.00
4 - A27 Chichester Bypass S	Percentage		74.00
5 - A259 Bognor Road W	Percentage		115.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A27 Chichester Bypass N	0.799	589.157
2 - A259 Bognor Rd E	0.695	512.152
3 - Vinnetrow Rd	0.442	278.383
4 - A27 Chichester Bypass S	0.747	549.513
5 - A259 Bognor Road W	0.496	441.483

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	16.00	29.00	247.00	13.00
	2 - A259 Bognor Rd E	25.00	1.00	9.00	115.00	60.00
	3 - Vinnetrow Rd	16.00	4.00	0.00	2.00	33.00
	4 - A27 Chichester Bypass S	255.00	94.00	2.00	1.00	10.00
	5 - A259 Bognor Road W	21.00	109.00	56.00	29.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	10.00	30.00	225.00	9.00
	2 - A259 Bognor Rd E	26.00	1.00	3.00	156.00	78.00
	3 - Vinnetrow Rd	11.00	2.00	0.00	5.00	23.00
	4 - A27 Chichester Bypass S	260.00	97.00	1.00	0.00	12.00
	5 - A259 Bognor Road W	15.00	108.00	49.00	26.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:30 - 17:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	17.00	29.00	224.00	11.00
	2 - A259 Bognor Rd E	25.00	0.00	4.00	135.00	66.00
	3 - Vinnetrow Rd	11.00	2.00	0.00	8.00	19.00
	4 - A27 Chichester Bypass S	274.00	93.00	1.00	2.00	12.00
	5 - A259 Bognor Road W	19.00	112.00	53.00	28.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:45 - 18:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	24.00	31.00	235.00	10.00
	2 - A259 Bognor Rd E	29.00	2.00	10.00	136.00	74.00
	3 - Vinnetrow Rd	8.00	2.00	0.00	5.00	16.00
	4 - A27 Chichester Bypass S	268.00	96.00	2.00	0.00	13.00
	5 - A259 Bognor Road W	18.00	118.00	55.00	30.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	7	0	3	9
	2 - A259 Bognor Rd E	9	0	0	1	2
	3 - Vinnetrow Rd	7	50	0	0	0
	4 - A27 Chichester Bypass S	3	2	0	0	0
	5 - A259 Bognor Road W	5	0	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	10	3	2	0
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	0	0	0	0	0
	4 - A27 Chichester Bypass S	0	1	0	0	0
	5 - A259 Bognor Road W	0	1	0	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	0	1	0
	2 - A259 Bognor Rd E	4	0	0	1	2
	3 - Vinnetrow Rd	0	0	0	0	0
	4 - A27 Chichester Bypass S	3	0	0	0	0
	5 - A259 Bognor Road W	0	1	0	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	15	3	2	0
	2 - A259 Bognor Rd E	13	0	0	3	4
	3 - Vinnetrow Rd	0	0	0	0	0
	4 - A27 Chichester Bypass S	1	0	0	0	0
	5 - A259 Bognor Road W	0	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	305.00	305.00
	2 - A259 Bognor Rd E	210.00	210.00
	3 - Vinnetrow Rd	55.00	55.00
	4 - A27 Chichester Bypass S	362.00	362.00
	5 - A259 Bognor Road W	215.00	215.00
17:15-17:30	1 - A27 Chichester Bypass N	274.00	274.00
	2 - A259 Bognor Rd E	264.00	264.00
	3 - Vinnetrow Rd	41.00	41.00
	4 - A27 Chichester Bypass S	370.00	370.00
	5 - A259 Bognor Road W	198.00	198.00
17:30-17:45	1 - A27 Chichester Bypass N	281.00	281.00
	2 - A259 Bognor Rd E	230.00	230.00
	3 - Vinnetrow Rd	40.00	40.00
	4 - A27 Chichester Bypass S	382.00	382.00
	5 - A259 Bognor Road W	212.00	212.00
17:45-18:00	1 - A27 Chichester Bypass N	300.00	300.00
	2 - A259 Bognor Rd E	251.00	251.00
	3 - Vinnetrow Rd	31.00	31.00
	4 - A27 Chichester Bypass S	379.00	379.00
	5 - A259 Bognor Road W	221.00	221.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.86	18.03	5.8	C	290.00	1160.00
2 - A259 Bognor Rd E	0.96	44.31	12.3	E	238.75	955.00
3 - Vinnetrow Rd	0.84	83.67	3.8	F	41.75	167.00
4 - A27 Chichester Bypass S	0.86	13.97	5.7	B	373.25	1493.00
5 - A259 Bognor Road W	0.92	38.06	8.8	E	211.50	846.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	305.00	305.00	289.43	357.93	0.852	299.63	311.67	0.0	5.4	14.973	B
2 - A259 Bognor Rd E	210.00	210.00	369.66	255.32	0.822	205.73	219.41	0.0	4.3	17.431	C
3 - Vinnetrow Rd	55.00	55.00	481.57	65.33	0.842	51.17	93.82	0.0	3.8	57.840	F
4 - A27 Chichester Bypass S	362.00	362.00	146.33	440.21	0.822	357.52	386.41	0.0	4.5	10.767	B
5 - A259 Bognor Road W	215.00	215.00	391.72	247.17	0.870	209.38	112.13	0.0	5.6	21.691	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	274.00	274.00	284.72	361.70	0.758	275.99	311.23	5.4	3.4	11.081	B
2 - A259 Bognor Rd E	264.00	264.00	342.32	274.32	0.962	256.21	218.39	4.3	12.1	38.816	E
3 - Vinnetrow Rd	41.00	41.00	515.02	50.53	0.811	41.02	83.51	3.8	3.8	83.667	F
4 - A27 Chichester Bypass S	370.00	370.00	147.41	439.41	0.842	369.45	408.62	4.5	5.0	12.728	B
5 - A259 Bognor Road W	198.00	198.00	396.97	244.57	0.810	198.98	119.89	5.6	4.6	20.401	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
1 - A27 Chichester Bypass N	281.00	281.00	289.36	357.98	0.785	280.82	329.07	3.4	3.6	11.729	B
2 - A259 Bognor Rd E	230.00	230.00	347.14	270.97	0.849	235.59	223.04	12.1	6.5	28.740	D
3 - Vinnetrow Rd	40.00	40.00	496.19	58.86	0.680	41.42	86.54	3.8	2.4	54.845	F
4 - A27 Chichester Bypass S	382.00	382.00	137.64	446.70	0.855	381.35	399.97	5.0	5.7	13.971	B
5 - A259 Bognor Road W	212.00	212.00	408.32	238.94	0.887	210.12	110.66	4.6	6.5	29.132	D

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	300.00	300.00	302.74	347.30	0.864	297.72	322.53	3.6	5.8	18.034	C
2 - A259 Bognor Rd E	251.00	251.00	360.09	261.97	0.958	245.21	240.37	6.5	12.3	44.308	E
3 - Vinnetrow Rd	31.00	31.00	508.49	53.42	0.580	31.89	96.81	2.4	1.5	43.319	E
4 - A27 Chichester Bypass S	379.00	379.00	139.03	445.67	0.850	379.07	401.35	5.7	5.6	13.600	B
5 - A259 Bognor Road W	221.00	221.00	406.56	239.81	0.922	218.71	111.53	6.5	8.8	38.060	E

2031 DM No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	270.82	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	68.00	30.00	247.00	33.00
	2 - A259 Bognor Rd E	54.00	0.00	0.00	104.00	108.00
	3 - Vinnetrow Rd	83.00	1.00	0.00	0.00	12.00
	4 - A27 Chichester Bypass S	234.00	112.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	11.00	168.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	44.00	31.00	226.00	24.00
	2 - A259 Bognor Rd E	57.00	0.00	0.00	141.00	141.00
	3 - Vinnetrow Rd	59.00	0.00	0.00	0.00	9.00
	4 - A27 Chichester Bypass S	239.00	116.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	8.00	167.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	73.00	30.00	224.00	29.00
	2 - A259 Bognor Rd E	54.00	0.00	0.00	122.00	119.00
	3 - Vinnetrow Rd	59.00	0.00	0.00	1.00	7.00
	4 - A27 Chichester Bypass S	252.00	111.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	10.00	173.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	102.00	32.00	236.00	26.00
	2 - A259 Bognor Rd E	64.00	0.00	0.00	123.00	133.00
	3 - Vinnetrow Rd	43.00	0.00	0.00	0.00	6.00
	4 - A27 Chichester Bypass S	246.00	114.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	10.00	183.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	4	2
	2 - A259 Bognor Rd E	0	0	1	1	0
	3 - Vinnetrow Rd	1	2	0	0	2
	4 - A27 Chichester Bypass S	3	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	1	2
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	1	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	2
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	2	1
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	1	1	0	1	1
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	378.00	378.00
	2 - A259 Bognor Rd E	266.00	266.00
	3 - Vinnetrow Rd	96.00	96.00
	4 - A27 Chichester Bypass S	346.00	346.00
	5 - A259 Bognor Road W	184.00	184.00
17:15-17:30	1 - A27 Chichester Bypass N	325.00	325.00
	2 - A259 Bognor Rd E	339.00	339.00
	3 - Vinnetrow Rd	68.00	68.00
	4 - A27 Chichester Bypass S	355.00	355.00
	5 - A259 Bognor Road W	180.00	180.00
17:30-17:45	1 - A27 Chichester Bypass N	356.00	356.00
	2 - A259 Bognor Rd E	295.00	295.00
	3 - Vinnetrow Rd	67.00	67.00
	4 - A27 Chichester Bypass S	363.00	363.00
	5 - A259 Bognor Road W	188.00	188.00
17:45-18:00	1 - A27 Chichester Bypass N	396.00	396.00
	2 - A259 Bognor Rd E	320.00	320.00
	3 - Vinnetrow Rd	49.00	49.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	198.00	198.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.13	120.23	65.9	F	363.75	1455.00
2 - A259 Bognor Rd E	1.11	106.38	42.7	F	305.00	1220.00
3 - Vinnetrow Rd	2.27	3434.65	136.9	F	70.00	280.00
4 - A27 Chichester Bypass S	1.00	67.38	26.8	F	356.00	1424.00
5 - A259 Bognor Road W	0.39	33.39	7.0	D	187.50	750.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	378.00	378.00	278.85	366.38	1.032	352.27	331.69	0.0	25.7	43.895	E
2 - A259 Bognor Rd E	266.00	266.00	293.80	308.03	0.864	260.50	337.33	0.0	5.5	17.398	C
3 - Vinnetrow Rd	96.00	96.00	521.44	47.69	2.013	46.73	32.85	0.0	49.3	631.700	F
4 - A27 Chichester Bypass S	346.00	346.00	236.14	373.13	0.927	336.58	332.04	0.0	9.4	21.474	C
5 - A259 Bognor Road W	184.00	184.00	430.35	228.01	0.807	180.19	142.36	0.0	3.8	17.839	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	325.00	325.00	287.30	359.63	0.904	338.62	321.98	9.7	12.1	47.590	E
2 - A259 Bognor Rd E	339.00	339.00	296.62	306.07	1.108	301.78	329.29	5.5	49.7	83.284	F
3 - Vinnetrow Rd	68.00	68.00	561.52	29.96	2.270	29.95	36.88	49.3	87.3	2088.262	F
4 - A27 Chichester Bypass S	355.00	355.00	231.70	376.45	0.943	352.13	359.77	9.4	12.3	32.997	D
5 - A259 Bognor Road W	180.00	180.00	429.27	228.55	0.788	180.01	154.56	3.8	3.8	18.778	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
1 - A27 Chichester Bypass N	356.00	356.00	286.42	360.34	0.988	348.14	340.45	12.1	20.0	80.308	F
2 - A259 Bognor Rd E	295.00	295.00	282.58	315.83	0.934	308.54	351.99	42.7	29.2	106.879	F
3 - Vinnetrow Rd	67.00	67.00	556.67	32.11	2.087	32.11	34.45	87.3	122.2	2838.197	F
4 - A27 Chichester Bypass S	363.00	363.00	241.22	369.34	0.983	356.02	347.56	12.3	19.3	48.231	E
5 - A259 Bognor Road W	188.00	188.00	439.86	223.29	0.842	187.01	157.37	3.8	4.8	24.166	C

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	396.00	396.00	297.29	351.65	1.126	350.10	344.01	20.0	65.9	120.232	F
2 - A259 Bognor Rd E	320.00	320.00	265.92	327.40	0.977	319.14	381.47	29.2	30.0	87.198	F
3 - Vinnetrow Rd	49.00	49.00	551.75	34.28	1.429	34.27	33.31	122.2	136.9	3434.653	F
4 - A27 Chichester Bypass S	360.00	360.00	253.19	360.39	0.999	352.42	332.83	19.3	26.8	67.383	F
5 - A259 Bognor Road W	198.00	198.00	445.49	220.50	0.898	195.80	160.12	4.8	7.0	33.392	D

2031 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	279.35	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	69.00	30.00	248.00	34.00
	2 - A259 Bognor Rd E	54.00	0.00	0.00	104.00	108.00
	3 - Vinnetrow Rd	86.00	1.00	0.00	0.00	9.00
	4 - A27 Chichester Bypass S	235.00	113.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	11.00	167.00	5.00	0.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	B
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	45.00	31.00	226.00	24.00
	2 - A259 Bognor Rd E	57.00	0.00	0.00	141.00	140.00
	3 - Vinnetrow Rd	61.00	0.00	0.00	0.00	6.00
	4 - A27 Chichester Bypass S	239.00	117.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	8.00	166.00	6.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	74.00	30.00	225.00	30.00
	2 - A259 Bognor Rd E	54.00	0.00	0.00	122.00	119.00
	3 - Vinnetrow Rd	61.00	0.00	0.00	1.00	5.00
	4 - A27 Chichester Bypass S	252.00	112.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	10.00	173.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	103.00	32.00	236.00	27.00
	2 - A259 Bognor Rd E	64.00	0.00	0.00	123.00	133.00
	3 - Vinnetrow Rd	45.00	0.00	0.00	0.00	4.00
	4 - A27 Chichester Bypass S	246.00	116.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	10.00	182.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	4	2
	2 - A259 Bognor Rd E	0	0	1	1	0
	3 - Vinnetrow Rd	1	2	0	0	3
	4 - A27 Chichester Bypass S	3	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	1	2
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	1	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	2	2
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	1	1	0	1	2
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	381.00	381.00
	2 - A259 Bognor Rd E	266.00	266.00
	3 - Vinnetrow Rd	96.00	96.00
	4 - A27 Chichester Bypass S	348.00	348.00
	5 - A259 Bognor Road W	183.00	183.00
17:15-17:30	1 - A27 Chichester Bypass N	326.00	326.00
	2 - A259 Bognor Rd E	338.00	338.00
	3 - Vinnetrow Rd	67.00	67.00
	4 - A27 Chichester Bypass S	356.00	356.00
	5 - A259 Bognor Road W	180.00	180.00
17:30-17:45	1 - A27 Chichester Bypass N	359.00	359.00
	2 - A259 Bognor Rd E	295.00	295.00
	3 - Vinnetrow Rd	67.00	67.00
	4 - A27 Chichester Bypass S	364.00	364.00
	5 - A259 Bognor Road W	188.00	188.00
17:45-18:00	1 - A27 Chichester Bypass N	398.00	398.00
	2 - A259 Bognor Rd E	320.00	320.00
	3 - Vinnetrow Rd	49.00	49.00
	4 - A27 Chichester Bypass S	362.00	362.00
	5 - A259 Bognor Road W	197.00	197.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.13	129.49	70.6	F	366.00	1464.00
2 - A259 Bognor Rd E	1.11	108.12	42.9	F	304.75	1219.00
3 - Vinnetrow Rd	0.22	3407.58	136.1	F	69.75	279.00
4 - A27 Chichester Bypass S	1.01	71.83	29.2	F	357.50	1430.00
5 - A259 Bognor Road W	0.39	33.54	7.0	D	187.00	748.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	381.00	381.00	278.66	366.53	1.039	353.36	333.56	0.0	27.6	48.413	E
2 - A259 Bognor Rd E	266.00	266.00	294.26	307.71	0.864	260.47	337.76	0.0	5.5	17.490	C
3 - Vinnetrow Rd	96.00	96.00	522.01	47.44	2.024	46.49	32.72	0.0	49.5	634.745	F
4 - A27 Chichester Bypass S	348.00	348.00	236.65	372.75	0.934	338.03	331.85	0.0	10.0	22.349	C
5 - A259 Bognor Road W	183.00	183.00	433.04	226.68	0.807	179.18	141.64	0.0	3.8	17.954	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	326.00	326.00	288.33	358.81	0.909	340.51	323.21	27.6	13.1	92.502	F
2 - A259 Bognor Rd E	338.00	338.00	298.29	304.91	1.109	300.67	330.55	5.5	42.3	83.806	F
3 - Vinnetrow Rd	67.00	67.00	561.06	30.17	2.221	30.15	37.90	49.5	86.4	2084.470	F
4 - A27 Chichester Bypass S	356.00	356.00	231.04	376.94	0.944	353.32	360.17	10.0	12.6	33.934	D
5 - A259 Bognor Road W	180.00	180.00	431.54	227.42	0.791	180.00	152.82	3.8	3.8	19.172	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
1 - A27 Chichester Bypass N	359.00	359.00	287.21	359.70	0.998	349.54	341.06	13.1	22.6	95.382	F
2 - A259 Bognor Rd E	295.00	295.00	283.38	315.27	0.936	308.02	353.37	42.9	29.8	108.116	F
3 - Vinnetrow Rd	67.00	67.00	557.04	31.94	2.098	31.94	34.36	86.4	121.4	2816.123	F
4 - A27 Chichester Bypass S	364.00	364.00	241.50	369.13	0.986	356.57	347.48	12.6	20.1	49.845	E
5 - A259 Bognor Road W	188.00	188.00	441.33	222.57	0.845	186.95	156.74	3.8	4.9	24.559	C

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	398.00	398.00	297.80	351.24	1.133	349.95	344.53	22.6	70.6	123.489	F
2 - A259 Bognor Rd E	320.00	320.00	265.53	327.67	0.977	319.32	382.23	29.8	30.8	88.384	F
3 - Vinnetrow Rd	49.00	49.00	551.68	34.31	1.428	34.31	33.16	121.4	136.1	3407.977	F
4 - A27 Chichester Bypass S	362.00	362.00	254.11	359.71	1.006	352.84	331.88	20.1	29.2	71.825	F
5 - A259 Bognor Road W	197.00	197.00	447.43	219.54	0.897	194.90	159.52	4.9	7.0	33.537	D

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	283.33	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	65.00	29.00	249.00	39.00
	2 - A259 Bognor Rd E	54.00	0.00	0.00	104.00	106.00
	3 - Vinnetrow Rd	88.00	1.00	0.00	0.00	8.00
	4 - A27 Chichester Bypass S	243.00	107.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	12.00	171.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:15 - 17:30

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	42.00	31.00	227.00	28.00
2 - A259 Bognor Rd E	57.00	0.00	0.00	141.00	139.00
3 - Vinnetrow Rd	62.00	0.00	0.00	0.00	5.00
4 - A27 Chichester Bypass S	248.00	112.00	0.00	0.00	0.00
5 - A259 Bognor Road W	8.00	169.00	4.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Demand (PCU/TS)

17:30 - 17:45

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	69.00	29.00	226.00	35.00
2 - A259 Bognor Rd E	54.00	0.00	0.00	122.00	117.00
3 - Vinnetrow Rd	62.00	0.00	0.00	1.00	4.00
4 - A27 Chichester Bypass S	261.00	107.00	0.00	0.00	0.00
5 - A259 Bognor Road W	11.00	176.00	4.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Demand (PCU/TS)

17:45 - 18:00

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	97.00	31.00	237.00	32.00
2 - A259 Bognor Rd E	64.00	0.00	0.00	123.00	131.00
3 - Vinnetrow Rd	45.00	0.00	0.00	0.00	0.00
4 - A27 Chichester Bypass S	255.00	110.00	0.00	0.00	0.00
5 - A259 Bognor Road W	10.00	186.00	5.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	1	1	4	1
2 - A259 Bognor Rd E	0	0	1	1	0
3 - Vinnetrow Rd	1	2	0	0	4
4 - A27 Chichester Bypass S	4	1	33	0	0
5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	1	3
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	1	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	2	2
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	1	1	0	1	2
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	382.00	382.00
	2 - A259 Bognor Rd E	264.00	264.00
	3 - Vinnetrow Rd	97.00	97.00
	4 - A27 Chichester Bypass S	350.00	350.00
	5 - A259 Bognor Road W	188.00	188.00
17:15-17:30	1 - A27 Chichester Bypass N	328.00	328.00
	2 - A259 Bognor Rd E	337.00	337.00
	3 - Vinnetrow Rd	67.00	67.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	181.00	181.00
17:30-17:45	1 - A27 Chichester Bypass N	359.00	359.00
	2 - A259 Bognor Rd E	293.00	293.00
	3 - Vinnetrow Rd	67.00	67.00
	4 - A27 Chichester Bypass S	368.00	368.00
	5 - A259 Bognor Road W	191.00	191.00
17:45-18:00	1 - A27 Chichester Bypass N	397.00	397.00
	2 - A259 Bognor Rd E	318.00	318.00
	3 - Vinnetrow Rd	45.00	45.00
	4 - A27 Chichester Bypass S	365.00	365.00
	5 - A259 Bognor Road W	201.00	201.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.12	120.43	65.8	F	366.50	1466.00
2 - A259 Bognor Rd E	1.11	113.35	44.0	F	303.00	1212.00
3 - Vinnetrow Rd	2.33	3741.72	139.7	F	69.00	276.00
4 - A27 Chichester Bypass S	1.02	82.82	34.4	F	360.75	1443.00
5 - A259 Bognor Road W	0.92	37.73	8.0	E	190.25	761.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	382.00	382.00	276.14	368.55	1.037	355.01	340.80	0.0	27.0	44.436	E
2 - A259 Bognor Rd E	264.00	264.00	299.49	304.08	0.868	258.33	331.66	0.0	5.7	17.988	C
3 - Vinnetrow Rd	97.00	97.00	525.98	45.68	2.123	44.81	31.84	0.0	52.2	702.839	F
4 - A27 Chichester Bypass S	350.00	350.00	237.62	372.02	0.941	339.31	333.17	0.0	10.7	23.532	C
5 - A259 Bognor Road W	188.00	188.00	433.27	226.56	0.830	183.67	143.66	0.0	4.3	19.607	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	328.00	328.00	284.09	362.19	0.906	342.47	330.30	8.0	12.5	49.866	E
2 - A259 Bognor Rd E	337.00	337.00	301.51	302.67	1.113	298.66	325.06	5.7	44.0	88.227	F
3 - Vinnetrow Rd	67.00	67.00	564.28	28.74	2.331	28.73	35.89	52.6	90.5	2272.316	F
4 - A27 Chichester Bypass S	360.00	360.00	232.26	376.03	0.957	356.18	360.75	10.7	14.5	38.042	E
5 - A259 Bognor Road W	181.00	181.00	433.26	226.57	0.799	181.13	155.18	4.3	4.2	20.188	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
1 - A27 Chichester Bypass N	359.00	359.00	283.78	362.44	0.991	350.80	348.22	12.5	20.7	61.687	F
2 - A259 Bognor Rd E	293.00	293.00	288.16	311.95	0.939	304.96	346.43	44.0	92.1	113.853	F
3 - Vinnetrow Rd	67.00	67.00	560.63	30.35	2.207	30.35	32.49	90.5	127.1	3112.780	F
4 - A27 Chichester Bypass S	368.00	368.00	242.29	368.53	0.999	358.74	348.69	14.5	23.8	67.190	F
5 - A259 Bognor Road W	191.00	191.00	442.19	222.14	0.860	189.81	158.85	4.2	5.4	26.802	D

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	397.00	397.00	294.98	353.50	1.123	351.95	350.86	20.7	65.8	120.429	F
2 - A259 Bognor Rd E	318.00	318.00	271.95	323.21	0.984	316.55	374.98	92.1	93.8	97.800	F
3 - Vinnetrow Rd	45.00	45.00	556.04	32.38	1.390	32.38	32.45	127.1	139.7	3741.794	F
4 - A27 Chichester Bypass S	365.00	365.00	254.26	359.60	1.015	354.37	334.17	23.8	34.4	92.824	F
5 - A259 Bognor Road W	201.00	201.00	447.50	219.51	0.916	198.35	161.13	5.4	8.0	37.730	E

2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	281.48	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	67.00	29.00	249.00	39.00
	2 - A259 Bognor Rd E	54.00	0.00	0.00	104.00	107.00
	3 - Vinnetrow Rd	88.00	1.00	0.00	0.00	7.00
	4 - A27 Chichester Bypass S	238.00	113.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	12.00	171.00	4.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:15 - 17:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	43.00	31.00	227.00	28.00
	2 - A259 Bognor Rd E	57.00	0.00	0.00	141.00	139.00
	3 - Vinnetrow Rd	62.00	0.00	0.00	0.00	5.00
	4 - A27 Chichester Bypass S	243.00	118.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	8.00	170.00	4.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:30 - 17:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	71.00	29.00	226.00	35.00
	2 - A259 Bognor Rd E	54.00	0.00	0.00	122.00	117.00
	3 - Vinnetrow Rd	62.00	0.00	0.00	1.00	4.00
	4 - A27 Chichester Bypass S	256.00	113.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	11.00	176.00	4.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:45 - 18:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	100.00	31.00	237.00	31.00
	2 - A259 Bognor Rd E	64.00	0.00	0.00	123.00	132.00
	3 - Vinnetrow Rd	45.00	0.00	0.00	0.00	3.00
	4 - A27 Chichester Bypass S	249.00	116.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	10.00	186.00	4.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	0	4	1
	2 - A259 Bognor Rd E	0	0	1	1	0
	3 - Vinnetrow Rd	1	2	0	0	4
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	1	3
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	1	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	2	2
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	1	1	0	1	2
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	384.00	384.00
	2 - A259 Bognor Rd E	265.00	265.00
	3 - Vinnetrow Rd	96.00	96.00
	4 - A27 Chichester Bypass S	351.00	351.00
	5 - A259 Bognor Road W	187.00	187.00
17:15-17:30	1 - A27 Chichester Bypass N	329.00	329.00
	2 - A259 Bognor Rd E	337.00	337.00
	3 - Vinnetrow Rd	67.00	67.00
	4 - A27 Chichester Bypass S	361.00	361.00
	5 - A259 Bognor Road W	182.00	182.00
17:30-17:45	1 - A27 Chichester Bypass N	361.00	361.00
	2 - A259 Bognor Rd E	293.00	293.00
	3 - Vinnetrow Rd	67.00	67.00
	4 - A27 Chichester Bypass S	369.00	369.00
	5 - A259 Bognor Road W	191.00	191.00
17:45-18:00	1 - A27 Chichester Bypass N	399.00	399.00
	2 - A259 Bognor Rd E	319.00	319.00
	3 - Vinnetrow Rd	48.00	48.00
	4 - A27 Chichester Bypass S	365.00	365.00
	5 - A259 Bognor Road W	200.00	200.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.14	144.18	77.8	F	368.25	1473.00
2 - A259 Bognor Rd E	1.11	111.23	48.7	F	303.50	1214.00
3 - Vinnetrow Rd	0.33	3618.27	139.9	F	69.50	278.00
4 - A27 Chichester Bypass S	1.02	86.83	36.2	F	361.50	1446.00
5 - A259 Bognor Road W	0.31	37.21	7.9	E	190.00	760.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	384.00	384.00	280.85	364.79	1.053	353.06	336.72	0.0	30.9	49.420	E
2 - A259 Bognor Rd E	265.00	265.00	295.36	306.94	0.863	259.51	338.54	0.0	5.5	17.434	C
3 - Vinnetrow Rd	96.00	96.00	524.30	46.43	2.068	45.51	30.57	0.0	50.5	673.036	F
4 - A27 Chichester Bypass S	351.00	351.00	239.04	370.97	0.946	339.78	330.78	0.0	11.2	24.389	C
5 - A259 Bognor Road W	187.00	187.00	434.85	225.78	0.828	182.71	143.96	0.0	4.3	19.565	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	329.00	329.00	290.90	356.76	0.922	343.48	325.60	30.9	16.5	63.663	F
2 - A259 Bognor Rd E	337.00	337.00	301.23	302.86	1.113	298.76	333.15	5.5	43.7	85.470	F
3 - Vinnetrow Rd	67.00	67.00	564.21	28.77	2.329	28.76	35.78	59.5	88.7	2216.234	F
4 - A27 Chichester Bypass S	361.00	361.00	232.41	375.92	0.960	357.09	360.57	11.2	15.1	39.837	E
5 - A259 Bognor Road W	182.00	182.00	434.48	225.96	0.805	182.02	155.02	4.3	4.3	20.768	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
1 - A27 Chichester Bypass N	361.00	361.00	289.45	357.92	1.009	350.35	343.51	16.5	27.1	85.589	F
2 - A259 Bognor Rd E	293.00	293.00	286.51	313.09	0.936	306.04	353.29	43.7	80.7	111.229	F
3 - Vinnetrow Rd	67.00	67.00	560.19	30.55	2.193	30.55	32.35	88.7	128.2	2998.186	F
4 - A27 Chichester Bypass S	369.00	369.00	242.84	368.13	1.002	359.10	347.90	15.1	28.0	59.672	F
5 - A259 Bognor Road W	191.00	191.00	443.15	221.66	0.862	189.82	158.80	4.3	5.5	27.176	D

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	399.00	399.00	299.84	349.61	1.141	348.62	345.77	27.1	77.5	144.184	F
2 - A259 Bognor Rd E	319.00	319.00	266.67	326.88	0.976	318.49	381.80	80.7	81.2	90.344	F
3 - Vinnetrow Rd	48.00	48.00	554.04	33.27	1.443	33.26	31.11	128.2	139.9	3618.274	F
4 - A27 Chichester Bypass S	365.00	365.00	255.61	358.59	1.018	353.83	331.69	28.0	36.2	86.831	F
5 - A259 Bognor Road W	200.00	200.00	448.01	219.25	0.912	197.60	161.43	5.5	7.9	37.212	E

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	378.49	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	65.00	31.00	256.00	52.00
	2 - A259 Bognor Rd E	54.00	0.00	0.00	99.00	111.00
	3 - Vinnetrow Rd	92.00	1.00	0.00	0.00	6.00
	4 - A27 Chichester Bypass S	254.00	100.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	12.00	185.00	3.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:15 - 17:30

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	42.00	32.00	233.00	37.00
2 - A259 Bognor Rd E	56.00	0.00	0.00	134.00	144.00
3 - Vinnetrow Rd	65.00	0.00	0.00	0.00	4.00
4 - A27 Chichester Bypass S	259.00	103.00	0.00	0.00	0.00
5 - A259 Bognor Road W	9.00	184.00	3.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Demand (PCU/TS)

17:30 - 17:45

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	70.00	31.00	232.00	46.00
2 - A259 Bognor Rd E	54.00	0.00	0.00	115.00	122.00
3 - Vinnetrow Rd	65.00	0.00	0.00	1.00	3.00
4 - A27 Chichester Bypass S	273.00	99.00	0.00	0.00	0.00
5 - A259 Bognor Road W	11.00	191.00	3.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Demand (PCU/TS)

17:45 - 18:00

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	97.00	33.00	244.00	42.00
2 - A259 Bognor Rd E	63.00	0.00	0.00	117.00	137.00
3 - Vinnetrow Rd	47.00	0.00	0.00	0.00	3.00
4 - A27 Chichester Bypass S	266.00	102.00	0.00	0.00	0.00
5 - A259 Bognor Road W	10.00	202.00	3.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	1	1	3	1
2 - A259 Bognor Rd E	0	0	1	1	0
3 - Vinnetrow Rd	1	2	0	0	5
4 - A27 Chichester Bypass S	3	1	33	0	0
5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	1	4
	4 - A27 Chichester Bypass S	3	1	17	0	0
	5 - A259 Bognor Road W	1	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	2	3
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	1	1	0	1	3
	4 - A27 Chichester Bypass S	3	1	33	0	0
	5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	404.00	404.00
	2 - A259 Bognor Rd E	264.00	264.00
	3 - Vinnetrow Rd	99.00	99.00
	4 - A27 Chichester Bypass S	354.00	354.00
	5 - A259 Bognor Road W	200.00	200.00
17:15-17:30	1 - A27 Chichester Bypass N	344.00	344.00
	2 - A259 Bognor Rd E	334.00	334.00
	3 - Vinnetrow Rd	69.00	69.00
	4 - A27 Chichester Bypass S	362.00	362.00
	5 - A259 Bognor Road W	196.00	196.00
17:30-17:45	1 - A27 Chichester Bypass N	379.00	379.00
	2 - A259 Bognor Rd E	291.00	291.00
	3 - Vinnetrow Rd	69.00	69.00
	4 - A27 Chichester Bypass S	372.00	372.00
	5 - A259 Bognor Road W	205.00	205.00
17:45-18:00	1 - A27 Chichester Bypass N	416.00	416.00
	2 - A259 Bognor Rd E	317.00	317.00
	3 - Vinnetrow Rd	50.00	50.00
	4 - A27 Chichester Bypass S	368.00	368.00
	5 - A259 Bognor Road W	215.00	215.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.18	235.35	121.4	F	385.75	1543.00
2 - A259 Bognor Rd E	1.13	191.81	47.0	F	301.50	1206.00
3 - Vinnetrow Rd	0.58	4390.20	158.1	F	71.75	287.00
4 - A27 Chichester Bypass S	1.05	126.41	54.7	F	364.00	1456.00
5 - A259 Bognor Road W	0.96	64.32	12.6	F	204.00	816.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	404.00	404.00	278.69	366.51	1.102	358.46	347.40	0.0	45.5	68.874	F
2 - A259 Bognor Rd E	264.00	264.00	303.70	301.15	0.877	258.00	333.46	0.0	6.0	18.900	C
3 - Vinnetrow Rd	99.00	99.00	531.28	43.34	2.284	42.58	30.42	0.0	56.4	813.410	F
4 - A27 Chichester Bypass S	354.00	354.00	249.96	362.81	0.976	339.25	323.89	0.0	14.8	29.881	D
5 - A259 Bognor Road W	200.00	200.00	432.02	227.19	0.880	194.08	157.20	0.0	5.9	24.301	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	344.00	344.00	288.63	358.57	0.959	353.91	338.47	45.5	55.6	169.115	F
2 - A259 Bognor Rd E	334.00	334.00	311.93	295.43	1.131	292.05	330.61	6.0	47.3	94.319	F
3 - Vinnetrow Rd	69.00	69.00	568.80	26.74	2.581	26.73	35.18	56.4	98.7	2477.979	F
4 - A27 Chichester Bypass S	362.00	362.00	240.80	369.65	0.979	356.86	354.73	14.8	19.9	51.118	F
5 - A259 Bognor Road W	196.00	196.00	431.16	227.61	0.861	195.94	166.50	5.9	6.0	28.343	D

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	379.00	379.00	287.42	359.54	1.054	357.68	353.29	35.6	57.0	125.535	F
2 - A259 Bognor Rd E	291.00	291.00	296.82	305.93	0.951	299.69	348.28	47.9	89.3	131.868	F
3 - Vinnetrow Rd	69.00	69.00	563.88	28.91	2.386	28.91	32.63	98.7	138.8	3569.909	F
4 - A27 Chichester Bypass S	372.00	372.00	252.80	360.68	1.031	355.91	339.99	19.9	36.0	80.913	F
5 - A259 Bognor Road W	205.00	205.00	437.83	224.30	0.914	202.88	170.89	6.0	8.1	37.730	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 - A27 Chichester Bypass N	416.00	416.00	297.06	351.84	1.182	351.54	353.79	57.0	121.4	235.350	F
2 - A259 Bognor Rd E	317.00	317.00	275.28	320.90	0.988	315.60	373.32	39.3	40.7	118.369	F
3 - Vinnetrow Rd	50.00	50.00	559.91	30.67	1.630	30.67	30.97	138.8	168.1	4390.601	F
4 - A27 Chichester Bypass S	368.00	368.00	265.42	351.26	1.048	349.26	325.16	36.0	54.7	125.414	F
5 - A259 Bognor Road W	215.00	215.00	440.35	223.05	0.964	210.49	174.32	8.1	12.6	54.324	F

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	488.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd		DIRECT	✓	100.000
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	61.00	26.00	269.00	50.00
	2 - A259 Bognor Rd E	55.00	0.00	0.00	103.00	109.00
	3 - Vinnetrow Rd	94.00	1.00	0.00	0.00	3.00
	4 - A27 Chichester Bypass S	257.00	113.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	11.00	188.00	3.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:15 - 17:30

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	40.00	27.00	245.00	36.00
2 - A259 Bognor Rd E	58.00	0.00	0.00	139.00	142.00
3 - Vinnetrow Rd	66.00	0.00	0.00	0.00	2.00
4 - A27 Chichester Bypass S	262.00	118.00	0.00	0.00	0.00
5 - A259 Bognor Road W	8.00	187.00	3.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Demand (PCU/TS)

17:30 - 17:45

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	66.00	26.00	244.00	44.00
2 - A259 Bognor Rd E	55.00	0.00	0.00	120.00	120.00
3 - Vinnetrow Rd	66.00	0.00	0.00	0.00	2.00
4 - A27 Chichester Bypass S	275.00	113.00	0.00	0.00	0.00
5 - A259 Bognor Road W	10.00	195.00	3.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Demand (PCU/TS)

17:45 - 18:00

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	91.00	27.00	257.00	40.00
2 - A259 Bognor Rd E	65.00	0.00	0.00	122.00	134.00
3 - Vinnetrow Rd	48.00	0.00	0.00	0.00	1.00
4 - A27 Chichester Bypass S	269.00	116.00	0.00	0.00	0.00
5 - A259 Bognor Road W	10.00	205.00	3.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	1	1	3	1
2 - A259 Bognor Rd E	0	0	1	1	0
3 - Vinnetrow Rd	1	1	0	1	3
4 - A27 Chichester Bypass S	3	1	33	0	0
5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	4	2
	4 - A27 Chichester Bypass S	3	1	17	0	0
	5 - A259 Bognor Road W	1	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	1	1	0	6	2
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	1	1	0	4	1
	4 - A27 Chichester Bypass S	3	1	33	0	0
	5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	406.00	406.00
	2 - A259 Bognor Rd E	267.00	267.00
	3 - Vinnetrow Rd	98.00	98.00
	4 - A27 Chichester Bypass S	370.00	370.00
	5 - A259 Bognor Road W	202.00	202.00
17:15-17:30	1 - A27 Chichester Bypass N	348.00	348.00
	2 - A259 Bognor Rd E	339.00	339.00
	3 - Vinnetrow Rd	68.00	68.00
	4 - A27 Chichester Bypass S	380.00	380.00
	5 - A259 Bognor Road W	198.00	198.00
17:30-17:45	1 - A27 Chichester Bypass N	380.00	380.00
	2 - A259 Bognor Rd E	295.00	295.00
	3 - Vinnetrow Rd	68.00	68.00
	4 - A27 Chichester Bypass S	388.00	388.00
	5 - A259 Bognor Road W	208.00	208.00
17:45-18:00	1 - A27 Chichester Bypass N	415.00	415.00
	2 - A259 Bognor Rd E	321.00	321.00
	3 - Vinnetrow Rd	49.00	49.00
	4 - A27 Chichester Bypass S	385.00	385.00
	5 - A259 Bognor Road W	218.00	218.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.21	345.51	166.8	F	387.25	1549.00
2 - A259 Bognor Rd E	1.13	134.49	48.5	F	305.50	1222.00
3 - Vinnetrow Rd	0.76	5014.37	165.0	F	70.75	283.00
4 - A27 Chichester Bypass S	1.08	169.79	86.8	F	380.75	1523.00
5 - A259 Bognor Road W	0.99	69.18	16.7	F	206.50	826.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	406.00	406.00	291.35	356.40	1.139	350.01	346.17	0.0	56.9	80.061	F
2 - A259 Bognor Rd E	267.00	267.00	300.31	303.50	0.880	260.86	341.04	0.0	6.1	19.075	C
3 - Vinnetrow Rd	98.00	98.00	535.86	41.31	2.372	40.60	25.31	0.0	57.4	301.651	F
4 - A27 Chichester Bypass S	370.00	370.00	243.93	367.31	1.007	349.69	332.53	0.0	30.3	36.603	E
5 - A259 Bognor Road W	202.00	202.00	442.78	221.85	0.911	194.74	150.84	0.0	7.3	28.525	D

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	348.00	348.00	303.79	346.46	1.004	343.79	336.07	56.0	60.2	157.598	F
2 - A259 Bognor Rd E	339.00	339.00	305.29	300.05	1.130	296.67	342.29	6.1	48.5	34.013	F
3 - Vinnetrow Rd	68.00	68.00	573.05	24.86	2.736	24.85	28.91	57.4	100.6	2788.500	F
4 - A27 Chichester Bypass S	380.00	380.00	236.70	372.71	1.020	367.04	361.21	26.3	33.3	75.235	F
5 - A259 Bognor Road W	198.00	198.00	442.11	222.18	0.891	197.76	161.63	7.3	7.5	35.862	E

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	380.00	380.00	302.19	347.74	1.093	347.20	347.10	60.2	93.0	208.400	F
2 - A259 Bognor Rd E	295.00	295.00	293.39	308.31	0.957	307.46	355.99	48.5	36.0	134.491	F
3 - Vinnetrow Rd	68.00	68.00	573.59	24.62	2.762	24.62	27.27	100.6	143.9	4082.538	F
4 - A27 Chichester Bypass S	388.00	388.00	246.31	365.53	1.061	363.64	351.89	33.3	57.6	121.950	F
5 - A259 Bognor Road W	208.00	208.00	444.09	221.20	0.940	205.19	165.87	7.5	10.3	47.036	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 - A27 Chichester Bypass N	415.00	415.00	308.57	342.64	1.211	342.52	349.57	93.0	165.5	345.513	F
2 - A259 Bognor Rd E	321.00	321.00	274.57	321.39	0.999	317.06	376.52	36.0	39.9	114.065	F
3 - Vinnetrow Rd	49.00	49.00	566.12	27.93	1.756	27.93	25.52	143.9	168.0	5014.366	F
4 - A27 Chichester Bypass S	385.00	385.00	258.34	356.55	1.080	355.83	335.70	57.6	86.8	189.789	F
5 - A259 Bognor Road W	218.00	218.00	446.55	219.98	0.991	211.59	167.62	10.3	16.7	69.176	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+4[redacted]

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

Filename: WB_A27_A259_Vinnetrow Rd Rbt AM Peak - Jacobs Scheme.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 17a - Jacobs scheme
Report generation date: 13/04/2021 10:36:40

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

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
2031 DM No Cals				
1 - A27 Chichester Bypass N	9.8	23.57	0.92	C
2 - A259 Bognor Rd E	2.8	7.64	0.74	A
4 - A27 Chichester Bypass S	18.7	33.08	1.00	D
5 - A259 Bognor Road W	1.5	6.74	0.61	A
2031 DM				
1 - A27 Chichester Bypass N	10.0	24.05	0.92	C
2 - A259 Bognor Rd E	2.8	7.62	0.74	A
4 - A27 Chichester Bypass S	19.1	33.49	1.00	D
5 - A259 Bognor Road W	1.5	6.78	0.61	A
2031 DS No Cals				
1 - A27 Chichester Bypass N	11.6	27.02	0.94	D
2 - A259 Bognor Rd E	2.9	7.91	0.75	A
4 - A27 Chichester Bypass S	20.7	35.49	1.01	E
5 - A259 Bognor Road W	1.5	6.80	0.61	A
2031 DS				
1 - A27 Chichester Bypass N	12.1	28.06	0.94	D
2 - A259 Bognor Rd E	2.9	8.07	0.75	A
4 - A27 Chichester Bypass S	20.6	35.53	1.01	E
5 - A259 Bognor Road W	1.5	6.76	0.60	A
2033 DM				
1 - A27 Chichester Bypass N	15.8	35.78	0.96	E
2 - A259 Bognor Rd E	3.2	8.62	0.76	A
4 - A27 Chichester Bypass S	26.3	46.25	1.03	E
5 - A259 Bognor Road W	1.6	7.11	0.62	A
2033 DS				
1 - A27 Chichester Bypass N	21.9	46.40	0.99	E
2 - A259 Bognor Rd E	3.6	9.90	0.78	A
4 - A27 Chichester Bypass S	28.6	55.28	1.04	F
5 - A259 Bognor Road W	1.6	7.17	0.62	A

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

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

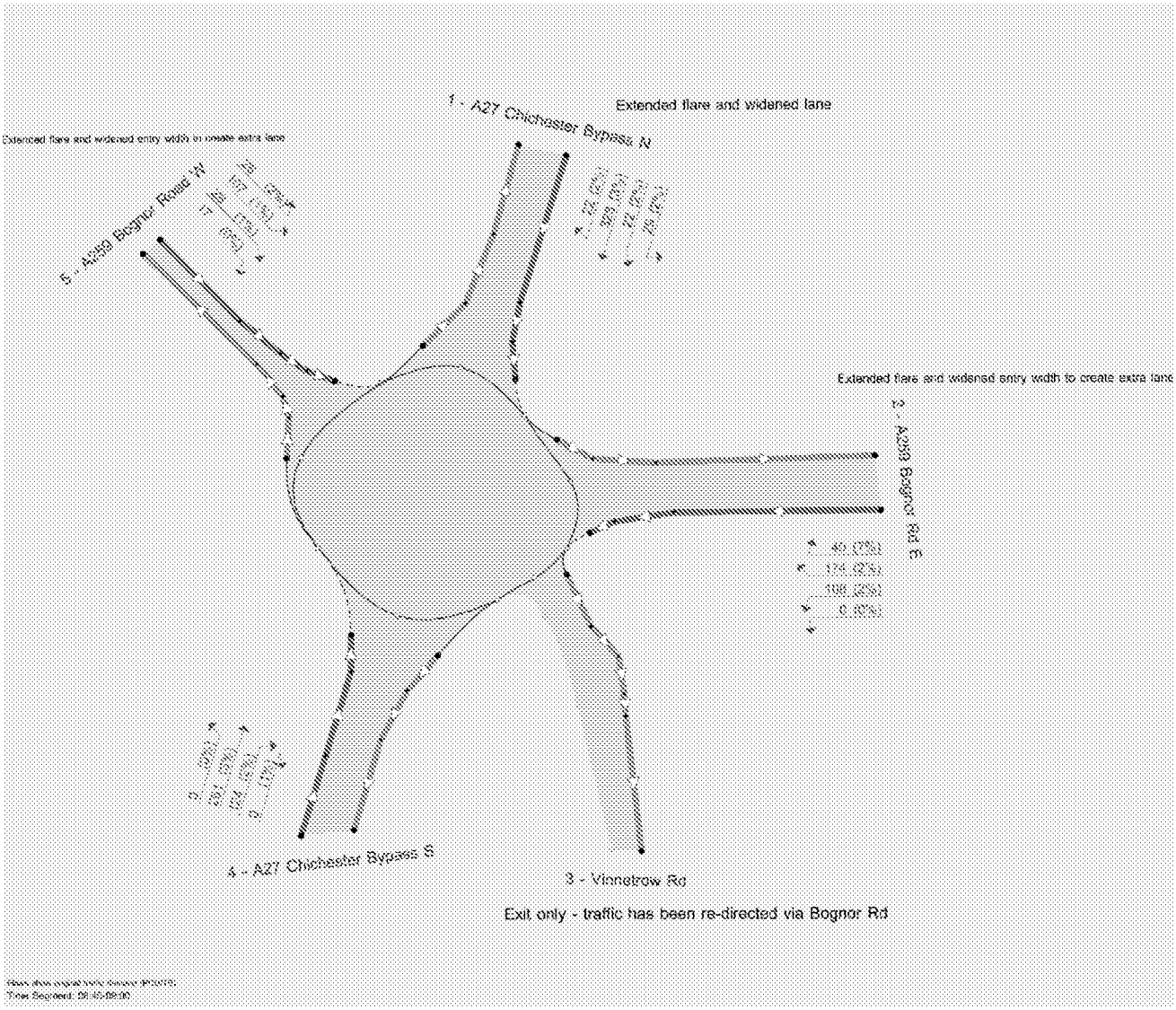
File summary

File Description

Title	A27 / A259 / Vinnetrow Rd Roundabout
Location	
Site number	
Date	05/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
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	AM	DIRECT	08:00	09:00	60	15	✓
D3	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓
D4	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓
D5	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓
D6	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓

Analysis Set Details

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

2031 DM No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	19.88	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 Chichester Bypass N	
2	A259 Bognor Rd E	
3	Vinnetrow Rd	
4	A27 Chichester Bypass S	
5	A259 Bognor Road W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 Chichester Bypass N	7.48	13.00	80.0	25.7	63.7	34.0	
2 - A259 Bognor Rd E	8.37	13.00	100.0	22.1	63.7	31.0	
3 - Vinnetrow Rd							✓
4 - A27 Chichester Bypass S	7.41	10.67	33.0	19.4	63.7	33.0	
5 - A259 Bognor Road W	3.13	10.00	40.0	24.7	63.7	48.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A27 Chichester Bypass N	Percentage		75.00
2 - A259 Bognor Rd E	Percentage		86.00
3 - Vinnetrow Rd			
4 - A27 Chichester Bypass S	Percentage		79.00
5 - A259 Bognor Road W	Percentage		107.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A27 Chichester Bypass N	0.858	679.763
2 - A259 Bognor Rd E	0.882	808.833
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S	0.744	584.602
5 - A259 Bognor Road W	0.602	580.447

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	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	25.00	27.00	315.00	24.00
	2 - A259 Bognor Rd E	40.00	0.00	0.00	97.00	202.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	277.00	110.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	19.00	147.00	27.00	10.00	0.00

Proportions

08:00 - 08:15

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

08:15 - 08:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	24.00	22.00	319.00	32.00
	2 - A259 Bognor Rd E	32.00	0.00	0.00	109.00	176.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	242.00	116.00	2.00	0.00	0.00
	5 - A259 Bognor Road W	18.00	127.00	30.00	12.00	0.00

Proportions

08:15 - 08:30

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	2.00	21.00	24.00	318.00	28.00
2 - A259 Bognor Rd E	37.00	0.00	0.00	106.00	155.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	237.00	114.00	1.00	0.00	0.00
5 - A259 Bognor Road W	28.00	109.00	29.00	12.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	29.00	22.00	328.00	22.00
2 - A259 Bognor Rd E	40.00	0.00	0.00	108.00	174.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	261.00	124.00	0.00	0.00	0.00
5 - A259 Bognor Road W	26.00	107.00	28.00	17.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	2
2 - A259 Bognor Rd E	7	0	0	2	2
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	3	2	0	0	0
5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						E
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	3
2 - A259 Bognor Rd E	6	0	0	2	2
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	3	2	3	0	0
5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						E
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	2	3	3
	2 - A259 Bognor Rd E	6	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	7	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	391.00	391.00
	2 - A259 Bognor Rd E	339.00	339.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	387.00	387.00
	5 - A259 Bognor Road W	203.00	203.00
08:15-08:30	1 - A27 Chichester Bypass N	397.00	397.00
	2 - A259 Bognor Rd E	317.00	317.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	187.00	187.00
08:30-08:45	1 - A27 Chichester Bypass N	393.00	393.00
	2 - A259 Bognor Rd E	298.00	298.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	352.00	352.00
	5 - A259 Bognor Road W	178.00	178.00
08:45-09:00	1 - A27 Chichester Bypass N	401.00	401.00
	2 - A259 Bognor Rd E	322.00	322.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	385.00	385.00
	5 - A259 Bognor Road W	178.00	178.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.82	23.57	9.8	C	395.50	1582.00
2 - A259 Bognor Rd E	0.74	7.64	2.8	A	319.00	1276.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.00	33.08	18.7	D	371.00	1484.00
5 - A259 Bognor Road W	0.61	6.74	1.5	A	186.50	746.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	391.00	391.00	287.29	433.34	0.902	383.15	322.11	0.0	7.8	16.477	C
2 - A259 Bognor Rd E	339.00	339.00	395.38	460.27	0.737	336.22	275.07	0.0	2.8	7.286	A
3 - Vinnetrow Rd			678.34				53.26				
4 - A27 Chichester Bypass S	387.00	387.00	263.53	388.44	0.996	368.26	414.81	0.0	18.7	33.083	D
5 - A259 Bognor Road W	203.00	203.00	407.93	334.89	0.606	201.48	223.86	0.0	1.5	6.737	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	397.00	397.00	289.52	431.43	0.920	395.04	299.24	7.8	9.8	23.575	C
2 - A259 Bognor Rd E	317.00	317.00	415.07	442.90	0.716	317.15	269.48	2.8	2.6	7.343	A
3 - Vinnetrow Rd			678.27				53.95				
4 - A27 Chichester Bypass S	360.00	360.00	239.95	406.00	0.887	369.42	438.33	18.7	9.3	28.621	D
5 - A259 Bognor Road W	187.00	187.00	401.49	338.76	0.552	187.26	207.89	1.5	1.3	6.008	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	393.00	393.00	266.36	451.30	0.871	395.18	306.24	9.8	7.6	17.181	C
2 - A259 Bognor Rd E	298.00	298.00	416.06	442.03	0.674	298.47	245.48	2.6	2.2	6.449	A
3 - Vinnetrow Rd			660.40				54.14				
4 - A27 Chichester Bypass S	352.00	352.00	222.54	418.95	0.840	355.48	437.85	9.3	5.8	15.275	C
5 - A259 Bognor Road W	178.00	178.00	394.44	343.01	0.519	178.16	183.58	1.3	1.1	5.524	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	401.00	401.00	274.17	444.60	0.902	400.17	323.21	7.6	8.5	20.064	C
2 - A259 Bognor Rd E	322.00	322.00	416.35	441.78	0.729	321.48	257.99	2.2	2.7	7.637	A
3 - Vinnetrow Rd			687.82				50.01				
4 - A27 Chichester Bypass S	385.00	385.00	235.73	409.14	0.941	379.49	452.09	5.8	11.3	26.664	D
5 - A259 Bognor Road W	178.00	178.00	419.46	327.94	0.543	177.92	195.76	1.1	1.2	6.057	A

2031 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	20.13	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	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	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	25.00	27.00	315.00	24.00
	2 - A259 Bognor Rd E	40.00	0.00	0.00	97.00	203.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	276.00	111.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	19.00	147.00	28.00	10.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	24.00	22.00	318.00	32.00
	2 - A259 Bognor Rd E	33.00	0.00	0.00	109.00	177.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	241.00	117.00	2.00	0.00	0.00
	5 - A259 Bognor Road W	18.00	127.00	30.00	13.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	2.00	21.00	24.00	318.00	28.00
	2 - A259 Bognor Rd E	37.00	0.00	0.00	106.00	156.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	235.00	115.00	1.00	0.00	0.00
	5 - A259 Bognor Road W	27.00	109.00	29.00	12.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	29.00	22.00	328.00	22.00
	2 - A259 Bognor Rd E	40.00	0.00	0.00	108.00	174.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	260.00	125.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	26.00	107.00	28.00	17.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	5	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	0	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	3
	2 - A259 Bognor Rd E	4	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	3	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	2	3	3
	2 - A259 Bognor Rd E	5	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	2	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	5	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	391.00	391.00
	2 - A259 Bognor Rd E	340.00	340.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	387.00	387.00
	5 - A259 Bognor Road W	204.00	204.00
08:15-08:30	1 - A27 Chichester Bypass N	396.00	396.00
	2 - A259 Bognor Rd E	319.00	319.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	188.00	188.00
08:30-08:45	1 - A27 Chichester Bypass N	393.00	393.00
	2 - A259 Bognor Rd E	299.00	299.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	351.00	351.00
	5 - A259 Bognor Road W	177.00	177.00
08:45-09:00	1 - A27 Chichester Bypass N	401.00	401.00
	2 - A259 Bognor Rd E	322.00	322.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	385.00	385.00
	5 - A259 Bognor Road W	178.00	178.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.99	24.05	10.0	C	395.25	1581.00
2 - A259 Bognor Rd E	0.74	7.62	2.8	A	320.00	1280.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.00	33.49	19.1	D	370.75	1483.00
5 - A259 Bognor Road W	0.61	6.78	1.5	A	186.75	747.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	391.00	391.00	289.13	431.76	0.906	382.94	320.92	0.0	8.1	16.858	C
2 - A259 Bognor Rd E	340.00	340.00	396.17	459.57	0.740	337.18	275.90	0.0	2.8	7.365	A
3 - Vinnetrow Rd			679.11				54.23				
4 - A27 Chichester Bypass S	387.00	387.00	264.49	387.73	0.998	367.92	414.62	0.0	19.1	33.487	D
5 - A259 Bognor Road W	204.00	204.00	407.59	335.09	0.609	202.46	224.82	0.0	1.5	6.775	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	396.00	396.00	291.51	429.72	0.922	394.09	299.20	8.1	10.0	24.050	C
2 - A259 Bognor Rd E	319.00	319.00	415.12	442.86	0.720	319.13	270.48	2.8	2.7	7.449	A
3 - Vinnetrow Rd			680.30				53.96				
4 - A27 Chichester Bypass S	360.00	360.00	241.94	404.52	0.890	369.40	438.36	19.1	9.7	29.753	D
5 - A259 Bognor Road W	188.00	188.00	402.45	338.18	0.556	188.26	208.88	1.5	1.3	6.069	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	393.00	393.00	267.53	450.29	0.873	395.20	303.55	10.0	7.8	17.516	C
2 - A259 Bognor Rd E	299.00	299.00	416.09	442.01	0.676	299.50	246.64	2.7	2.2	6.491	A
3 - Vinnetrow Rd			661.45				54.14				
4 - A27 Chichester Bypass S	351.00	351.00	223.57	418.19	0.839	354.92	437.87	9.7	5.8	15.291	C
5 - A259 Bognor Road W	177.00	177.00	393.89	343.34	0.516	177.19	184.60	1.3	1.1	5.483	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	401.00	401.00	275.13	443.77	0.904	400.18	322.17	7.8	8.6	20.425	C
2 - A259 Bognor Rd E	322.00	322.00	416.35	441.78	0.729	321.51	258.96	2.2	2.7	7.623	A
3 - Vinnetrow Rd			687.85				50.01				
4 - A27 Chichester Bypass S	385.00	385.00	235.75	409.12	0.941	379.43	452.10	5.8	11.3	26.608	D
5 - A259 Bognor Road W	178.00	178.00	419.40	327.98	0.543	177.90	195.77	1.1	1.2	6.055	A

2031 DS No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	21.77	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
D3	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	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	27.00	28.00	319.00	26.00
2 - A259 Bognor Rd E	43.00	0.00	0.00	95.00	201.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	280.00	108.00	0.00	0.00	0.00
5 - A259 Bognor Road W	21.00	145.00	27.00	10.00	0.00

Proportions

From \ To		C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

08:15 - 08:30

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	26.00	23.00	323.00	35.00
2 - A259 Bognor Rd E	35.00	0.00	0.00	107.00	175.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	244.00	114.00	2.00	0.00	0.00
5 - A259 Bognor Road W	20.00	125.00	30.00	12.00	0.00

Proportions

From \ To		C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	2.00	23.00	25.00	322.00	31.00
2 - A259 Bognor Rd E	40.00	0.00	0.00	103.00	154.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	239.00	112.00	1.00	0.00	0.00
5 - A259 Bognor Road W	31.00	108.00	29.00	12.00	0.00

Proportions

From \ To		C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	32.00	23.00	332.00	24.00
2 - A259 Bognor Rd E	43.00	0.00	0.00	106.00	172.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	264.00	121.00	0.00	0.00	0.00
5 - A259 Bognor Road W	29.00	106.00	28.00	16.00	0.00

Proportions

From \ To		C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	2
2 - A259 Bognor Rd E	5	0	0	2	2
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	3	2	0	0	0
5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

From	C B
1 - A27 Chichester Bypass N	
2 - A259 Bognor Rd E	
3 - Vinnetrow Rd	E
4 - A27 Chichester Bypass S	
5 - A259 Bognor Road W	

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	3
2 - A259 Bognor Rd E	4	0	0	2	2
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	3	2	3	0	0
5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

From	C B
1 - A27 Chichester Bypass N	
2 - A259 Bognor Rd E	
3 - Vinnetrow Rd	E
4 - A27 Chichester Bypass S	
5 - A259 Bognor Road W	

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	1	2	3	3
2 - A259 Bognor Rd E	5	0	0	2	2
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	2	2	1	0	0
5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

From	C B
1 - A27 Chichester Bypass N	
2 - A259 Bognor Rd E	
3 - Vinnetrow Rd	E
4 - A27 Chichester Bypass S	
5 - A259 Bognor Road W	

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	2	2	3	2
2 - A259 Bognor Rd E	5	0	0	2	2
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	3	2	1	0	0
5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

From	C B
1 - A27 Chichester Bypass N	
2 - A259 Bognor Rd E	
3 - Vinnetrow Rd	E
4 - A27 Chichester Bypass S	
5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	400.00	400.00
	2 - A259 Bognor Rd E	339.00	339.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	388.00	388.00
	5 - A259 Bognor Road W	203.00	203.00
08:15-08:30	1 - A27 Chichester Bypass N	407.00	407.00
	2 - A259 Bognor Rd E	317.00	317.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	187.00	187.00
08:30-08:45	1 - A27 Chichester Bypass N	403.00	403.00
	2 - A259 Bognor Rd E	297.00	297.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	352.00	352.00
	5 - A259 Bognor Road W	180.00	180.00
08:45-09:00	1 - A27 Chichester Bypass N	411.00	411.00
	2 - A259 Bognor Rd E	321.00	321.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	385.00	385.00
	5 - A259 Bognor Road W	179.00	179.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.94	27.02	11.6	D	405.25	1621.00
2 - A259 Bognor Rd E	0.75	7.91	2.9	A	318.50	1274.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.01	35.49	20.7	E	371.25	1485.00
5 - A259 Bognor Road W	0.61	6.80	1.5	A	187.25	749.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	400.00	400.00	282.87	437.13	0.915	391.24	328.56	0.0	8.8	17.699	D
2 - A259 Bognor Rd E	339.00	339.00	401.55	454.83	0.745	336.10	272.56	0.0	2.9	7.587	A
3 - Vinnetrow Rd			683.47				54.18				
4 - A27 Chichester Bypass S	388.00	388.00	267.34	385.60	1.006	367.34	416.12	0.0	20.7	35.491	E
5 - A259 Bognor Road W	203.00	203.00	409.97	333.66	0.608	201.46	224.71	0.0	1.5	6.798	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	407.00	407.00	285.66	434.74	0.936	404.20	307.00	8.8	11.6	27.024	D
2 - A259 Bognor Rd E	317.00	317.00	422.28	436.55	0.726	317.13	267.58	2.9	2.8	7.718	A
3 - Vinnetrow Rd			684.51				54.90				
4 - A27 Chichester Bypass S	360.00	360.00	244.83	402.36	0.895	370.34	439.68	20.7	10.3	32.712	D
5 - A259 Bognor Road W	187.00	187.00	405.40	336.41	0.556	187.26	209.77	1.5	1.3	6.103	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	403.00	403.00	263.53	453.72	0.888	405.40	314.68	11.6	9.2	20.168	C
2 - A259 Bognor Rd E	297.00	297.00	424.25	434.82	0.683	297.51	244.68	2.8	2.3	6.738	A
3 - Vinnetrow Rd			666.62				55.15				
4 - A27 Chichester Bypass S	352.00	352.00	227.61	415.18	0.848	356.12	439.01	10.3	6.2	16.467	C
5 - A259 Bognor Road W	180.00	180.00	398.08	340.81	0.528	180.14	185.65	1.3	1.1	5.670	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	411.00	411.00	269.15	448.90	0.916	410.29	331.96	9.2	9.9	22.917	C
2 - A259 Bognor Rd E	321.00	321.00	422.51	436.35	0.736	320.49	256.93	2.3	2.8	7.912	A
3 - Vinnetrow Rd			691.97				51.03				
4 - A27 Chichester Bypass S	385.00	385.00	238.79	406.86	0.946	379.21	453.18	6.2	12.0	28.150	D
5 - A259 Bognor Road W	179.00	179.00	422.19	326.30	0.549	178.93	195.81	1.1	1.2	6.169	A

2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	22.14	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 DS	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	27.00	27.00	320.00	26.00
	2 - A259 Bognor Rd E	45.00	0.00	0.00	95.00	200.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	278.00	109.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	20.00	145.00	27.00	9.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	26.00	22.00	324.00	35.00
	2 - A259 Bognor Rd E	36.00	0.00	0.00	107.00	175.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	243.00	115.00	2.00	0.00	0.00
	5 - A259 Bognor Road W	19.00	126.00	30.00	12.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	2.00	23.00	25.00	323.00	31.00
	2 - A259 Bognor Rd E	41.00	0.00	0.00	104.00	154.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	237.00	113.00	1.00	0.00	0.00
	5 - A259 Bognor Road W	30.00	108.00	29.00	11.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	32.00	22.00	333.00	24.00
	2 - A259 Bognor Rd E	44.00	0.00	0.00	106.00	172.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	262.00	123.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	28.00	106.00	28.00	16.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	6	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	0	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	3
	2 - A259 Bognor Rd E	5	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	3	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	2	3	3
	2 - A259 Bognor Rd E	5	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	6	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	1	0	0
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	400.00	400.00
	2 - A259 Bognor Rd E	340.00	340.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	387.00	387.00
	5 - A259 Bognor Road W	201.00	201.00
08:15-08:30	1 - A27 Chichester Bypass N	407.00	407.00
	2 - A259 Bognor Rd E	318.00	318.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	187.00	187.00
08:30-08:45	1 - A27 Chichester Bypass N	404.00	404.00
	2 - A259 Bognor Rd E	299.00	299.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	351.00	351.00
	5 - A259 Bognor Road W	178.00	178.00
08:45-09:00	1 - A27 Chichester Bypass N	411.00	411.00
	2 - A259 Bognor Rd E	322.00	322.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	385.00	385.00
	5 - A259 Bognor Road W	178.00	178.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.94	28.06	12.1	D	405.50	1622.00
2 - A259 Bognor Rd E	0.75	8.07	2.9	A	319.75	1279.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.01	35.53	20.6	E	370.75	1483.00
5 - A259 Bognor Road W	0.60	6.76	1.5	A	186.00	744.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	400.00	400.00	282.84	437.16	0.915	391.16	327.67	0.0	8.8	17.842	C
2 - A259 Bognor Rd E	340.00	340.00	400.49	455.76	0.746	337.06	273.51	0.0	2.9	7.669	A
3 - Vinnetrow Rd			684.35				53.20				
4 - A27 Chichester Bypass S	387.00	387.00	268.31	384.89	1.005	366.41	416.04	0.0	20.6	35.534	E
5 - A259 Bognor Road W	201.00	201.00	411.02	333.02	0.604	199.49	223.70	0.0	1.5	6.756	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	407.00	407.00	287.55	433.12	0.940	403.78	305.70	8.8	12.1	28.061	D
2 - A259 Bognor Rd E	318.00	318.00	421.88	436.90	0.728	318.12	269.45	2.9	2.8	7.837	A
3 - Vinnetrow Rd			686.12				53.88				
4 - A27 Chichester Bypass S	360.00	360.00	245.78	401.65	0.896	369.96	440.33	20.6	10.6	33.243	D
5 - A259 Bognor Road W	187.00	187.00	406.03	336.03	0.557	187.22	209.72	1.5	1.3	6.139	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	404.00	404.00	263.65	453.62	0.891	406.51	312.85	12.1	9.5	20.973	C
2 - A259 Bognor Rd E	299.00	299.00	424.36	434.72	0.688	299.49	245.80	2.8	2.3	6.905	A
3 - Vinnetrow Rd			668.73				55.13				
4 - A27 Chichester Bypass S	351.00	351.00	228.61	414.44	0.847	355.38	440.12	10.6	6.3	16.800	C
5 - A259 Bognor Road W	178.00	178.00	398.33	340.67	0.523	178.16	185.66	1.3	1.1	5.631	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	411.00	411.00	271.02	447.30	0.919	410.21	329.84	9.5	10.3	23.992	C
2 - A259 Bognor Rd E	322.00	322.00	422.45	436.40	0.738	321.50	258.79	2.3	2.8	8.067	A
3 - Vinnetrow Rd			693.90				50.05				
4 - A27 Chichester Bypass S	385.00	385.00	239.80	406.11	0.948	378.96	454.10	6.3	12.3	28.752	D
5 - A259 Bognor Road W	178.00	178.00	422.94	325.85	0.546	177.92	195.82	1.1	1.2	6.170	A

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	27.90	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
D5	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	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	26.00	30.00	323.00	26.00
	2 - A259 Bognor Rd E	53.00	0.00	0.00	93.00	199.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	278.00	114.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	20.00	147.00	30.00	7.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	26.00	25.00	327.00	34.00
	2 - A259 Bognor Rd E	42.00	0.00	0.00	105.00	174.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	242.00	121.00	2.00	0.00	0.00
	5 - A259 Bognor Road W	19.00	127.00	32.00	9.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Demand (PCU/TS)

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	2.00	23.00	28.00	326.00	30.00
	2 - A259 Bognor Rd E	49.00	0.00	0.00	102.00	153.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	237.00	119.00	1.00	0.00	0.00
	5 - A259 Bognor Road W	30.00	109.00	31.00	9.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Demand (PCU/TS)

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	31.00	25.00	336.00	24.00
	2 - A259 Bognor Rd E	52.00	0.00	0.00	104.00	171.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	261.00	129.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	28.00	107.00	30.00	12.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	4	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	0	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	3
	2 - A259 Bognor Rd E	3	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	3	0	0
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	3
	2 - A259 Bognor Rd E	3	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	1	0	3
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	4	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	1	0	3
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	405.00	405.00
	2 - A259 Bognor Rd E	345.00	345.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	392.00	392.00
	5 - A259 Bognor Road W	204.00	204.00
08:15-08:30	1 - A27 Chichester Bypass N	412.00	412.00
	2 - A259 Bognor Rd E	321.00	321.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	365.00	365.00
	5 - A259 Bognor Road W	187.00	187.00
08:30-08:45	1 - A27 Chichester Bypass N	409.00	409.00
	2 - A259 Bognor Rd E	304.00	304.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	357.00	357.00
	5 - A259 Bognor Road W	179.00	179.00
08:45-09:00	1 - A27 Chichester Bypass N	416.00	416.00
	2 - A259 Bognor Rd E	327.00	327.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	390.00	390.00
	5 - A259 Bognor Road W	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 - A27 Chichester Bypass N	0.96	35.78	15.8	E	410.50	1642.00
2 - A259 Bognor Rd E	0.76	8.62	3.2	A	324.25	1297.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.03	46.28	26.3	E	376.00	1504.00
5 - A259 Bognor Road W	0.62	7.11	1.6	A	186.75	747.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	405.00	405.00	288.88	431.98	0.938	394.26	331.67	0.0	10.7	20.668	C
2 - A259 Bognor Rd E	345.00	345.00	405.65	451.21	0.765	341.80	277.49	0.0	3.2	8.192	A
3 - Vinnetrow Rd			688.49				58.97				
4 - A27 Chichester Bypass S	392.00	392.00	274.98	379.92	1.032	365.66	413.51	0.0	26.3	42.096	E
5 - A259 Bognor Road W	204.00	204.00	418.17	328.72	0.621	202.38	222.47	0.0	1.6	7.105	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	412.00	412.00	294.18	427.44	0.964	406.90	312.52	10.7	15.8	35.783	E
2 - A259 Bognor Rd E	321.00	321.00	424.13	434.92	0.738	321.24	276.95	3.2	3.0	8.110	A
3 - Vinnetrow Rd			686.61				58.76				
4 - A27 Chichester Bypass S	365.00	365.00	249.73	398.71	0.915	377.33	436.88	26.3	14.0	46.248	E
5 - A259 Bognor Road W	187.00	187.00	419.43	327.96	0.570	187.26	207.63	1.6	1.4	6.472	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	409.00	409.00	271.34	447.03	0.915	411.83	322.00	15.8	13.0	28.444	D
2 - A259 Bognor Rd E	304.00	304.00	429.65	430.05	0.707	304.43	253.52	3.0	2.5	7.350	A
3 - Vinnetrow Rd			673.93				60.15				
4 - A27 Chichester Bypass S	357.00	357.00	234.60	409.98	0.871	363.26	439.33	14.0	7.7	21.665	C
5 - A259 Bognor Road W	179.00	179.00	414.18	331.12	0.541	179.15	183.68	1.4	1.2	5.994	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	416.00	416.00	275.25	443.67	0.938	415.48	335.38	13.0	13.5	30.832	D
2 - A259 Bognor Rd E	327.00	327.00	426.75	432.61	0.756	326.46	263.98	2.5	3.1	8.623	A
3 - Vinnetrow Rd			698.12				55.10				
4 - A27 Chichester Bypass S	390.00	390.00	246.83	400.88	0.973	381.69	451.29	7.7	16.1	36.162	E
5 - A259 Bognor Road W	177.00	177.00	433.67	319.39	0.554	176.96	194.84	1.2	1.2	6.386	A

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	34.18	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
D6	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	25.00	30.00	331.00	27.00
	2 - A259 Bognor Rd E	55.00	0.00	0.00	93.00	201.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	275.00	117.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	21.00	147.00	29.00	8.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	24.00	24.00	335.00	36.00
	2 - A259 Bognor Rd E	45.00	0.00	0.00	105.00	176.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	240.00	124.00	2.00	0.00	0.00
	5 - A259 Bognor Road W	20.00	127.00	32.00	10.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	3.00	22.00	27.00	334.00	32.00
	2 - A259 Bognor Rd E	51.00	0.00	0.00	102.00	155.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	234.00	122.00	1.00	0.00	0.00
	5 - A259 Bognor Road W	31.00	109.00	30.00	9.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	30.00	24.00	345.00	25.00
	2 - A259 Bognor Rd E	55.00	0.00	0.00	104.00	173.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	258.00	132.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	29.00	107.00	29.00	13.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	4	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	0	0	1
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:15 - 08:30

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	3
	2 - A259 Bognor Rd E	3	0	0	3	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	3	0	1
	5 - A259 Bognor Road W	1	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:30 - 08:45

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	3
	2 - A259 Bognor Rd E	3	0	0	2	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	1	0	2
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

08:45 - 09:00

Heavy Vehicle Percentages

	To					
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	2	2	3	2
	2 - A259 Bognor Rd E	4	0	0	3	2
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	2	0	0	2
	5 - A259 Bognor Road W	2	1	1	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A27 Chichester Bypass N	413.00	413.00
	2 - A259 Bognor Rd E	349.00	349.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	392.00	392.00
	5 - A259 Bognor Road W	205.00	205.00
08:15-08:30	1 - A27 Chichester Bypass N	419.00	419.00
	2 - A259 Bognor Rd E	326.00	326.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	366.00	366.00
	5 - A259 Bognor Road W	189.00	189.00
08:30-08:45	1 - A27 Chichester Bypass N	418.00	418.00
	2 - A259 Bognor Rd E	308.00	308.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	357.00	357.00
	5 - A259 Bognor Road W	179.00	179.00
08:45-09:00	1 - A27 Chichester Bypass N	424.00	424.00
	2 - A259 Bognor Rd E	332.00	332.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	390.00	390.00
	5 - A259 Bognor Road W	178.00	178.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.99	46.40	21.6	E	418.50	1674.00
2 - A259 Bognor Rd E	0.78	9.90	3.6	A	328.75	1315.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.04	56.28	28.6	F	376.25	1505.00
5 - A259 Bognor Road W	0.62	7.17	1.6	A	187.75	751.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	413.00	413.00	290.98	430.17	0.960	399.48	330.19	0.0	13.5	24.363	C
2 - A259 Bognor Rd E	349.00	349.00	412.00	445.61	0.783	345.44	278.46	0.0	3.6	8.980	A
3 - Vinnetrow Rd			699.65				57.79				
4 - A27 Chichester Bypass S	392.00	392.00	279.50	376.55	1.041	363.38	420.15	0.0	28.6	48.368	E
5 - A259 Bognor Road W	205.00	205.00	417.82	328.93	0.623	203.36	225.07	0.0	1.6	7.174	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	419.00	419.00	297.65	424.46	0.987	410.89	313.57	13.5	21.6	46.402	E
2 - A259 Bognor Rd E	326.00	326.00	431.19	428.69	0.760	326.18	277.34	3.6	3.4	9.110	A
3 - Vinnetrow Rd			699.74				57.64				
4 - A27 Chichester Bypass S	366.00	366.00	256.35	393.79	0.929	376.90	443.39	28.6	17.7	55.279	F
5 - A259 Bognor Road W	189.00	189.00	422.00	326.42	0.579	189.23	211.25	1.6	1.4	6.661	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	418.00	418.00	274.27	444.51	0.940	419.79	324.57	21.6	19.9	41.763	E
2 - A259 Bognor Rd E	308.00	308.00	437.71	422.95	0.728	308.54	256.35	3.4	2.8	8.147	A
3 - Vinnetrow Rd			688.18				58.06				
4 - A27 Chichester Bypass S	357.00	357.00	241.59	404.78	0.882	365.82	446.60	17.7	8.9	27.009	D
5 - A259 Bognor Road W	179.00	179.00	419.67	327.82	0.546	179.18	187.73	1.4	1.2	6.159	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	424.00	424.00	277.77	441.50	0.960	423.33	335.65	19.9	20.5	45.623	E
2 - A259 Bognor Rd E	332.00	332.00	435.73	424.70	0.782	331.28	265.37	2.8	3.6	9.899	A
3 - Vinnetrow Rd			713.86				53.15				
4 - A27 Chichester Bypass S	390.00	390.00	252.91	396.35	0.984	380.43	460.96	8.9	18.5	41.133	E
5 - A259 Bognor Road W	178.00	178.00	435.46	318.31	0.559	177.97	197.88	1.2	1.3	6.508	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
[redacted]

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

Filename: WB_A27_A259_Vinnetrow Rd Rbt PM Peak - Jacobs Scheme.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 17a - Jacobs scheme
Report generation date: 13/04/2021 10:43:00

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

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
2031 DM No Calib				
1 - A27 Chichester Bypass N	17.2	36.23	0.96	E
2 - A259 Bognor Rd E	5.8	12.81	0.86	B
4 - A27 Chichester Bypass S	89.8	208.34	1.10	F
5 - A259 Bognor Road W	1.3	6.04	0.57	A
2031 DM				
1 - A27 Chichester Bypass N	18.1	37.82	0.93	E
2 - A259 Bognor Rd E	5.8	12.87	0.86	B
4 - A27 Chichester Bypass S	96.3	223.01	1.11	F
5 - A259 Bognor Road W	1.3	6.04	0.57	A
2031 DS No Calib				
1 - A27 Chichester Bypass N	16.5	35.09	0.88	E
2 - A259 Bognor Rd E	5.8	12.97	0.86	B
4 - A27 Chichester Bypass S	113.5	264.88	1.13	F
5 - A259 Bognor Road W	1.4	6.18	0.58	A
2031 DS				
1 - A27 Chichester Bypass N	19.4	39.97	0.93	E
2 - A259 Bognor Rd E	5.9	13.05	0.87	B
4 - A27 Chichester Bypass S	115.7	271.34	1.13	F
5 - A259 Bognor Road W	1.4	6.16	0.58	A
2033 DM				
1 - A27 Chichester Bypass N	30.3	58.01	1.03	F
2 - A259 Bognor Rd E	7.5	16.47	0.90	C
4 - A27 Chichester Bypass S	165.0	401.20	1.18	F
5 - A259 Bognor Road W	1.5	6.56	0.61	A
2033 DS				
1 - A27 Chichester Bypass N	38.1	76.92	1.05	F
2 - A259 Bognor Rd E	9.2	19.60	0.92	C
4 - A27 Chichester Bypass S	218.1	528.42	1.22	F
5 - A259 Bognor Road W	1.6	6.90	0.62	A

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

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

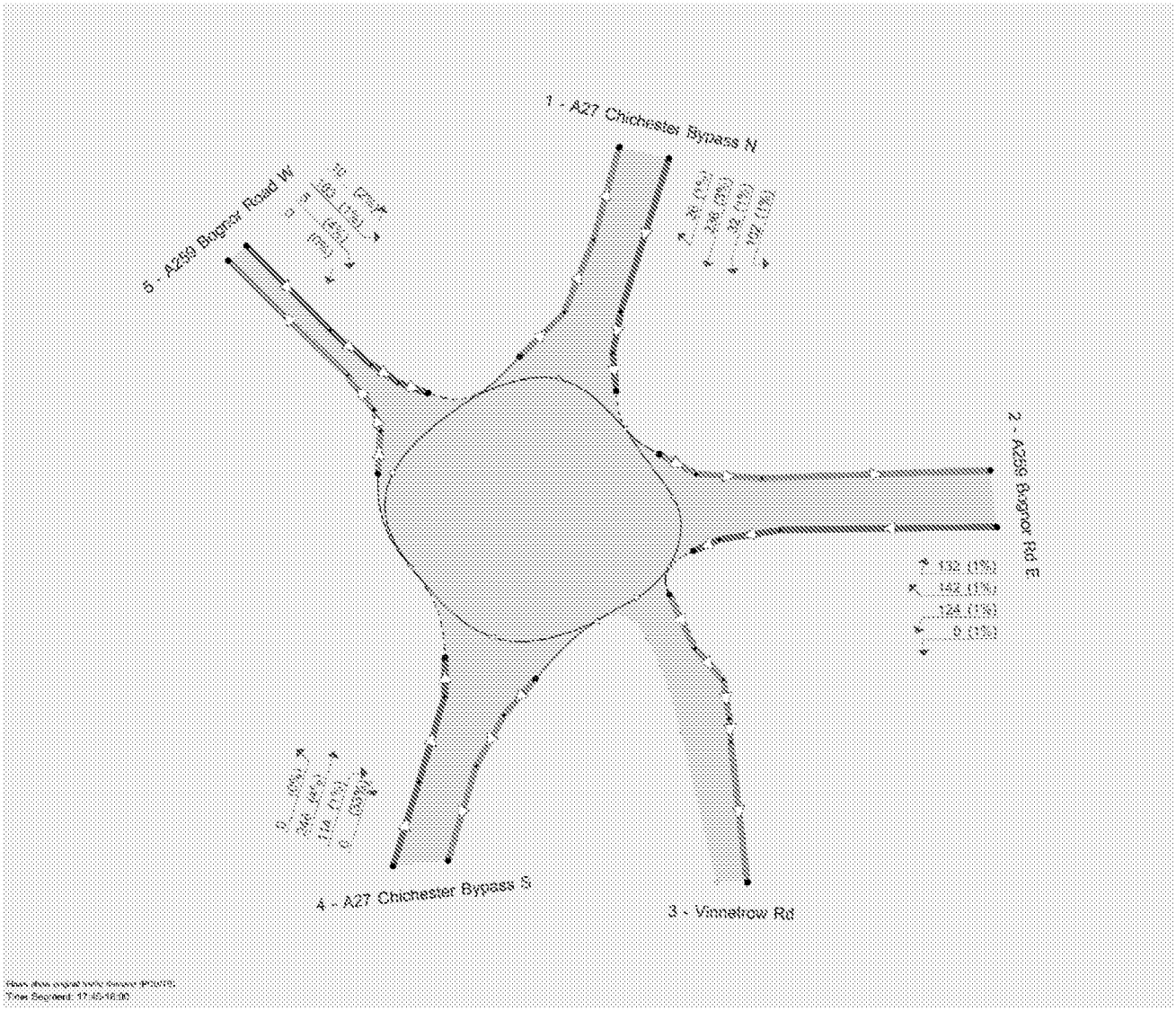
File summary

File Description

Title	A27 / A259 / Vinnetrow Rd Roundabout
Location	
Site number	
Date	05/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
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	PM	DIRECT	17:00	18:00	60	15	✓
D2	2031 DM	PM	DIRECT	17:00	18:00	60	15	✓
D3	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓
D4	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓
D5	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓
D6	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, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	72.92	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 Chichester Bypass N	
2	A259 Bognor Rd E	
3	Vinnetrow Rd	
4	A27 Chichester Bypass S	
5	A259 Bognor Road W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 Chichester Bypass N	7.48	13.00	80.0	25.7	63.7	34.0	
2 - A259 Bognor Rd E	8.37	13.00	100.0	22.1	63.7	31.0	
3 - Vinnetrow Rd							✓
4 - A27 Chichester Bypass S	7.41	10.67	33.0	20.8	63.7	33.0	
5 - A259 Bognor Road W	3.13	10.00	40.0	24.7	63.7	48.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A27 Chichester Bypass N	Percentage		72.00
2 - A259 Bognor Rd E	Percentage		77.50
3 - Vinnetrow Rd			
4 - A27 Chichester Bypass S	Percentage		74.00
5 - A259 Bognor Road W	Percentage		115.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A27 Chichester Bypass N	0.858	652.573
2 - A259 Bognor Rd E	0.882	728.890
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S	0.747	549.513
5 - A259 Bognor Road W	0.602	623.845

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	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	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	68.00	30.00	247.00	33.00
	2 - A259 Bognor Rd E	112.00	0.00	0.00	105.00	115.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	234.00	112.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	11.00	168.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	44.00	31.00	226.00	24.00
	2 - A259 Bognor Rd E	117.00	0.00	0.00	142.00	150.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	239.00	116.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	8.00	167.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:30 - 17:45

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	73.00	30.00	224.00	29.00
2 - A259 Bognor Rd E	112.00	0.00	0.00	122.00	127.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	252.00	111.00	0.00	0.00	0.00
5 - A259 Bognor Road W	10.00	173.00	5.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

Demand (PCU/TS)

17:45 - 18:00

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	102.00	32.00	236.00	26.00
2 - A259 Bognor Rd E	132.00	0.00	0.00	124.00	142.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	246.00	114.00	0.00	0.00	0.00
5 - A259 Bognor Road W	10.00	183.00	5.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	1	1	4	2
2 - A259 Bognor Rd E	0	0	1	1	0
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	4	1	33	0	0
5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						E
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

Heavy Vehicle Percentages

17:15 - 17:30

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	0	1	3	1
2 - A259 Bognor Rd E	0	0	0	1	1
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	4	1	17	0	0
5 - A259 Bognor Road W	1	1	4	0	0

Average PCU Per Veh

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						E
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

Heavy Vehicle Percentages

17:30 - 17:45

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	1	1	3	1
2 - A259 Bognor Rd E	0	0	0	1	1
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	4	1	17	0	0
5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

From	C B
1 - A27 Chichester Bypass N	
2 - A259 Bognor Rd E	
3 - Vinnetrow Rd	E
4 - A27 Chichester Bypass S	
5 - A259 Bognor Road W	

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0	1	1	3	1
2 - A259 Bognor Rd E	1	0	1	1	1
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	4	1	33	0	0
5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

From	C B
1 - A27 Chichester Bypass N	
2 - A259 Bognor Rd E	
3 - Vinnetrow Rd	E
4 - A27 Chichester Bypass S	
5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	378.00	378.00
	2 - A259 Bognor Rd E	332.00	332.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	346.00	346.00
	5 - A259 Bognor Road W	184.00	184.00
17:15-17:30	1 - A27 Chichester Bypass N	325.00	325.00
	2 - A259 Bognor Rd E	409.00	409.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	355.00	355.00
	5 - A259 Bognor Road W	180.00	180.00
17:30-17:45	1 - A27 Chichester Bypass N	356.00	356.00
	2 - A259 Bognor Rd E	361.00	361.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	363.00	363.00
	5 - A259 Bognor Road W	188.00	188.00
17:45-18:00	1 - A27 Chichester Bypass N	396.00	396.00
	2 - A259 Bognor Rd E	398.00	398.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	198.00	198.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.88	36.23	17.2	E	363.75	1455.00
2 - A259 Bognor Rd E	0.86	12.81	5.8	B	375.00	1500.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.10	208.94	83.8	F	356.00	1424.00
5 - A259 Bognor Road W	0.57	6.04	1.3	A	187.50	750.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	378.00	378.00	279.56	412.79	0.916	369.26	346.78	0.0	8.7	18.619	C
2 - A259 Bognor Rd E	332.00	332.00	307.80	457.53	0.726	329.42	341.01	0.0	2.6	6.915	A
3 - Vinnetrow Rd			602.95				34.28				
4 - A27 Chichester Bypass S	346.00	346.00	257.47	357.20	0.969	332.27	345.47	0.0	13.7	28.902	D
5 - A259 Bognor Road W	184.00	184.00	443.40	356.93	0.516	182.94	146.34	0.0	1.1	5.201	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	325.00	325.00	279.57	412.77	0.787	329.76	345.99	8.7	4.0	11.652	B
2 - A259 Bognor Rd E	409.00	409.00	289.72	473.47	0.864	405.78	319.61	2.6	5.8	12.809	B
3 - Vinnetrow Rd			659.19				36.31				
4 - A27 Chichester Bypass S	355.00	355.00	289.45	333.31	1.065	329.33	369.74	13.7	39.4	83.738	F
5 - A259 Bognor Road W	180.00	180.00	445.54	355.64	0.506	180.02	173.24	1.1	1.0	5.182	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	356.00	356.00	284.61	408.45	0.872	353.80	362.22	4.0	6.2	16.122	C
2 - A259 Bognor Rd E	361.00	361.00	286.52	476.29	0.758	363.54	351.88	5.8	3.3	8.210	A
3 - Vinnetrow Rd			615.21				34.86				
4 - A27 Chichester Bypass S	363.00	363.00	269.42	348.27	1.043	346.32	345.79	39.4	56.1	133.389	F
5 - A259 Bognor Road W	188.00	188.00	458.96	347.56	0.541	187.87	156.77	1.0	1.2	5.694	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	396.00	396.00	290.59	403.32	0.982	384.99	364.93	6.2	17.2	36.230	E
2 - A259 Bognor Rd E	398.00	398.00	291.15	472.21	0.843	396.22	384.43	3.3	5.0	11.666	B
3 - Vinnetrow Rd			651.24				36.13				
4 - A27 Chichester Bypass S	360.00	360.00	298.06	326.88	1.101	326.31	353.18	56.1	83.8	208.942	F
5 - A259 Bognor Road W	198.00	198.00	457.65	348.35	0.568	197.86	166.72	1.2	1.3	6.040	A

2031 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	77.42	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 DM	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	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	69.00	30.00	248.00	34.00
	2 - A259 Bognor Rd E	114.00	0.00	0.00	105.00	113.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	235.00	113.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	11.00	167.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	45.00	31.00	226.00	24.00
	2 - A259 Bognor Rd E	119.00	0.00	0.00	142.00	148.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	239.00	117.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	8.00	166.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	74.00	30.00	225.00	30.00
	2 - A259 Bognor Rd E	114.00	0.00	0.00	122.00	125.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	252.00	112.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	10.00	173.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	103.00	32.00	236.00	27.00
	2 - A259 Bognor Rd E	135.00	0.00	0.00	124.00	140.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	246.00	116.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	10.00	182.00	5.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	4	1
	2 - A259 Bognor Rd E	0	0	1	1	0
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	1	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	381.00	381.00
	2 - A259 Bognor Rd E	332.00	332.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	348.00	348.00
	5 - A259 Bognor Road W	183.00	183.00
17:15-17:30	1 - A27 Chichester Bypass N	326.00	326.00
	2 - A259 Bognor Rd E	409.00	409.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	356.00	356.00
	5 - A259 Bognor Road W	179.00	179.00
17:30-17:45	1 - A27 Chichester Bypass N	359.00	359.00
	2 - A259 Bognor Rd E	361.00	361.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	364.00	364.00
	5 - A259 Bognor Road W	188.00	188.00
17:45-18:00	1 - A27 Chichester Bypass N	398.00	398.00
	2 - A259 Bognor Rd E	399.00	399.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	362.00	362.00
	5 - A259 Bognor Road W	197.00	197.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.99	37.82	18.1	E	366.00	1464.00
2 - A259 Bognor Rd E	0.86	12.87	5.8	B	375.25	1501.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.11	223.01	96.3	F	357.50	1430.00
5 - A259 Bognor Road W	0.57	6.04	1.3	A	186.75	747.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	381.00	381.00	279.21	413.08	0.922	371.74	349.08	0.0	9.3	19.377	C
2 - A259 Bognor Rd E	332.00	332.00	309.39	456.13	0.728	329.39	341.56	0.0	2.6	6.988	A
3 - Vinnetrow Rd			604.54				34.24				
4 - A27 Chichester Bypass S	348.00	348.00	258.39	356.51	0.976	333.25	346.15	0.0	14.8	30.379	C
5 - A259 Bognor Road W	183.00	183.00	446.35	355.16	0.515	181.94	145.29	0.0	1.1	5.224	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	326.00	326.00	279.28	413.02	0.789	331.22	347.58	9.3	4.0	11.884	B
2 - A259 Bognor Rd E	409.00	409.00	290.10	473.14	0.864	405.78	320.40	2.6	5.8	12.869	B
3 - Vinnetrow Rd			659.54				36.35				
4 - A27 Chichester Bypass S	356.00	356.00	289.51	333.27	1.068	329.63	370.03	14.8	41.1	87.287	F
5 - A259 Bognor Road W	179.00	179.00	447.84	354.26	0.505	179.02	171.31	1.1	1.0	5.193	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	359.00	359.00	285.15	407.99	0.880	356.45	363.21	4.0	6.6	16.961	C
2 - A259 Bognor Rd E	361.00	361.00	288.25	474.77	0.760	363.52	353.35	5.8	3.3	8.321	A
3 - Vinnetrow Rd			616.94				34.83				
4 - A27 Chichester Bypass S	364.00	364.00	270.36	347.57	1.047	345.85	346.58	41.1	69.3	140.026	F
5 - A259 Bognor Road W	188.00	188.00	460.50	346.64	0.542	187.86	155.71	1.0	1.2	5.727	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	398.00	398.00	290.26	403.60	0.986	386.47	365.90	6.6	18.1	37.817	E
2 - A259 Bognor Rd E	399.00	399.00	291.80	471.64	0.846	397.16	384.94	3.3	5.1	11.887	B
3 - Vinnetrow Rd			652.87				36.09				
4 - A27 Chichester Bypass S	362.00	362.00	299.96	325.46	1.112	324.99	352.90	58.3	96.3	223.010	F
5 - A259 Bognor Road W	197.00	197.00	459.29	347.36	0.567	196.88	165.66	1.2	1.3	6.042	A

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	88.67	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
D3	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	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	65.00	29.00	249.00	39.00
2 - A259 Bognor Rd E	115.00	0.00	0.00	104.00	111.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	243.00	107.00	0.00	0.00	0.00
5 - A259 Bognor Road W	12.00	171.00	5.00	0.00	0.00

Proportions

From \ To		C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Demand (PCU/TS)

17:15 - 17:30

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	42.00	31.00	227.00	28.00
2 - A259 Bognor Rd E	121.00	0.00	0.00	141.00	144.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	248.00	112.00	0.00	0.00	0.00
5 - A259 Bognor Road W	8.00	169.00	4.00	0.00	0.00

Proportions

From \ To		C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Demand (PCU/TS)

17:30 - 17:45

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	69.00	29.00	226.00	35.00
2 - A259 Bognor Rd E	115.00	0.00	0.00	122.00	122.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	261.00	107.00	0.00	0.00	0.00
5 - A259 Bognor Road W	11.00	176.00	4.00	0.00	0.00

Proportions

From \ To		C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Demand (PCU/TS)

17:45 - 18:00

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	97.00	31.00	237.00	32.00
2 - A259 Bognor Rd E	136.00	0.00	0.00	124.00	137.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	255.00	110.00	0.00	0.00	0.00
5 - A259 Bognor Road W	10.00	186.00	5.00	0.00	0.00

Proportions

From \ To		C B
1 - A27 Chichester Bypass N		
2 - A259 Bognor Rd E		
3 - Vinnetrow Rd		
4 - A27 Chichester Bypass S		
5 - A259 Bognor Road W		

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	4	1
	2 - A259 Bognor Rd E	0	0	1	1	0
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	1	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	382.00	382.00
	2 - A259 Bognor Rd E	330.00	330.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	350.00	350.00
	5 - A259 Bognor Road W	188.00	188.00
17:15-17:30	1 - A27 Chichester Bypass N	328.00	328.00
	2 - A259 Bognor Rd E	406.00	406.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	360.00	360.00
	5 - A259 Bognor Road W	181.00	181.00
17:30-17:45	1 - A27 Chichester Bypass N	359.00	359.00
	2 - A259 Bognor Rd E	359.00	359.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	368.00	368.00
	5 - A259 Bognor Road W	191.00	191.00
17:45-18:00	1 - A27 Chichester Bypass N	397.00	397.00
	2 - A259 Bognor Rd E	397.00	397.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	365.00	365.00
	5 - A259 Bognor Road W	201.00	201.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.98	35.09	16.5	E	366.50	1466.00
2 - A259 Bognor Rd E	0.86	12.97	5.8	B	373.00	1492.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.13	264.68	113.6	F	360.75	1443.00
5 - A259 Bognor Road W	0.58	6.18	1.4	A	190.25	761.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	382.00	382.00	276.81	415.15	0.920	372.91	357.34	0.0	9.1	19.043	C
2 - A259 Bognor Rd E	330.00	330.00	314.43	451.69	0.731	327.36	335.29	0.0	2.6	7.119	A
3 - Vinnetrow Rd			608.51				33.28				
4 - A27 Chichester Bypass S	350.00	350.00	262.26	353.62	0.990	333.19	346.24	0.0	16.8	33.380	D
5 - A259 Bognor Road W	188.00	188.00	447.27	354.60	0.530	186.87	148.18	0.0	1.1	5.392	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	328.00	328.00	275.30	416.44	0.788	333.10	354.96	9.1	4.0	11.644	B
2 - A259 Bognor Rd E	406.00	406.00	294.07	469.64	0.864	402.82	314.33	2.6	5.8	12.972	B
3 - Vinnetrow Rd			661.57				35.32				
4 - A27 Chichester Bypass S	360.00	360.00	291.60	331.71	1.085	329.01	369.97	16.8	47.8	93.044	F
5 - A259 Bognor Road W	181.00	181.00	449.20	353.44	0.512	181.06	171.41	1.1	1.1	5.278	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	359.00	359.00	280.94	411.60	0.872	356.77	369.83	4.0	6.2	16.067	C
2 - A259 Bognor Rd E	359.00	359.00	292.45	471.06	0.762	361.48	345.26	5.8	3.3	8.448	A
3 - Vinnetrow Rd			621.06				32.87				
4 - A27 Chichester Bypass S	368.00	368.00	273.33	345.35	1.066	344.25	347.73	47.8	71.8	165.492	F
5 - A259 Bognor Road W	191.00	191.00	459.92	346.99	0.550	190.85	157.66	1.1	1.2	5.822	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	397.00	397.00	287.44	406.02	0.978	386.70	371.68	6.2	16.5	35.093	E
2 - A259 Bognor Rd E	397.00	397.00	297.53	466.59	0.851	395.02	376.61	3.3	5.3	12.337	B
3 - Vinnetrow Rd			657.35				35.20				
4 - A27 Chichester Bypass S	365.00	365.00	302.82	323.32	1.129	323.02	354.53	71.8	118.5	264.881	F
5 - A259 Bognor Road W	201.00	201.00	458.26	347.98	0.578	200.86	167.57	1.2	1.4	6.179	A

2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	31.95	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DS	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	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	67.00	29.00	249.00	39.00
	2 - A259 Bognor Rd E	115.00	0.00	0.00	105.00	111.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	238.00	113.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	12.00	171.00	4.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:15 - 17:30

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	43.00	31.00	227.00	28.00
	2 - A259 Bognor Rd E	121.00	0.00	0.00	141.00	144.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	243.00	118.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	8.00	170.00	4.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:30 - 17:45

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	71.00	29.00	226.00	35.00
	2 - A259 Bognor Rd E	116.00	0.00	0.00	122.00	122.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	256.00	113.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	11.00	176.00	4.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Demand (PCU/TS)

17:45 - 18:00

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	100.00	31.00	237.00	31.00
	2 - A259 Bognor Rd E	136.00	0.00	0.00	124.00	137.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	249.00	116.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	10.00	186.00	4.00	0.00	0.00

Proportions

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	1	1	0
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	5	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	1	1	4	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	5	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	5	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	384.00	384.00
	2 - A259 Bognor Rd E	331.00	331.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	351.00	351.00
	5 - A259 Bognor Road W	187.00	187.00
17:15-17:30	1 - A27 Chichester Bypass N	329.00	329.00
	2 - A259 Bognor Rd E	406.00	406.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	361.00	361.00
	5 - A259 Bognor Road W	182.00	182.00
17:30-17:45	1 - A27 Chichester Bypass N	361.00	361.00
	2 - A259 Bognor Rd E	360.00	360.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	369.00	369.00
	5 - A259 Bognor Road W	191.00	191.00
17:45-18:00	1 - A27 Chichester Bypass N	399.00	399.00
	2 - A259 Bognor Rd E	397.00	397.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	365.00	365.00
	5 - A259 Bognor Road W	200.00	200.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	0.99	39.97	19.4	E	368.25	1473.00
2 - A259 Bognor Rd E	0.87	13.05	5.9	B	373.50	1494.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.13	271.34	115.7	F	361.50	1446.00
5 - A259 Bognor Road W	0.58	6.16	1.4	A	190.00	760.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	384.00	384.00	281.40	411.20	0.934	373.78	352.32	0.0	10.2	20.832	C
2 - A259 Bognor Rd E	331.00	331.00	312.54	453.35	0.730	328.36	342.64	0.0	2.6	7.083	A
3 - Vinnetrow Rd			608.70				32.20				
4 - A27 Chichester Bypass S	351.00	351.00	262.16	353.69	0.992	333.76	346.54	0.0	17.2	33.946	C
5 - A259 Bognor Road W	187.00	187.00	447.84	354.26	0.528	185.88	148.08	0.0	1.1	5.371	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	329.00	329.00	281.51	411.11	0.800	334.88	349.82	10.2	4.3	12.886	B
2 - A259 Bognor Rd E	406.00	406.00	294.67	469.11	0.865	402.77	321.72	2.6	5.9	13.055	B
3 - Vinnetrow Rd			662.07				35.36				
4 - A27 Chichester Bypass S	361.00	361.00	291.64	331.67	1.088	329.13	370.43	17.2	48.1	101.346	F
5 - A259 Bognor Road W	182.00	182.00	449.30	353.38	0.515	182.03	171.47	1.1	1.1	5.309	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	361.00	361.00	286.13	407.15	0.887	358.39	365.03	4.3	6.9	17.841	C
2 - A259 Bognor Rd E	360.00	360.00	292.19	471.30	0.764	362.49	352.33	5.9	3.4	8.511	A
3 - Vinnetrow Rd			621.83				32.85				
4 - A27 Chichester Bypass S	369.00	369.00	274.29	344.63	1.071	343.64	347.54	48.1	74.8	171.282	F
5 - A259 Bognor Road W	191.00	191.00	460.30	346.76	0.551	190.86	157.63	1.1	1.2	5.834	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	399.00	399.00	291.89	402.20	0.992	386.57	367.05	6.9	19.4	39.874	E
2 - A259 Bognor Rd E	397.00	397.00	294.06	469.65	0.845	395.25	384.40	3.4	5.1	11.912	B
3 - Vinnetrow Rd			655.26				34.05				
4 - A27 Chichester Bypass S	365.00	365.00	301.87	324.03	1.126	323.74	353.38	74.8	115.7	271.339	F
5 - A259 Bognor Road W	200.00	200.00	459.07	347.50	0.576	199.87	166.54	1.2	1.4	6.160	A

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	132.62	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	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	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	65.00	31.00	256.00	52.00
	2 - A259 Bognor Rd E	117.00	0.00	0.00	99.00	114.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	254.00	100.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	12.00	185.00	3.00	0.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	42.00	32.00	233.00	37.00
	2 - A259 Bognor Rd E	123.00	0.00	0.00	134.00	149.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	259.00	103.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	9.00	184.00	3.00	0.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	70.00	31.00	232.00	46.00
	2 - A259 Bognor Rd E	117.00	0.00	0.00	116.00	126.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	273.00	99.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	11.00	191.00	3.00	0.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Demand (PCU/TS)

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0.00	97.00	33.00	244.00	42.00
	2 - A259 Bognor Rd E	138.00	0.00	0.00	117.00	141.00
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	266.00	102.00	0.00	0.00	0.00
	5 - A259 Bognor Road W	10.00	202.00	3.00	0.00	0.00

Proportions

		C
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	1	1	0
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	1	33	0	0
	5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	1	17	0	0
	5 - A259 Bognor Road W	1	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	404.00	404.00
	2 - A259 Bognor Rd E	330.00	330.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	354.00	354.00
	5 - A259 Bognor Road W	200.00	200.00
17:15-17:30	1 - A27 Chichester Bypass N	344.00	344.00
	2 - A259 Bognor Rd E	406.00	406.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	362.00	362.00
	5 - A259 Bognor Road W	196.00	196.00
17:30-17:45	1 - A27 Chichester Bypass N	379.00	379.00
	2 - A259 Bognor Rd E	359.00	359.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	372.00	372.00
	5 - A259 Bognor Road W	205.00	205.00
17:45-18:00	1 - A27 Chichester Bypass N	416.00	416.00
	2 - A259 Bognor Rd E	396.00	396.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	368.00	368.00
	5 - A259 Bognor Road W	215.00	215.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.03	56.01	30.3	F	385.75	1543.00
2 - A259 Bognor Rd E	0.90	16.47	7.5	C	372.75	1491.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.18	401.30	165.0	F	364.00	1456.00
5 - A259 Bognor Road W	0.61	6.56	1.5	A	204.00	816.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	404.00	404.00	279.51	412.83	0.979	388.01	363.36	0.0	16.0	28.193	D
2 - A259 Bognor Rd E	330.00	330.00	328.56	439.23	0.751	327.07	338.96	0.0	2.9	7.857	A
3 - Vinnetrow Rd			622.89				32.75				
4 - A27 Chichester Bypass S	354.00	354.00	278.89	341.20	1.038	328.18	343.99	0.0	25.8	46.185	E
5 - A259 Bognor Road W	200.00	200.00	444.14	356.49	0.561	198.73	162.93	0.0	1.3	5.721	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	344.00	344.00	277.66	414.41	0.830	354.58	358.88	16.0	5.4	17.512	C
2 - A259 Bognor Rd E	406.00	406.00	313.66	452.36	0.898	401.43	318.57	2.9	7.5	16.469	C
3 - Vinnetrow Rd			679.37				35.72				
4 - A27 Chichester Bypass S	362.00	362.00	307.50	319.83	1.132	318.73	371.87	35.8	69.1	143.242	F
5 - A259 Bognor Road W	196.00	196.00	440.50	358.68	0.546	196.04	185.74	1.3	1.2	5.593	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	379.00	379.00	283.48	409.42	0.926	374.66	371.33	5.4	9.7	23.583	C
2 - A259 Bognor Rd E	359.00	359.00	308.80	456.65	0.786	362.63	349.34	7.5	3.9	9.980	A
3 - Vinnetrow Rd			637.73				33.70				
4 - A27 Chichester Bypass S	372.00	372.00	290.80	332.30	1.119	331.95	346.92	69.1	109.1	252.011	F
5 - A259 Bognor Road W	205.00	205.00	449.96	352.98	0.581	204.85	172.79	1.2	1.4	6.133	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	416.00	416.00	290.15	403.70	1.030	395.40	374.07	9.7	30.3	56.011	F
2 - A259 Bognor Rd E	396.00	396.00	306.67	458.53	0.864	394.04	378.87	3.9	5.8	13.636	B
3 - Vinnetrow Rd			666.32				34.39				
4 - A27 Chichester Bypass S	368.00	368.00	317.63	312.26	1.179	312.15	348.69	109.1	165.0	401.199	F
5 - A259 Bognor Road W	215.00	215.00	449.38	353.33	0.608	214.83	180.40	1.4	1.5	6.558	A

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 Chichester Bypass N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 Chichester Bypass S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road W - 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	A27 / A259 / Vinnetrow Rd Roundabout	Standard Roundabout		1, 2, 3, 4, 5	176.83	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2038 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	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A27 Chichester Bypass N		DIRECT	✓	100.000
2 - A259 Bognor Rd E		DIRECT	✓	100.000
3 - Vinnetrow Rd				
4 - A27 Chichester Bypass S		DIRECT	✓	100.000
5 - A259 Bognor Road W		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	61.00	26.00	269.00	50.00
2 - A259 Bognor Rd E	120.00	0.00	0.00	103.00	110.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	257.00	113.00	0.00	0.00	0.00
5 - A259 Bognor Road W	11.00	188.00	3.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	40.00	27.00	245.00	36.00
2 - A259 Bognor Rd E	126.00	0.00	0.00	139.00	144.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	262.00	118.00	0.00	0.00	0.00
5 - A259 Bognor Road W	8.00	187.00	3.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	66.00	26.00	244.00	44.00
2 - A259 Bognor Rd E	121.00	0.00	0.00	120.00	121.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	275.00	113.00	0.00	0.00	0.00
5 - A259 Bognor Road W	10.00	195.00	3.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
1 - A27 Chichester Bypass N	0.00	91.00	27.00	257.00	40.00
2 - A259 Bognor Rd E	142.00	0.00	0.00	122.00	136.00
3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
4 - A27 Chichester Bypass S	269.00	116.00	0.00	0.00	0.00
5 - A259 Bognor Road W	10.00	205.00	3.00	0.00	0.00

Proportions

From \ To	1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W	C B
1 - A27 Chichester Bypass N						
2 - A259 Bognor Rd E						
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S						
5 - A259 Bognor Road W						

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	1	1	0
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	1	33	0	0
	5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	0	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	3	1	17	0	0
	5 - A259 Bognor Road W	1	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	0	0	0	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	17	0	0
	5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1 - A27 Chichester Bypass N	2 - A259 Bognor Rd E	3 - Vinnetrow Rd	4 - A27 Chichester Bypass S	5 - A259 Bognor Road W
From	1 - A27 Chichester Bypass N	0	1	1	3	1
	2 - A259 Bognor Rd E	1	0	1	1	1
	3 - Vinnetrow Rd	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 Chichester Bypass S	4	1	33	0	0
	5 - A259 Bognor Road W	2	1	2	0	0

Average PCU Per Veh

		C B
From	1 - A27 Chichester Bypass N	
	2 - A259 Bognor Rd E	
	3 - Vinnetrow Rd	E
	4 - A27 Chichester Bypass S	
	5 - A259 Bognor Road W	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A27 Chichester Bypass N	406.00	406.00
	2 - A259 Bognor Rd E	333.00	333.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	370.00	370.00
	5 - A259 Bognor Road W	202.00	202.00
17:15-17:30	1 - A27 Chichester Bypass N	348.00	348.00
	2 - A259 Bognor Rd E	409.00	409.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	380.00	380.00
	5 - A259 Bognor Road W	198.00	198.00
17:30-17:45	1 - A27 Chichester Bypass N	380.00	380.00
	2 - A259 Bognor Rd E	362.00	362.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	388.00	388.00
	5 - A259 Bognor Road W	208.00	208.00
17:45-18:00	1 - A27 Chichester Bypass N	415.00	415.00
	2 - A259 Bognor Rd E	400.00	400.00
	3 - Vinnetrow Rd	0.00	0.00
	4 - A27 Chichester Bypass S	385.00	385.00
	5 - A259 Bognor Road W	218.00	218.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A27 Chichester Bypass N	1.05	70.92	39.1	F	387.25	1549.00
2 - A259 Bognor Rd E	0.92	19.60	9.2	C	376.00	1504.00
3 - Vinnetrow Rd						
4 - A27 Chichester Bypass S	1.02	525.42	218.1	F	380.75	1523.00
5 - A259 Bognor Road W	0.62	6.90	1.6	A	206.50	826.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	406.00	406.00	291.84	402.25	1.009	384.21	362.06	0.0	21.8	35.493	E
2 - A259 Bognor Rd E	333.00	333.00	329.46	438.43	0.760	329.95	346.58	0.0	3.1	8.108	A
3 - Vinnetrow Rd			631.83				27.58				
4 - A27 Chichester Bypass S	370.00	370.00	275.21	343.95	1.076	334.35	356.62	0.0	36.7	57.874	F
5 - A259 Bognor Road W	202.00	202.00	453.25	351.00	0.575	200.65	156.31	0.0	1.3	5.999	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	348.00	348.00	289.83	403.98	0.861	362.58	354.44	21.8	7.2	26.762	D
2 - A259 Bognor Rd E	409.00	409.00	323.14	444.01	0.921	402.86	329.27	3.1	9.2	19.604	C
3 - Vinnetrow Rd			695.16				30.84				
4 - A27 Chichester Bypass S	380.00	380.00	303.98	322.46	1.178	321.93	391.18	95.7	93.7	188.431	F
5 - A259 Bognor Road W	198.00	198.00	446.20	355.25	0.557	198.06	179.71	1.3	1.3	5.788	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	380.00	380.00	296.88	397.92	0.955	374.03	367.24	7.2	13.2	31.441	D
2 - A259 Bognor Rd E	362.00	362.00	312.48	453.40	0.798	367.00	358.43	9.2	4.2	11.030	B
3 - Vinnetrow Rd			650.83				28.66				
4 - A27 Chichester Bypass S	388.00	388.00	288.48	334.03	1.162	333.88	362.34	93.7	147.8	338.908	F
5 - A259 Bognor Road W	208.00	208.00	456.31	349.16	0.596	207.82	166.05	1.3	1.5	6.424	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Chichester Bypass N	415.00	415.00	301.18	394.24	1.053	389.10	372.59	13.2	33.1	70.919	F
2 - A259 Bognor Rd E	400.00	400.00	307.38	457.90	0.874	397.91	382.90	4.2	6.3	14.584	B
3 - Vinnetrow Rd			676.93				28.36				
4 - A27 Chichester Bypass S	385.00	385.00	314.20	314.83	1.223	314.77	362.74	147.8	218.1	526.430	F
5 - A259 Bognor Road W	218.00	218.00	455.94	349.38	0.624	217.82	173.03	1.5	1.6	6.903	A

Appendix W Nyton Road / Oving Road

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
[redacted]

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

Filename: Junction 6 - Nyton Road_Oving Road_RevA.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 6 - Nyton Road_Oving Road
Report generation date: 26/04/2021 11:06:08

»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								
Stream B-C	0.3	14.21	0.22	B	0.1	14.21	0.12	B
Stream B-A	1.3	27.69	0.56	D	1.6	25.11	0.62	D
Stream C-AB	0.2	7.55	0.13	A	0.8	6.91	0.34	A
2031 DM No Cala								
Stream B-C	0.5	17.43	0.32	C	0.5	13.18	0.34	B
Stream B-A	2.0	36.83	0.69	E	1.7	28.71	0.64	D
Stream C-AB	0.8	9.39	0.38	A	0.9	8.34	0.41	A
2031 DM								
Stream B-C	0.5	17.36	0.31	C	0.5	13.32	0.35	B
Stream B-A	2.0	36.80	0.69	E	1.8	29.28	0.65	D
Stream C-AB	0.8	9.37	0.37	A	1.0	8.48	0.42	A
2031 DS No Cala								
Stream B-C	0.4	16.88	0.31	C	0.5	13.69	0.34	B
Stream B-A	1.9	35.70	0.68	E	1.8	31.33	0.66	D
Stream C-AB	0.8	9.35	0.37	A	1.4	10.24	0.52	B
2031 DS								
Stream B-C	0.8	34.03	0.46	D	0.8	29.21	0.46	D
Stream B-A	3.7	61.64	0.84	F	3.9	57.83	0.82	F
Stream C-AB	0.9	10.10	0.41	B	1.2	9.21	0.47	A
2038 DM								
Stream B-C	0.5	21.19	0.35	C	0.7	17.11	0.43	C
Stream B-A	2.5	42.95	0.75	E	2.4	37.48	0.72	E
Stream C-AB	0.8	9.34	0.38	A	1.2	9.74	0.49	A
2038 DS								
Stream B-C	3.0	68.23	0.81	F	21.0	364.91	1.25	F
Stream B-A	4.6	80.45	0.90	F	34.3	409.13	1.17	F
Stream C-AB	0.8	10.04	0.37	B	2.0	12.97	0.61	B

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

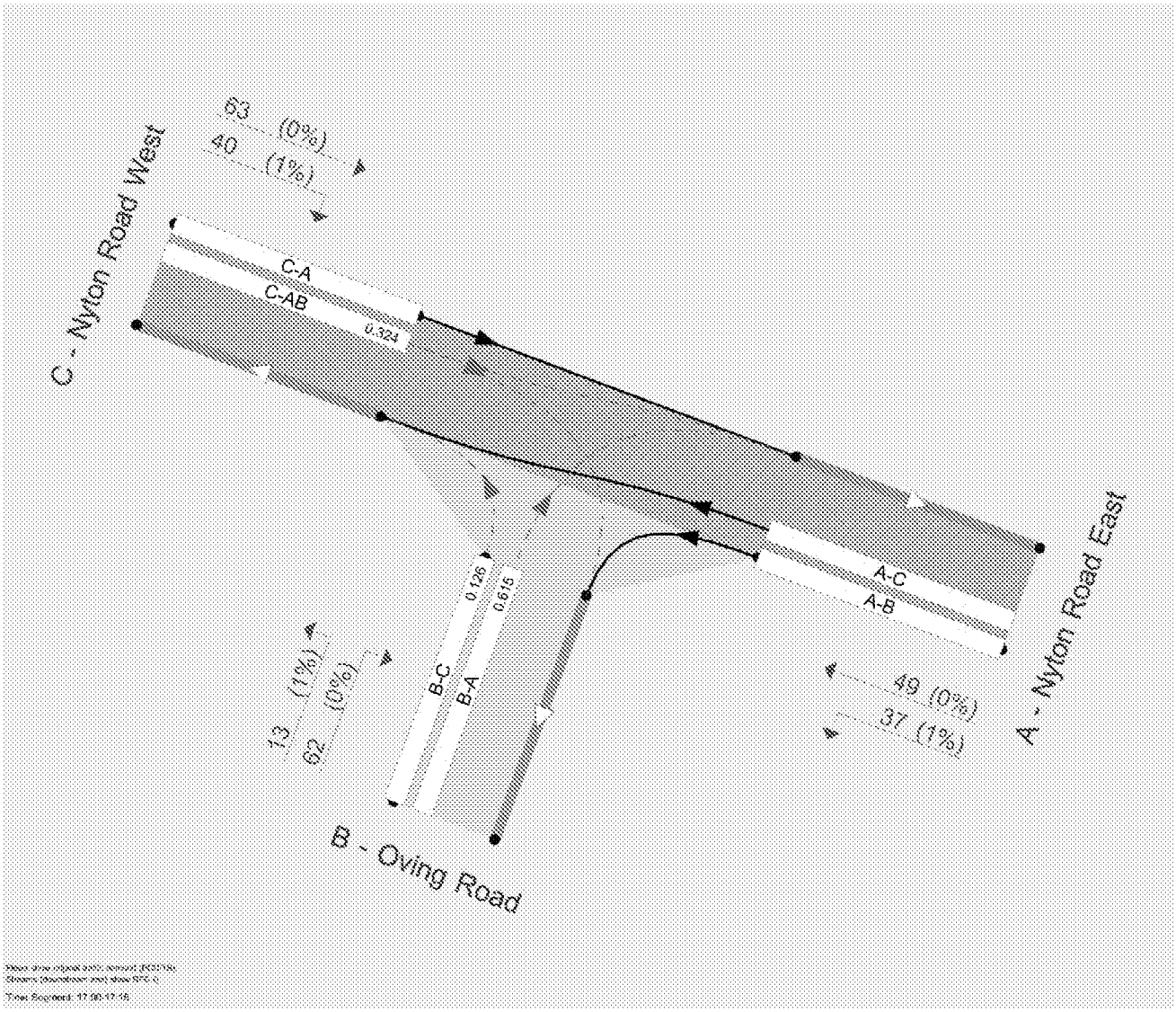
File summary

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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Nyton Road East		Major
B	Oving Road		Minor
C	Nyton Road West		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 - Nyton Road West	6.90			146.0	✓	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	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 - Oving Road	One lane plus flare	10.00	7.06	4.02	3.38	3.20		1.00	44	35

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	141.229	0.099	0.250	0.157	0.357
B-C	171.049	0.101	0.255	-	-
C-B	164.628	0.245	0.245	-	-

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 - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	45.00	180.00
	B - Oving Road	38.00	0.00	17.00
	C - Nyton Road West	28.00	7.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.20	0.80
	B - Oving Road	0.69	0.00	0.31
	C - Nyton Road West	0.80	0.20	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	41.00	184.00
	B - Oving Road	33.00	0.00	21.00
	C - Nyton Road West	36.00	8.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.18	0.82
	B - Oving Road	0.61	0.00	0.39
	C - Nyton Road West	0.82	0.18	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	28.00	176.00
	B - Oving Road	45.00	0.00	20.00
	C - Nyton Road West	45.00	13.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.14	0.86
	B - Oving Road	0.69	0.00	0.31
	C - Nyton Road West	0.78	0.22	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	39.00	151.00
	B - Oving Road	27.00	0.00	12.00
	C - Nyton Road West	40.00	10.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.21	0.79
	B - Oving Road	0.69	0.00	0.31
	C - Nyton Road West	0.80	0.20	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	2	1
	B - Oving Road	15	0	14
	C - Nyton Road West	8	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.028	1.014
	B - Oving Road	1.210	1.000	1.196
	C - Nyton Road West	1.112	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	2	2
	B - Oving Road	10	0	11
	C - Nyton Road West	9	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.028	1.028
	B - Oving Road	1.140	1.000	1.154
	C - Nyton Road West	1.126	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	4	4
	B - Oving Road	10	0	0
	C - Nyton Road West	10	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.056	1.056
	B - Oving Road	1.140	1.000	1.000
	C - Nyton Road West	1.140	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	9	3
	B - Oving Road	0	0	0
	C - Nyton Road West	3	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.126	1.042
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.042	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Nyton Road East	225.00	225.00
	B - Oving Road	55.00	55.00
	C - Nyton Road West	35.00	35.00
08:15-08:30	A - Nyton Road East	225.00	225.00
	B - Oving Road	54.00	54.00
	C - Nyton Road West	44.00	44.00
08:30-08:45	A - Nyton Road East	204.00	204.00
	B - Oving Road	65.00	65.00
	C - Nyton Road West	58.00	58.00
08:45-09:00	A - Nyton Road East	190.00	190.00
	B - Oving Road	39.00	39.00
	C - Nyton Road West	50.00	50.00

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	0.22	14.21	0.3	B	17.50	70.00
B-A	0.56	27.69	1.3	D	35.75	143.00
C-AB	0.13	7.55	0.2	A	13.07	52.29
C-A					33.68	134.71
A-B					38.25	153.00
A-C					172.75	691.00

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	17.00	17.00	97.04	0.175	16.75	0.0	0.2	13.365	B
B-A	38.00	38.00	83.71	0.454	37.04	0.0	1.0	22.903	C
C-AB	8.91	8.91	130.66	0.068	8.81	0.0	0.1	7.545	A
C-A	26.09	26.09			26.09				
A-B	45.00	45.00			45.00				
A-C	180.00	180.00			180.00				

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	21.00	21.00	101.84	0.206	20.95	0.2	0.3	13.085	B
B-A	33.00	33.00	80.33	0.411	33.10	1.0	0.9	22.939	C
C-AB	10.89	10.89	136.73	0.080	10.86	0.1	0.1	7.341	A
C-A	33.11	33.11			33.11				
A-B	41.00	41.00			41.00				
A-C	184.00	184.00			184.00				

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	20.00	20.00	89.33	0.224	19.99	0.3	0.3	14.210	B
B-A	45.00	45.00	81.07	0.555	44.52	0.9	1.3	27.692	D
C-AB	18.71	18.71	148.18	0.126	18.63	0.1	0.2	7.196	A
C-A	39.29	39.29			39.29				
A-B	28.00	28.00			28.00				
A-C	176.00	176.00			176.00				

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	12.00	12.00	114.99	0.104	12.19	0.3	0.1	8.772	A
B-A	27.00	27.00	89.52	0.302	27.84	1.3	0.5	16.562	C
C-AB	13.78	13.78	147.60	0.093	13.83	0.2	0.2	6.927	A
C-A	36.22	36.22			36.22				
A-B	39.00	39.00			39.00				
A-C	151.00	151.00			151.00				

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		7.52	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 - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	49.00	39.00
	B - Oving Road	63.00	0.00	5.00
	C - Nyton Road West	81.00	32.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.56	0.44
	B - Oving Road	0.93	0.00	0.07
	C - Nyton Road West	0.72	0.28	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	19.00	52.00
	B - Oving Road	63.00	0.00	4.00
	C - Nyton Road West	83.00	33.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.27	0.73
	B - Oving Road	0.94	0.00	0.06
	C - Nyton Road West	0.72	0.28	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	29.00	70.00
	B - Oving Road	56.00	0.00	9.00
	C - Nyton Road West	86.00	39.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.29	0.71
	B - Oving Road	0.86	0.00	0.14
	C - Nyton Road West	0.69	0.31	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	15.00	57.00
	B - Oving Road	56.00	0.00	14.00
	C - Nyton Road West	79.00	24.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.21	0.79
	B - Oving Road	0.80	0.00	0.20
	C - Nyton Road West	0.77	0.23	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	2	0
	B - Oving Road	2	0	33
	C - Nyton Road West	1	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.028	1.000
	B - Oving Road	1.028	1.000	1.462
	C - Nyton Road West	1.014	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	2
	B - Oving Road	2	0	0
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.028
	B - Oving Road	1.028	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	3
	B - Oving Road	0	0	0
	C - Nyton Road West	2	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.042
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.028	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	0	0	0
	C - Nyton Road West	1	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.000	1.000	1.000
	C - Nyton 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 - Nyton Road East	88.00	88.00
	B - Oving Road	68.00	68.00
	C - Nyton Road West	113.00	113.00
17:15-17:30	A - Nyton Road East	71.00	71.00
	B - Oving Road	67.00	67.00
	C - Nyton Road West	116.00	116.00
17:30-17:45	A - Nyton Road East	99.00	99.00
	B - Oving Road	65.00	65.00
	C - Nyton Road West	125.00	125.00
17:45-18:00	A - Nyton Road East	72.00	72.00
	B - Oving Road	70.00	70.00
	C - Nyton Road West	103.00	103.00

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	0.12	14.21	0.1	B	8.00	32.00
B-A	0.62	25.11	1.6	D	59.50	238.00
C-AB	0.34	6.91	0.8	A	54.73	218.90
C-A					59.52	238.10
A-B					28.00	112.00
A-C					54.50	218.00

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	5.00	5.00	97.45	0.051	4.92	0.0	0.1	14.209	B
B-A	63.00	63.00	102.46	0.615	61.46	0.0	1.5	21.832	C
C-AB	54.10	54.10	198.31	0.273	53.54	0.0	0.6	6.243	A
C-A	58.90	58.90			58.90				
A-B	49.00	49.00			49.00				
A-C	39.00	39.00			39.00				

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	4.00	4.00	95.57	0.042	4.02	0.1	0.1	12.032	B
B-A	63.00	63.00	101.49	0.621	62.92	1.5	1.6	23.885	C
C-AB	56.05	56.05	203.22	0.276	56.04	0.6	0.6	6.154	A
C-A	59.95	59.95			59.95				
A-B	19.00	19.00			19.00				
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-C	9.00	9.00	99.24	0.091	8.95	0.1	0.1	9.963	A
B-A	56.00	56.00	93.21	0.601	56.05	1.6	1.6	25.112	D
C-AB	68.81	68.81	199.69	0.345	68.61	0.6	0.8	6.908	A
C-A	56.19	56.19			56.19				
A-B	29.00	29.00			29.00				
A-C	70.00	70.00			70.00				

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	14.00	14.00	113.11	0.124	13.96	0.1	0.1	9.073	A
B-A	56.00	56.00	103.96	0.539	56.36	1.6	1.2	19.061	C
C-AB	39.94	39.94	200.40	0.199	40.32	0.8	0.4	5.703	A
C-A	63.06	63.06			63.06				
A-B	15.00	15.00			15.00				
A-C	57.00	57.00			57.00				

2031 DM No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.26	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
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 - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	19.00	170.00
	B - Oving Road	43.00	0.00	21.00
	C - Nyton Road West	29.00	22.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.10	0.90
	B - Oving Road	0.67	0.00	0.33
	C - Nyton Road West	0.57	0.43	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	17.00	173.00
	B - Oving Road	37.00	0.00	26.00
	C - Nyton Road West	37.00	25.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.09	0.91
	B - Oving Road	0.59	0.00	0.41
	C - Nyton Road West	0.60	0.40	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	12.00	165.00
	B - Oving Road	51.00	0.00	25.00
	C - Nyton Road West	47.00	41.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.07	0.93
	B - Oving Road	0.67	0.00	0.33
	C - Nyton Road West	0.53	0.47	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	16.00	142.00
	B - Oving Road	31.00	0.00	15.00
	C - Nyton Road West	41.00	31.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.10	0.90
	B - Oving Road	0.67	0.00	0.33
	C - Nyton Road West	0.57	0.43	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.028	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	0
	C - Nyton Road West	0	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.028	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	189.00	189.00
	B - Oving Road	64.00	64.00
	C - Nyton Road West	51.00	51.00
08:15-08:30	A - Nyton Road East	190.00	190.00
	B - Oving Road	63.00	63.00
	C - Nyton Road West	62.00	62.00
08:30-08:45	A - Nyton Road East	177.00	177.00
	B - Oving Road	76.00	76.00
	C - Nyton Road West	88.00	88.00
08:45-09:00	A - Nyton Road East	158.00	158.00
	B - Oving Road	46.00	46.00
	C - Nyton Road West	72.00	72.00

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	0.32	17.43	0.5	C	21.75	87.00
B-A	0.69	36.63	2.0	E	40.50	162.00
C-AB	0.38	9.39	0.8	A	40.64	162.57
C-A					27.61	110.43
A-B					16.00	64.00
A-C					162.50	650.00

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	21.00	21.00	97.33	0.216	20.73	0.0	0.3	11.876	B
B-A	43.00	43.00	82.84	0.519	41.96	0.0	1.0	21.817	C
C-AB	27.76	27.76	139.67	0.199	27.46	0.0	0.3	8.007	A
C-A	23.24	23.24			23.24				
A-B	19.00	19.00			19.00				
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	26.00	26.00	103.05	0.252	25.94	0.3	0.3	11.824	B
B-A	37.00	37.00	78.58	0.471	37.11	1.0	0.9	22.083	C
C-AB	33.62	33.62	145.39	0.231	33.54	0.3	0.4	8.088	A
C-A	28.38	28.38			28.38				
A-B	17.00	17.00			17.00				
A-C	173.00	173.00			173.00				

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	25.00	25.00	77.06	0.324	24.86	0.3	0.5	17.435	C
B-A	51.00	51.00	73.85	0.691	49.92	0.9	2.0	36.634	E
C-AB	58.88	58.88	155.65	0.378	58.48	0.4	0.8	9.388	A
C-A	29.12	29.12			29.12				
A-B	12.00	12.00			12.00				
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-C	15.00	15.00	114.91	0.131	15.32	0.5	0.2	9.156	A
B-A	31.00	31.00	85.82	0.361	32.42	2.0	0.6	17.499	C
C-AB	42.31	42.31	155.59	0.272	42.59	0.8	0.5	8.156	A
C-A	29.69	29.69			29.69				
A-B	16.00	16.00			16.00				
A-C	142.00	142.00			142.00				

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		9.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
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 - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	37.00	49.00
	B - Oving Road	62.00	0.00	13.00
	C - Nyton Road West	63.00	40.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.43	0.57
	B - Oving Road	0.83	0.00	0.17
	C - Nyton Road West	0.61	0.39	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	15.00	65.00
	B - Oving Road	63.00	0.00	11.00
	C - Nyton Road West	65.00	41.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.19	0.81
	B - Oving Road	0.85	0.00	0.15
	C - Nyton Road West	0.61	0.39	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	22.00	88.00
	B - Oving Road	56.00	0.00	24.00
	C - Nyton Road West	68.00	48.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.20	0.80
	B - Oving Road	0.70	0.00	0.30
	C - Nyton Road West	0.59	0.41	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	12.00	71.00
	B - Oving Road	56.00	0.00	37.00
	C - Nyton Road West	62.00	30.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.14	0.86
	B - Oving Road	0.60	0.00	0.40
	C - Nyton Road West	0.67	0.33	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	2
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.028
	C - Nyton Road West	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 - Oving Road	75.00	75.00
	C - Nyton Road West	103.00	103.00
17:15-17:30	A - Nyton Road East	80.00	80.00
	B - Oving Road	74.00	74.00
	C - Nyton Road West	106.00	106.00
17:30-17:45	A - Nyton Road East	110.00	110.00
	B - Oving Road	80.00	80.00
	C - Nyton Road West	116.00	116.00
17:45-18:00	A - Nyton Road East	83.00	83.00
	B - Oving Road	93.00	93.00
	C - Nyton Road West	92.00	92.00

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	0.34	13.18	0.5	B	21.25	85.00
B-A	0.64	28.71	1.7	D	59.25	237.00
C-AB	0.41	8.34	0.9	A	61.15	244.59
C-A					43.10	172.41
A-B					21.50	86.00
A-C					68.25	273.00

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	13.00	13.00	103.34	0.126	12.86	0.0	0.1	10.055	B
B-A	62.00	62.00	100.79	0.615	60.50	0.0	1.5	21.617	C
C-AB	60.41	60.41	186.45	0.324	59.77	0.0	0.6	7.152	A
C-A	42.59	42.59			42.59				
A-B	37.00	37.00			37.00				
A-C	49.00	49.00			49.00				

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	11.00	11.00	94.68	0.116	11.01	0.1	0.1	10.908	B
B-A	63.00	63.00	98.21	0.641	62.81	1.5	1.7	25.202	D
C-AB	62.71	62.71	189.22	0.331	62.69	0.6	0.7	7.197	A
C-A	43.29	43.29			43.29				
A-B	15.00	15.00			15.00				
A-C	65.00	65.00			65.00				

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	24.00	24.00	92.83	0.259	23.79	0.1	0.3	13.177	B
B-A	56.00	56.00	87.18	0.642	55.96	1.7	1.7	28.709	D
C-AB	76.20	76.20	185.02	0.412	75.93	0.7	0.9	8.340	A
C-A	39.80	39.80			39.80				
A-B	22.00	22.00			22.00				
A-C	88.00	88.00			88.00				

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	37.00	37.00	110.24	0.336	36.84	0.3	0.5	12.478	B
B-A	56.00	56.00	96.27	0.582	56.28	1.7	1.5	22.696	C
C-AB	45.26	45.26	186.64	0.243	45.75	0.9	0.5	6.466	A
C-A	46.74	46.74			46.74				
A-B	12.00	12.00			12.00				
A-C	71.00	71.00			71.00				

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		7.02	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 - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	19.00	176.00
	B - Oving Road	42.00	0.00	20.00
	C - Nyton Road West	30.00	21.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.10	0.90
	B - Oving Road	0.68	0.00	0.32
	C - Nyton Road West	0.59	0.41	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	17.00	179.00
	B - Oving Road	37.00	0.00	25.00
	C - Nyton Road West	38.00	24.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.09	0.91
	B - Oving Road	0.60	0.00	0.40
	C - Nyton Road West	0.61	0.39	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	12.00	171.00
	B - Oving Road	50.00	0.00	24.00
	C - Nyton Road West	48.00	40.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.07	0.93
	B - Oving Road	0.68	0.00	0.32
	C - Nyton Road West	0.55	0.45	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	16.00	146.00
	B - Oving Road	30.00	0.00	14.00
	C - Nyton Road West	43.00	31.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.10	0.90
	B - Oving Road	0.68	0.00	0.32
	C - Nyton Road West	0.58	0.42	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.028	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	0
	C - Nyton Road West	0	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.028	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	195.00	195.00
	B - Oving Road	62.00	62.00
	C - Nyton Road West	51.00	51.00
08:15-08:30	A - Nyton Road East	196.00	196.00
	B - Oving Road	62.00	62.00
	C - Nyton Road West	62.00	62.00
08:30-08:45	A - Nyton Road East	183.00	183.00
	B - Oving Road	74.00	74.00
	C - Nyton Road West	88.00	88.00
08:45-09:00	A - Nyton Road East	162.00	162.00
	B - Oving Road	44.00	44.00
	C - Nyton Road West	74.00	74.00

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	0.31	17.36	0.5	C	20.75	83.00
B-A	0.69	36.80	2.0	E	39.75	159.00
C-AB	0.37	9.37	0.8	A	40.12	160.49
C-A					28.63	114.51
A-B					16.00	64.00
A-C					168.00	672.00

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	20.00	20.00	96.44	0.207	19.74	0.0	0.3	11.858	B
B-A	42.00	42.00	81.73	0.514	40.98	0.0	1.0	21.894	C
C-AB	26.78	26.78	139.04	0.193	26.48	0.0	0.3	7.984	A
C-A	24.22	24.22			24.22				
A-B	19.00	19.00			19.00				
A-C	176.00	176.00			176.00				

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	25.00	25.00	100.87	0.248	24.93	0.3	0.3	12.006	B
B-A	37.00	37.00	77.49	0.478	37.06	1.0	1.0	22.635	C
C-AB	32.63	32.63	144.78	0.225	32.55	0.3	0.4	8.060	A
C-A	29.37	29.37			29.37				
A-B	17.00	17.00			17.00				
A-C	179.00	179.00			179.00				

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	24.00	24.00	76.30	0.315	23.88	0.3	0.5	17.362	C
B-A	50.00	50.00	72.79	0.687	48.98	1.0	2.0	36.798	E
C-AB	58.07	58.07	155.06	0.375	57.67	0.4	0.8	9.366	A
C-A	29.93	29.93			29.93				
A-B	12.00	12.00			12.00				
A-C	171.00	171.00			171.00				

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	14.00	14.00	114.25	0.123	14.31	0.5	0.1	9.124	A
B-A	30.00	30.00	84.67	0.354	31.41	2.0	0.6	17.541	C
C-AB	43.01	43.01	156.15	0.275	43.27	0.8	0.5	8.163	A
C-A	30.99	30.99			30.99				
A-B	16.00	16.00			16.00				
A-C	146.00	146.00			146.00				

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		9.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	37.00	50.00
	B - Oving Road	62.00	0.00	13.00
	C - Nyton Road West	63.00	40.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.43	0.57
	B - Oving Road	0.83	0.00	0.17
	C - Nyton Road West	0.61	0.39	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	15.00	66.00
	B - Oving Road	63.00	0.00	11.00
	C - Nyton Road West	65.00	42.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.19	0.81
	B - Oving Road	0.85	0.00	0.15
	C - Nyton Road West	0.61	0.39	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	22.00	89.00
	B - Oving Road	56.00	0.00	24.00
	C - Nyton Road West	68.00	49.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.20	0.80
	B - Oving Road	0.70	0.00	0.30
	C - Nyton Road West	0.58	0.42	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	12.00	73.00
	B - Oving Road	56.00	0.00	38.00
	C - Nyton Road West	62.00	30.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.14	0.86
	B - Oving Road	0.60	0.00	0.40
	C - Nyton Road West	0.67	0.33	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	2
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.028
	C - Nyton Road West	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	87.00	87.00
	B - Oving Road	75.00	75.00
	C - Nyton Road West	103.00	103.00
17:15-17:30	A - Nyton Road East	81.00	81.00
	B - Oving Road	74.00	74.00
	C - Nyton Road West	107.00	107.00
17:30-17:45	A - Nyton Road East	111.00	111.00
	B - Oving Road	80.00	80.00
	C - Nyton Road West	117.00	117.00
17:45-18:00	A - Nyton Road East	85.00	85.00
	B - Oving Road	94.00	94.00
	C - Nyton Road West	92.00	92.00

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	0.35	13.32	0.5	B	21.50	86.00
B-A	0.65	29.28	1.8	D	59.25	237.00
C-AB	0.42	8.48	1.0	A	61.97	247.89
C-A					42.78	171.11
A-B					21.50	86.00
A-C					69.50	278.00

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	13.00	13.00	102.92	0.126	12.86	0.0	0.1	10.116	B
B-A	62.00	62.00	100.54	0.617	60.49	0.0	1.5	21.741	C
C-AB	60.45	60.45	186.24	0.325	59.81	0.0	0.6	7.103	A
C-A	42.55	42.55			42.55				
A-B	37.00	37.00			37.00				
A-C	50.00	50.00			50.00				

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	11.00	11.00	93.78	0.117	11.01	0.1	0.1	11.026	B
B-A	63.00	63.00	97.60	0.645	62.79	1.5	1.7	25.614	D
C-AB	64.28	64.28	189.01	0.340	64.23	0.6	0.7	7.249	A
C-A	42.72	42.72			42.72				
A-B	15.00	15.00			15.00				
A-C	66.00	66.00			66.00				

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	24.00	24.00	91.89	0.261	23.78	0.1	0.4	13.316	B
B-A	56.00	56.00	86.55	0.647	55.96	1.7	1.8	29.278	D
C-AB	77.84	77.84	184.82	0.421	77.56	0.7	1.0	8.482	A
C-A	39.16	39.16			39.16				
A-B	22.00	22.00			22.00				
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-C	38.00	38.00	109.45	0.347	37.82	0.4	0.5	12.780	B
B-A	56.00	56.00	95.42	0.587	56.28	1.8	1.5	23.194	C
C-AB	45.32	45.32	186.22	0.243	45.84	1.0	0.5	6.494	A
C-A	46.68	46.68			46.68				
A-B	12.00	12.00			12.00				
A-C	73.00	73.00			73.00				

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		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
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 - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	21.00	173.00
	B - Oving Road	42.00	0.00	20.00
	C - Nyton Road West	30.00	21.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.11	0.89
	B - Oving Road	0.68	0.00	0.32
	C - Nyton Road West	0.59	0.41	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	19.00	176.00
	B - Oving Road	37.00	0.00	25.00
	C - Nyton Road West	37.00	24.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.10	0.90
	B - Oving Road	0.60	0.00	0.40
	C - Nyton Road West	0.61	0.39	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	13.00	168.00
	B - Oving Road	50.00	0.00	24.00
	C - Nyton Road West	47.00	40.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.07	0.93
	B - Oving Road	0.68	0.00	0.32
	C - Nyton Road West	0.54	0.46	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	18.00	144.00
	B - Oving Road	30.00	0.00	14.00
	C - Nyton Road West	42.00	31.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.11	0.89
	B - Oving Road	0.68	0.00	0.32
	C - Nyton Road West	0.58	0.42	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.028	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	0
	C - Nyton Road West	0	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.028	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	194.00	194.00
	B - Oving Road	62.00	62.00
	C - Nyton Road West	51.00	51.00
08:15-08:30	A - Nyton Road East	195.00	195.00
	B - Oving Road	62.00	62.00
	C - Nyton Road West	61.00	61.00
08:30-08:45	A - Nyton Road East	181.00	181.00
	B - Oving Road	74.00	74.00
	C - Nyton Road West	87.00	87.00
08:45-09:00	A - Nyton Road East	162.00	162.00
	B - Oving Road	44.00	44.00
	C - Nyton Road West	73.00	73.00

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	0.31	16.88	0.4	C	20.75	83.00
B-A	0.68	35.70	1.9	E	39.75	159.00
C-AB	0.37	9.35	0.8	A	39.85	159.41
C-A					28.15	112.59
A-B					17.75	71.00
A-C					165.25	661.00

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	20.00	20.00	97.22	0.206	19.74	0.0	0.3	11.741	B
B-A	42.00	42.00	82.30	0.510	40.99	0.0	1.0	21.614	C
C-AB	26.77	26.77	139.26	0.192	26.47	0.0	0.3	8.054	A
C-A	24.23	24.23			24.23				
A-B	21.00	21.00			21.00				
A-C	173.00	173.00			173.00				

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	25.00	25.00	101.76	0.246	24.93	0.3	0.3	11.867	B
B-A	37.00	37.00	78.21	0.473	37.07	1.0	0.9	22.241	C
C-AB	32.36	32.36	144.27	0.224	32.29	0.3	0.4	8.129	A
C-A	28.64	28.64			28.64				
A-B	19.00	19.00			19.00				
A-C	176.00	176.00			176.00				

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	24.00	24.00	77.82	0.308	23.88	0.3	0.4	16.881	C
B-A	50.00	50.00	73.63	0.679	49.02	0.9	1.9	35.695	E
C-AB	57.58	57.58	154.77	0.372	57.19	0.4	0.8	9.350	A
C-A	29.42	29.42			29.42				
A-B	13.00	13.00			13.00				
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-C	14.00	14.00	114.73	0.122	14.30	0.4	0.1	9.078	A
B-A	30.00	30.00	85.13	0.352	31.35	1.9	0.6	17.352	C
C-AB	42.70	42.70	155.42	0.275	42.95	0.8	0.5	8.192	A
C-A	30.30	30.30			30.30				
A-B	18.00	18.00			18.00				
A-C	144.00	144.00			144.00				

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		10.24	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 - Nyton Road East		DIRECT	✓	100.000
B - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	43.00	48.00
	B - Oving Road	61.00	0.00	13.00
	C - Nyton Road West	60.00	50.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.47	0.53
	B - Oving Road	0.82	0.00	0.18
	C - Nyton Road West	0.55	0.45	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	17.00	63.00
	B - Oving Road	62.00	0.00	11.00
	C - Nyton Road West	62.00	51.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.21	0.79
	B - Oving Road	0.85	0.00	0.15
	C - Nyton Road West	0.55	0.45	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	26.00	85.00
	B - Oving Road	55.00	0.00	24.00
	C - Nyton Road West	64.00	61.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.23	0.77
	B - Oving Road	0.70	0.00	0.30
	C - Nyton Road West	0.51	0.49	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	14.00	69.00
	B - Oving Road	55.00	0.00	38.00
	C - Nyton Road West	59.00	37.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.17	0.83
	B - Oving Road	0.59	0.00	0.41
	C - Nyton Road West	0.61	0.39	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	2
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.028
	C - Nyton Road West	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	91.00	91.00
	B - Oving Road	74.00	74.00
	C - Nyton Road West	110.00	110.00
17:15-17:30	A - Nyton Road East	80.00	80.00
	B - Oving Road	73.00	73.00
	C - Nyton Road West	113.00	113.00
17:30-17:45	A - Nyton Road East	111.00	111.00
	B - Oving Road	79.00	79.00
	C - Nyton Road West	125.00	125.00
17:45-18:00	A - Nyton Road East	83.00	83.00
	B - Oving Road	93.00	93.00
	C - Nyton Road West	96.00	96.00

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	0.34	13.69	0.5	B	21.50	86.00
B-A	0.66	31.33	1.8	D	58.25	233.00
C-AB	0.52	10.24	1.4	B	75.06	300.24
C-A					35.94	143.76
A-B					25.00	100.00
A-C					66.25	265.00

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	13.00	13.00	101.22	0.128	12.85	0.0	0.1	10.311	B
B-A	61.00	61.00	97.35	0.627	59.43	0.0	1.6	22.901	C
C-AB	74.32	74.32	183.34	0.405	73.45	0.0	0.9	8.156	A
C-A	35.68	35.68			35.68				
A-B	43.00	43.00			43.00				
A-C	48.00	48.00			48.00				

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	11.00	11.00	93.08	0.118	11.01	0.1	0.1	11.121	B
B-A	62.00	62.00	95.35	0.650	61.81	1.6	1.8	26.591	D
C-AB	76.60	76.60	187.23	0.409	76.58	0.9	0.9	8.162	A
C-A	36.40	36.40			36.40				
A-B	17.00	17.00			17.00				
A-C	63.00	63.00			63.00				

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	24.00	24.00	90.25	0.266	23.78	0.1	0.4	13.686	B
B-A	55.00	55.00	83.43	0.659	54.92	1.8	1.8	31.328	D
C-AB	94.47	94.47	182.08	0.519	94.00	0.9	1.4	10.240	B
C-A	30.53	30.53			30.53				
A-B	26.00	26.00			26.00				
A-C	85.00	85.00			85.00				

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	38.00	38.00	110.40	0.344	37.84	0.4	0.5	12.620	B
B-A	55.00	55.00	94.18	0.584	55.37	1.8	1.5	23.435	C
C-AB	54.85	54.85	184.69	0.297	55.64	1.4	0.6	7.086	A
C-A	41.15	41.15			41.15				
A-B	14.00	14.00			14.00				
A-C	69.00	69.00			69.00				

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		11.01	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Nyton Road East		DIRECT	✓	100.000
B - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	21.00	200.00
	B - Oving Road	46.00	0.00	19.00
	C - Nyton Road West	32.00	22.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.10	0.90
	B - Oving Road	0.71	0.00	0.29
	C - Nyton Road West	0.59	0.41	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	19.00	204.00
	B - Oving Road	41.00	0.00	24.00
	C - Nyton Road West	40.00	25.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.09	0.91
	B - Oving Road	0.63	0.00	0.37
	C - Nyton Road West	0.62	0.38	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	13.00	195.00
	B - Oving Road	55.00	0.00	22.00
	C - Nyton Road West	51.00	41.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.06	0.94
	B - Oving Road	0.71	0.00	0.29
	C - Nyton Road West	0.55	0.45	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	18.00	167.00
	B - Oving Road	33.00	0.00	13.00
	C - Nyton Road West	45.00	31.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.10	0.90
	B - Oving Road	0.72	0.00	0.28
	C - Nyton Road West	0.59	0.41	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	1	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.014	1.028	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	0
	C - Nyton Road West	1	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.014	1.028	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	221.00	221.00
	B - Oving Road	65.00	65.00
	C - Nyton Road West	54.00	54.00
08:15-08:30	A - Nyton Road East	223.00	223.00
	B - Oving Road	65.00	65.00
	C - Nyton Road West	65.00	65.00
08:30-08:45	A - Nyton Road East	208.00	208.00
	B - Oving Road	77.00	77.00
	C - Nyton Road West	92.00	92.00
08:45-09:00	A - Nyton Road East	185.00	185.00
	B - Oving Road	46.00	46.00
	C - Nyton Road West	76.00	76.00

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	0.46	34.03	0.8	D	19.50	78.00
B-A	0.84	81.84	3.7	F	43.75	175.00
C-AB	0.41	10.10	0.9	B	42.53	170.12
C-A					29.22	116.88
A-B					17.75	71.00
A-C					191.50	766.00

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	19.00	19.00	80.39	0.236	18.69	0.0	0.3	14.723	B
B-A	46.00	46.00	74.95	0.614	44.52	0.0	1.5	28.779	D
C-AB	28.86	28.86	134.60	0.214	28.52	0.0	0.3	8.560	A
C-A	25.14	25.14			25.14				
A-B	21.00	21.00			21.00				
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	24.00	24.00	83.47	0.288	23.91	0.3	0.4	15.295	C
B-A	41.00	41.00	70.34	0.583	41.02	1.5	1.5	31.222	D
C-AB	35.09	35.09	140.25	0.250	35.00	0.3	0.4	8.649	A
C-A	29.91	29.91			29.91				
A-B	19.00	19.00			19.00				
A-C	204.00	204.00			204.00				

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	22.00	22.00	48.01	0.458	21.60	0.4	0.8	34.032	D
B-A	55.00	55.00	65.74	0.837	52.76	1.5	3.7	81.644	F
C-AB	61.92	61.92	151.85	0.408	61.45	0.4	0.9	10.104	B
C-A	30.08	30.08			30.08				
A-B	13.00	13.00			13.00				
A-C	195.00	195.00			195.00				

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	13.00	13.00	101.69	0.128	13.65	0.8	0.1	10.398	B
B-A	33.00	33.00	78.98	0.418	35.94	3.7	0.8	22.540	C
C-AB	44.26	44.26	152.57	0.290	44.60	0.9	0.6	8.579	A
C-A	31.74	31.74			31.74				
A-B	18.00	18.00			18.00				
A-C	167.00	167.00			167.00				

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		16.85	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	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 - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	44.00	59.00
	B - Oving Road	73.00	0.00	13.00
	C - Nyton Road West	69.00	43.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.43	0.57
	B - Oving Road	0.85	0.00	0.15
	C - Nyton Road West	0.62	0.38	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	18.00	78.00
	B - Oving Road	73.00	0.00	11.00
	C - Nyton Road West	72.00	44.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.19	0.81
	B - Oving Road	0.87	0.00	0.13
	C - Nyton Road West	0.62	0.38	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	27.00	105.00
	B - Oving Road	65.00	0.00	24.00
	C - Nyton Road West	75.00	52.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.20	0.80
	B - Oving Road	0.73	0.00	0.27
	C - Nyton Road West	0.59	0.41	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	14.00	86.00
	B - Oving Road	65.00	0.00	37.00
	C - Nyton Road West	68.00	32.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.14	0.86
	B - Oving Road	0.64	0.00	0.36
	C - Nyton Road West	0.68	0.32	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	0	0	2
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.000	1.000	1.028
	C - Nyton Road West	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	103.00	103.00
	B - Oving Road	86.00	86.00
	C - Nyton Road West	112.00	112.00
17:15-17:30	A - Nyton Road East	96.00	96.00
	B - Oving Road	84.00	84.00
	C - Nyton Road West	116.00	116.00
17:30-17:45	A - Nyton Road East	132.00	132.00
	B - Oving Road	89.00	89.00
	C - Nyton Road West	127.00	127.00
17:45-18:00	A - Nyton Road East	100.00	100.00
	B - Oving Road	102.00	102.00
	C - Nyton Road West	100.00	100.00

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	0.46	29.21	0.8	D	21.25	85.00
B-A	0.82	57.88	3.9	F	69.00	276.00
C-AB	0.47	9.21	1.2	A	69.42	277.68
C-A					44.33	177.32
A-B					25.75	103.00
A-C					82.00	328.00

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	13.00	13.00	73.36	0.177	12.79	0.0	0.2	15.014	C
B-A	73.00	73.00	95.37	0.765	70.21	0.0	2.8	32.907	D
C-AB	68.14	68.14	187.01	0.364	67.37	0.0	0.8	7.502	A
C-A	43.86	43.86			43.86				
A-B	44.00	44.00			44.00				
A-C	59.00	59.00			59.00				

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	11.00	11.00	59.12	0.186	10.99	0.2	0.2	18.950	C
B-A	73.00	73.00	92.27	0.791	72.48	2.8	3.3	43.618	E
C-AB	71.05	71.05	190.72	0.373	71.01	0.8	0.8	7.545	A
C-A	44.95	44.95			44.95				
A-B	18.00	18.00			18.00				
A-C	78.00	78.00			78.00				

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	24.00	24.00	54.21	0.443	23.47	0.2	0.8	29.209	D
B-A	65.00	65.00	79.01	0.823	64.43	3.3	3.9	57.883	F
C-AB	87.75	87.75	185.44	0.473	87.35	0.8	1.2	9.209	A
C-A	39.25	39.25			39.25				
A-B	27.00	27.00			27.00				
A-C	105.00	105.00			105.00				

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	37.00	37.00	81.04	0.457	36.93	0.8	0.8	20.729	C
B-A	65.00	65.00	89.37	0.727	65.92	3.9	3.0	39.325	E
C-AB	50.73	50.73	187.28	0.271	51.41	1.2	0.5	6.720	A
C-A	49.27	49.27			49.27				
A-B	14.00	14.00			14.00				
A-C	86.00	86.00			86.00				

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		8.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	24.00	173.00
	B - Oving Road	47.00	0.00	20.00
	C - Nyton Road West	31.00	22.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.12	0.88
	B - Oving Road	0.70	0.00	0.30
	C - Nyton Road West	0.58	0.42	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	21.00	176.00
	B - Oving Road	41.00	0.00	25.00
	C - Nyton Road West	39.00	25.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.11	0.89
	B - Oving Road	0.62	0.00	0.38
	C - Nyton Road West	0.61	0.39	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	15.00	168.00
	B - Oving Road	55.00	0.00	23.00
	C - Nyton Road West	49.00	40.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.08	0.92
	B - Oving Road	0.71	0.00	0.29
	C - Nyton Road West	0.55	0.45	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	20.00	144.00
	B - Oving Road	34.00	0.00	14.00
	C - Nyton Road West	43.00	31.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.12	0.88
	B - Oving Road	0.71	0.00	0.29
	C - Nyton Road West	0.58	0.42	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	1	0	1
	C - Nyton Road West	0	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.014	1.000	1.014
	C - Nyton Road West	1.000	1.028	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	0
	C - Nyton Road West	0	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.028	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	197.00	197.00
	B - Oving Road	67.00	67.00
	C - Nyton Road West	53.00	53.00
08:15-08:30	A - Nyton Road East	197.00	197.00
	B - Oving Road	66.00	66.00
	C - Nyton Road West	64.00	64.00
08:30-08:45	A - Nyton Road East	183.00	183.00
	B - Oving Road	78.00	78.00
	C - Nyton Road West	89.00	89.00
08:45-09:00	A - Nyton Road East	164.00	164.00
	B - Oving Road	48.00	48.00
	C - Nyton Road West	74.00	74.00

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	0.35	21.19	0.5	C	20.50	82.00
B-A	0.75	42.95	2.5	E	44.25	177.00
C-AB	0.38	9.34	0.8	A	41.03	164.13
C-A					28.97	115.87
A-B					20.00	80.00
A-C					165.25	661.00

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	20.00	20.00	89.34	0.224	19.71	0.0	0.3	13.054	B
B-A	47.00	47.00	81.51	0.577	45.72	0.0	1.3	24.371	C
C-AB	28.30	28.30	139.32	0.203	27.98	0.0	0.3	8.157	A
C-A	24.70	24.70			24.70				
A-B	24.00	24.00			24.00				
A-C	173.00	173.00			173.00				

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	25.00	25.00	94.89	0.263	24.93	0.3	0.4	13.031	B
B-A	41.00	41.00	77.31	0.530	41.10	1.3	1.2	24.972	C
C-AB	34.27	34.27	145.30	0.236	34.19	0.3	0.4	8.191	A
C-A	29.73	29.73			29.73				
A-B	21.00	21.00			21.00				
A-C	176.00	176.00			176.00				

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	23.00	23.00	65.71	0.350	22.83	0.4	0.5	21.193	C
B-A	55.00	55.00	73.20	0.751	53.63	1.2	2.5	42.847	E
C-AB	58.50	58.50	155.80	0.376	58.12	0.4	0.8	9.339	A
C-A	30.50	30.50			30.50				
A-B	15.00	15.00			15.00				
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-C	14.00	14.00	109.34	0.128	14.38	0.5	0.2	9.609	A
B-A	34.00	34.00	84.90	0.400	35.84	2.5	0.7	19.246	C
C-AB	43.06	43.06	155.71	0.277	43.32	0.8	0.5	8.197	A
C-A	30.94	30.94			30.94				
A-B	20.00	20.00			20.00				
A-C	144.00	144.00			144.00				

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		12.41	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Nyton Road East		DIRECT	✓	100.000
B - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	40.00	48.00
	B - Oving Road	68.00	0.00	15.00
	C - Nyton Road West	56.00	48.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.45	0.55
	B - Oving Road	0.82	0.00	0.18
	C - Nyton Road West	0.54	0.46	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	16.00	63.00
	B - Oving Road	68.00	0.00	12.00
	C - Nyton Road West	58.00	49.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.20	0.80
	B - Oving Road	0.85	0.00	0.15
	C - Nyton Road West	0.54	0.46	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	24.00	85.00
	B - Oving Road	61.00	0.00	27.00
	C - Nyton Road West	60.00	58.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.22	0.78
	B - Oving Road	0.69	0.00	0.31
	C - Nyton Road West	0.51	0.49	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	12.00	70.00
	B - Oving Road	61.00	0.00	43.00
	C - Nyton Road West	55.00	36.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.15	0.85
	B - Oving Road	0.59	0.00	0.41
	C - Nyton Road West	0.60	0.40	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	1
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	1
	B - Oving Road	0	0	2
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.014
	B - Oving Road	1.000	1.000	1.028
	C - Nyton Road West	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	88.00	88.00
	B - Oving Road	83.00	83.00
	C - Nyton Road West	104.00	104.00
17:15-17:30	A - Nyton Road East	79.00	79.00
	B - Oving Road	80.00	80.00
	C - Nyton Road West	107.00	107.00
17:30-17:45	A - Nyton Road East	109.00	109.00
	B - Oving Road	88.00	88.00
	C - Nyton Road West	118.00	118.00
17:45-18:00	A - Nyton Road East	82.00	82.00
	B - Oving Road	104.00	104.00
	C - Nyton Road West	91.00	91.00

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	0.43	17.11	0.7	C	24.25	97.00
B-A	0.72	37.48	2.4	E	64.50	258.00
C-AB	0.49	9.74	1.2	A	70.14	280.56
C-A					34.86	139.44
A-B					23.00	92.00
A-C					66.50	266.00

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	15.00	15.00	90.90	0.165	14.80	0.0	0.2	11.960	B
B-A	68.00	68.00	98.69	0.689	65.98	0.0	2.0	26.144	D
C-AB	69.46	69.46	181.25	0.383	68.68	0.0	0.8	7.965	A
C-A	34.54	34.54			34.54				
A-B	40.00	40.00			40.00				
A-C	48.00	48.00			48.00				

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	12.00	12.00	82.41	0.146	12.02	0.2	0.2	12.969	B
B-A	68.00	68.00	96.65	0.704	67.80	2.0	2.2	30.791	D
C-AB	71.72	71.72	184.70	0.388	71.70	0.8	0.8	7.987	A
C-A	35.28	35.28			35.28				
A-B	16.00	16.00			16.00				
A-C	63.00	63.00			63.00				

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	27.00	27.00	79.69	0.339	26.67	0.2	0.5	17.109	C
B-A	61.00	61.00	84.42	0.723	60.81	2.2	2.4	37.473	E
C-AB	87.41	87.41	179.70	0.486	87.03	0.8	1.2	9.738	A
C-A	30.59	30.59			30.59				
A-B	24.00	24.00			24.00				
A-C	85.00	85.00			85.00				

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	43.00	43.00	100.21	0.429	42.76	0.5	0.7	15.895	C
B-A	61.00	61.00	92.96	0.656	61.37	2.4	2.0	28.921	D
C-AB	51.97	51.97	182.13	0.285	52.62	1.2	0.5	7.055	A
C-A	39.03	39.03			39.03				
A-B	12.00	12.00			12.00				
A-C	70.00	70.00			70.00				

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		15.94	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2038 DS	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Nyton Road East		DIRECT	✓	100.000
B - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	28.00	229.00
	B - Oving Road	42.00	0.00	35.00
	C - Nyton Road West	32.00	19.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.11	0.89
	B - Oving Road	0.55	0.00	0.45
	C - Nyton Road West	0.63	0.37	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	26.00	234.00
	B - Oving Road	37.00	0.00	44.00
	C - Nyton Road West	40.00	21.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.10	0.90
	B - Oving Road	0.46	0.00	0.54
	C - Nyton Road West	0.66	0.34	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	18.00	223.00
	B - Oving Road	50.00	0.00	41.00
	C - Nyton Road West	51.00	35.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.07	0.93
	B - Oving Road	0.55	0.00	0.45
	C - Nyton Road West	0.59	0.41	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	24.00	191.00
	B - Oving Road	30.00	0.00	25.00
	C - Nyton Road West	45.00	27.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.11	0.89
	B - Oving Road	0.55	0.00	0.45
	C - Nyton Road West	0.63	0.38	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	1
	B - Oving Road	0	0	0
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.014
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.014	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	0
	C - Nyton Road West	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.014	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	1	0	0
	C - Nyton Road West	0	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.014	1.000	1.000
	C - Nyton Road West	1.000	1.028	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	0
	C - Nyton Road West	0	2	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.028	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	257.00	257.00
	B - Oving Road	77.00	77.00
	C - Nyton Road West	51.00	51.00
08:15-08:30	A - Nyton Road East	260.00	260.00
	B - Oving Road	81.00	81.00
	C - Nyton Road West	61.00	61.00
08:30-08:45	A - Nyton Road East	241.00	241.00
	B - Oving Road	91.00	91.00
	C - Nyton Road West	86.00	86.00
08:45-09:00	A - Nyton Road East	215.00	215.00
	B - Oving Road	55.00	55.00
	C - Nyton Road West	72.00	72.00

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	0.81	68.23	3.0	F	36.25	145.00
B-A	0.80	83.45	4.6	F	39.75	159.00
C-AB	0.37	10.04	0.8	B	37.31	149.23
C-A					30.19	120.77
A-B					24.00	96.00
A-C					219.25	877.00

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	35.00	35.00	79.57	0.440	34.24	0.0	0.8	19.553	C
B-A	42.00	42.00	66.49	0.632	40.45	0.0	1.6	32.909	D
C-AB	25.44	25.44	126.40	0.201	25.11	0.0	0.3	8.963	A
C-A	25.56	25.56			25.56				
A-B	28.00	28.00			28.00				
A-C	229.00	229.00			229.00				

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	44.00	44.00	80.51	0.547	43.61	0.8	1.1	24.120	C
B-A	37.00	37.00	58.77	0.630	36.94	1.6	1.6	40.966	E
C-AB	30.25	30.25	131.99	0.229	30.17	0.3	0.4	8.941	A
C-A	30.75	30.75			30.75				
A-B	26.00	26.00			26.00				
A-C	234.00	234.00			234.00				

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	41.00	41.00	50.78	0.807	39.11	1.1	3.0	68.238	F
B-A	50.00	50.00	55.54	0.900	46.99	1.6	4.6	83.443	F
C-AB	54.23	54.23	144.68	0.375	53.82	0.4	0.8	10.039	B
C-A	31.77	31.77			31.77				
A-B	18.00	18.00			18.00				
A-C	223.00	223.00			223.00				

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	25.00	25.00	101.82	0.246	27.70	3.0	0.3	12.572	B
B-A	30.00	30.00	74.53	0.403	33.91	4.6	0.7	24.462	C
C-AB	39.31	39.31	145.94	0.269	39.60	0.8	0.5	8.661	A
C-A	32.69	32.69			32.69				
A-B	24.00	24.00			24.00				
A-C	191.00	191.00			191.00				

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		128.93	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 (%)
A - Nyton Road East		DIRECT	✓	100.000
B - Oving Road		DIRECT	✓	100.000
C - Nyton Road West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	43.00	70.00
	B - Oving Road	89.00	0.00	19.00
	C - Nyton Road West	65.00	54.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.38	0.62
	B - Oving Road	0.82	0.00	0.18
	C - Nyton Road West	0.55	0.45	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	17.00	93.00
	B - Oving Road	90.00	0.00	15.00
	C - Nyton Road West	67.00	56.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.15	0.85
	B - Oving Road	0.86	0.00	0.14
	C - Nyton Road West	0.54	0.46	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	26.00	125.00
	B - Oving Road	80.00	0.00	34.00
	C - Nyton Road West	69.00	66.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.17	0.83
	B - Oving Road	0.70	0.00	0.30
	C - Nyton Road West	0.51	0.49	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	14.00	102.00
	B - Oving Road	80.00	0.00	54.00
	C - Nyton Road West	63.00	41.00	0.00

Proportions

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0.00	0.12	0.88
	B - Oving Road	0.60	0.00	0.40
	C - Nyton Road West	0.61	0.39	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	1	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.014	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	0	0	0
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.000	1.000	1.000
	C - Nyton Road West	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	0	0	1
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.000	1.000	1.014
	C - Nyton Road West	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	0	0	0
	B - Oving Road	0	0	2
	C - Nyton Road West	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road East	B - Oving Road	C - Nyton Road West
From	A - Nyton Road East	1.000	1.000	1.000
	B - Oving Road	1.000	1.000	1.028
	C - Nyton Road West	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	113.00	113.00
	B - Oving Road	108.00	108.00
	C - Nyton Road West	119.00	119.00
17:15-17:30	A - Nyton Road East	110.00	110.00
	B - Oving Road	105.00	105.00
	C - Nyton Road West	123.00	123.00
17:30-17:45	A - Nyton Road East	151.00	151.00
	B - Oving Road	114.00	114.00
	C - Nyton Road West	135.00	135.00
17:45-18:00	A - Nyton Road East	116.00	116.00
	B - Oving Road	134.00	134.00
	C - Nyton Road West	104.00	104.00

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	1.25	364.91	21.0	F	30.50	122.00
B-A	1.17	400.13	34.3	F	84.75	339.00
C-AB	0.61	12.97	2.0	B	86.22	344.87
C-A					34.03	136.13
A-B					25.00	100.00
A-C					97.50	390.00

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	19.00	19.00	18.76	1.013	14.98	0.0	4.0	181.609	F
B-A	89.00	89.00	87.90	1.013	79.51	0.0	9.5	76.540	F
C-AB	83.96	83.96	182.15	0.461	82.85	0.0	1.1	9.015	A
C-A	35.04	35.04			35.04				
A-B	43.00	43.00			43.00				
A-C	70.00	70.00			70.00				

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	15.00	15.00	16.05	0.935	14.09	4.0	4.9	308.868	F
B-A	90.00	90.00	83.95	1.072	81.82	9.5	17.7	177.885	F
C-AB	88.46	88.46	184.44	0.480	88.37	1.1	1.2	9.412	A
C-A	34.54	34.54			34.54				
A-B	17.00	17.00			17.00				
A-C	93.00	93.00			93.00				

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	34.00	34.00	27.29	1.246	26.42	4.9	12.5	310.976	F
B-A	80.00	80.00	68.45	1.169	67.90	17.7	23.3	330.642	F
C-AB	108.68	108.68	177.36	0.613	107.87	1.2	2.0	12.971	B
C-A	26.32	26.32			26.32				
A-B	26.00	26.00			26.00				
A-C	125.00	125.00			125.00				

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	54.00	54.00	46.11	1.171	45.52	12.5	21.0	364.905	F
B-A	80.00	80.00	76.11	1.051	75.44	28.8	34.2	409.185	F
C-AB	63.76	63.76	180.68	0.353	65.02	2.0	0.8	7.892	A
C-A	40.24	40.24			40.24				
A-B	14.00	14.00			14.00				
A-C	102.00	102.00			102.00				

Appendix X Barnham Road / Lake Lane

ARUN DISTRICT COUNCIL BNN1/22/OUT