Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Junction 4 - Barnham Road_Lake Lane_RevA.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 4 - Barnham Road_Lake Lane
Report generation date: 07/04/2021 10:11:25

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

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2019 Base										
Stream B-C	D1	0.2	9.36	0.17	A	D2	0.4	10.47	0.29	B
Stream B-A		1.0	19.45	0.50	C		0.7	16.39	0.43	C
Stream C-AB		1.1	8.85	0.43	A		0.1	8.26	0.13	A
2031 DM No Cala										
Stream B-C	D3	4.7	27.47	0.85	D	D4	1.6	13.28	0.63	B
Stream B-A		0.7	28.34	0.42	D		0.7	20.96	0.40	C
Stream C-AB		0.7	9.76	0.39	A		9.1	47.87	0.96	E
2031 DM										
Stream B-C	D5	4.7	27.51	0.85	D	D6	1.7	13.81	0.64	B
Stream B-A		0.7	28.49	0.42	D		0.7	21.78	0.41	C
Stream C-AB		0.7	9.86	0.40	A		9.1	48.32	0.96	E
2031 DS No Cala										
Stream B-C	D7	4.3	26.19	0.83	D	D8	2.6	18.05	0.74	C
Stream B-A		0.9	28.25	0.49	D		0.9	28.80	0.47	D
Stream C-AB		0.9	10.89	0.46	B		17.5	107.28	1.07	F
2031 DS										
Stream B-C	D9	4.4	26.39	0.84	D	D10	2.2	16.24	0.70	C
Stream B-A		1.1	29.39	0.53	D		0.9	26.86	0.47	D
Stream C-AB		0.9	10.90	0.46	B		18.4	114.25	1.07	F
2038 DM										
Stream B-C	D11	4.3	25.45	0.83	D	D12	1.8	14.58	0.65	B
Stream B-A		0.7	25.88	0.41	D		0.9	23.35	0.47	C
Stream C-AB		0.7	9.94	0.41	A		8.7	46.92	0.96	E
2038 DS										
Stream B-C	D13	4.7	28.11	0.85	D	D14	2.5	17.84	0.73	C
Stream B-A		1.2	33.01	0.56	D		1.0	27.22	0.50	D
Stream C-AB		1.2	12.47	0.53	B		9.3	49.77	0.97	E

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

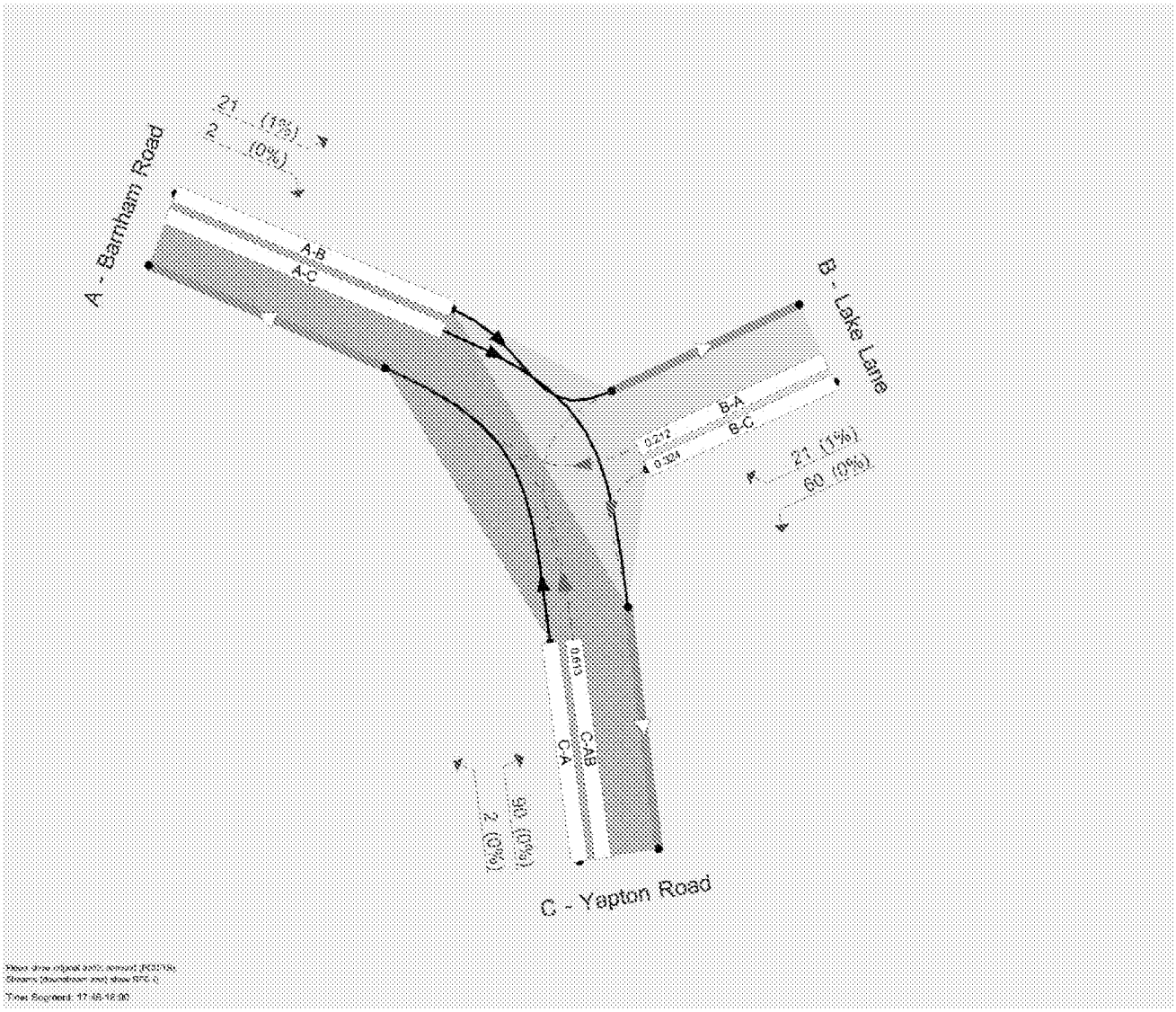
File summary

File Description

Title	
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		4.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barnham Road		Major
B	Lake Lane		Minor
C	Yapton Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Yapton Road	7.01	✓	1.50	✓	2.20	59.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Lake Lane	One lane plus flare	9.83	6.07	4.85	4.17	3.92		1.00	27	135

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	162.743	0.110	0.277	0.174	0.396
B-C	168.714	0.099	0.250	-	-
C-B	152.033	0.225	0.225	-	-

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 - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	25.00	69.00
	B - Lake Lane	36.00	0.00	12.00
	C - Yapton Road	130.00	45.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.27	0.73
	B - Lake Lane	0.75	0.00	0.25
	C - Yapton Road	0.74	0.26	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	42.00	72.00
	B - Lake Lane	48.00	0.00	19.00
	C - Yapton Road	159.00	33.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.37	0.63
	B - Lake Lane	0.72	0.00	0.28
	C - Yapton Road	0.83	0.17	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	42.00	68.00
	B - Lake Lane	42.00	0.00	12.00
	C - Yapton Road	125.00	55.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.38	0.62
	B - Lake Lane	0.78	0.00	0.22
	C - Yapton Road	0.69	0.31	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	29.00	76.00
	B - Lake Lane	28.00	0.00	19.00
	C - Yapton Road	89.00	32.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.28	0.72
	B - Lake Lane	0.60	0.00	0.40
	C - Yapton Road	0.74	0.26	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	0	3
	B - Lake Lane	3	0	0
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.000	1.042
	B - Lake Lane	1.042	1.000	1.000
	C - Yapton Road	1.000	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	0	1
	B - Lake Lane	2	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.000	1.014
	B - Lake Lane	1.028	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	0	8
	B - Lake Lane	5	0	0
	C - Yapton Road	2	6	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.000	1.112
	B - Lake Lane	1.070	1.000	1.000
	C - Yapton Road	1.028	1.084	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	4	3
	B - Lake Lane	8	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.056	1.042
	B - Lake Lane	1.112	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Barnham Road	94.00	94.00
	B - Lake Lane	48.00	48.00
	C - Yapton Road	175.00	175.00
08:15-08:30	A - Barnham Road	114.00	114.00
	B - Lake Lane	67.00	67.00
	C - Yapton Road	192.00	192.00
08:30-08:45	A - Barnham Road	110.00	110.00
	B - Lake Lane	54.00	54.00
	C - Yapton Road	180.00	180.00
08:45-09:00	A - Barnham Road	105.00	105.00
	B - Lake Lane	47.00	47.00
	C - Yapton Road	121.00	121.00

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	0.17	9.36	0.2	A	15.50	62.00
B-A	0.50	19.45	1.0	C	38.50	154.00
C-AB	0.43	8.85	1.1	A	55.16	220.64
C-A					111.84	447.36
A-B					34.50	138.00
A-C					71.25	285.00

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	12.00	12.00	130.11	0.092	11.90	0.0	0.1	7.606	A
B-A	36.00	36.00	100.13	0.360	35.43	0.0	0.6	14.374	B
C-AB	60.37	60.37	175.56	0.344	59.69	0.0	0.7	7.744	A
C-A	114.63	114.63			114.63				
A-B	25.00	25.00			25.00				
A-C	69.00	69.00			69.00				

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	19.00	19.00	114.93	0.165	18.91	0.1	0.2	9.363	A
B-A	48.00	48.00	95.21	0.504	47.56	0.6	1.0	19.448	C
C-AB	43.85	43.85	167.22	0.262	44.05	0.7	0.5	7.342	A
C-A	148.15	148.15			148.15				
A-B	42.00	42.00			42.00				
A-C	72.00	72.00			72.00				

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	12.00	12.00	119.43	0.100	12.08	0.2	0.1	8.390	A
B-A	42.00	42.00	96.09	0.437	42.19	1.0	0.8	17.288	C
C-AB	77.89	77.89	181.98	0.428	77.31	0.5	1.1	8.850	A
C-A	102.11	102.11			102.11				
A-B	42.00	42.00			42.00				
A-C	68.00	68.00			68.00				

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	19.00	19.00	141.81	0.134	18.96	0.1	0.2	7.324	A
B-A	28.00	28.00	104.26	0.269	28.42	0.8	0.4	12.860	B
C-AB	38.53	38.53	152.97	0.252	39.15	1.1	0.4	8.432	A
C-A	82.47	82.47			82.47				
A-B	29.00	29.00			29.00				
A-C	76.00	76.00			76.00				

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		3.36	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
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 - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	35.00	132.00
	B - Lake Lane	40.00	0.00	34.00
	C - Yapton Road	83.00	12.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.21	0.79
	B - Lake Lane	0.54	0.00	0.46
	C - Yapton Road	0.87	0.13	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	30.00	112.00
	B - Lake Lane	41.00	0.00	36.00
	C - Yapton Road	37.00	15.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.21	0.79
	B - Lake Lane	0.53	0.00	0.47
	C - Yapton Road	0.71	0.29	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	35.00	108.00
	B - Lake Lane	28.00	0.00	16.00
	C - Yapton Road	68.00	13.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.24	0.76
	B - Lake Lane	0.64	0.00	0.36
	C - Yapton Road	0.84	0.16	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	35.00	86.00
	B - Lake Lane	22.00	0.00	18.00
	C - Yapton Road	45.00	10.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.29	0.71
	B - Lake Lane	0.55	0.00	0.45
	C - Yapton Road	0.82	0.18	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	0	1
	B - Lake Lane	0	0	0
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.000	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	7	1
	B - Lake Lane	3	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.098	1.014
	B - Lake Lane	1.042	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	0	0	0
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.042	1.000
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	6	0
	B - Lake Lane	0	0	0
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.084	1.000
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	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 - Barnham Road	167.00	167.00
	B - Lake Lane	74.00	74.00
	C - Yapton Road	95.00	95.00
17:15-17:30	A - Barnham Road	142.00	142.00
	B - Lake Lane	77.00	77.00
	C - Yapton Road	52.00	52.00
17:30-17:45	A - Barnham Road	143.00	143.00
	B - Lake Lane	44.00	44.00
	C - Yapton Road	81.00	81.00
17:45-18:00	A - Barnham Road	121.00	121.00
	B - Lake Lane	40.00	40.00
	C - Yapton Road	55.00	55.00

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	0.29	10.47	0.4	B	26.00	104.00
B-A	0.43	16.39	0.7	C	32.75	131.00
C-AB	0.13	8.26	0.1	A	13.15	52.58
C-A					57.60	230.42
A-B					33.75	135.00
A-C					109.50	438.00

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	34.00	34.00	119.24	0.285	33.61	0.0	0.4	10.466	B
B-A	40.00	40.00	93.49	0.428	39.28	0.0	0.7	16.394	C
C-AB	12.91	12.91	123.12	0.105	12.79	0.0	0.1	8.150	A
C-A	82.09	82.09			82.09				
A-B	35.00	35.00			35.00				
A-C	132.00	132.00			132.00				

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	36.00	36.00	127.13	0.283	36.00	0.4	0.4	9.875	A
B-A	41.00	41.00	104.99	0.391	41.06	0.7	0.7	14.217	B
C-AB	15.58	15.58	124.61	0.125	15.56	0.1	0.1	8.256	A
C-A	36.42	36.42			36.42				
A-B	30.00	30.00			30.00				
A-C	112.00	112.00			112.00				

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	16.00	16.00	132.42	0.121	16.25	0.4	0.1	7.765	A
B-A	28.00	28.00	107.44	0.261	28.29	0.7	0.4	11.789	B
C-AB	13.80	13.80	127.27	0.108	13.82	0.1	0.1	7.941	A
C-A	67.20	67.20			67.20				
A-B	35.00	35.00			35.00				
A-C	108.00	108.00			108.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.00	18.00	146.13	0.123	18.00	0.1	0.1	7.023	A
B-A	22.00	22.00	115.09	0.191	22.13	0.4	0.2	9.694	A
C-AB	10.29	10.29	128.38	0.080	10.33	0.1	0.1	7.625	A
C-A	44.71	44.71			44.71				
A-B	35.00	35.00			35.00				
A-C	86.00	86.00			86.00				

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		19.53	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 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 - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	12.00	5.00
	B - Lake Lane	27.00	0.00	128.00
	C - Yapton Road	11.00	53.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.71	0.29
	B - Lake Lane	0.17	0.00	0.83
	C - Yapton Road	0.17	0.83	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	19.00	6.00
	B - Lake Lane	20.00	0.00	157.00
	C - Yapton Road	18.00	55.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.76	0.24
	B - Lake Lane	0.11	0.00	0.89
	C - Yapton Road	0.25	0.75	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	12.00	5.00
	B - Lake Lane	33.00	0.00	124.00
	C - Yapton Road	18.00	52.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.71	0.29
	B - Lake Lane	0.21	0.00	0.79
	C - Yapton Road	0.26	0.74	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	19.00	3.00
	B - Lake Lane	19.00	0.00	87.00
	C - Yapton Road	13.00	58.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.86	0.14
	B - Lake Lane	0.18	0.00	0.82
	C - Yapton Road	0.18	0.82	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	5	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.070	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	7	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.098	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	5	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.070	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	7	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.098	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Barnham Road	17.00	17.00
	B - Lake Lane	155.00	155.00
	C - Yapton Road	64.00	64.00
08:15-08:30	A - Barnham Road	25.00	25.00
	B - Lake Lane	177.00	177.00
	C - Yapton Road	73.00	73.00
08:30-08:45	A - Barnham Road	17.00	17.00
	B - Lake Lane	157.00	157.00
	C - Yapton Road	70.00	70.00
08:45-09:00	A - Barnham Road	22.00	22.00
	B - Lake Lane	106.00	106.00
	C - Yapton Road	71.00	71.00

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	0.85	27.47	4.7	D	124.00	496.00
B-A	0.42	28.34	0.7	D	24.75	99.00
C-AB	0.39	9.76	0.7	A	56.55	226.18
C-A					12.95	51.82
A-B					15.50	62.00
A-C					4.75	19.00

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	128.00	128.00	184.83	0.693	125.87	0.0	2.1	14.779	B
B-A	27.00	27.00	81.93	0.330	26.52	0.0	0.5	16.110	C
C-AB	54.41	54.41	152.14	0.358	53.84	0.0	0.6	9.122	A
C-A	9.59	9.59			9.59				
A-B	12.00	12.00			12.00				
A-C	5.00	5.00			5.00				

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	157.00	157.00	184.76	0.850	154.40	2.1	4.7	27.467	D
B-A	20.00	20.00	51.48	0.389	19.87	0.5	0.6	28.336	D
C-AB	57.54	57.54	153.08	0.376	57.48	0.6	0.6	9.420	A
C-A	15.46	15.46			15.46				
A-B	19.00	19.00			19.00				
A-C	6.00	6.00			6.00				

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	124.00	124.00	176.27	0.703	126.23	4.7	2.5	18.706	C
B-A	33.00	33.00	79.02	0.418	32.91	0.6	0.7	19.470	C
C-AB	54.22	54.22	154.53	0.351	54.26	0.6	0.6	9.000	A
C-A	15.78	15.78			15.78				
A-B	12.00	12.00			12.00				
A-C	5.00	5.00			5.00				

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	87.00	87.00	191.55	0.454	88.66	2.5	0.8	8.883	A
B-A	19.00	19.00	99.74	0.190	19.46	0.7	0.2	11.272	B
C-AB	60.02	60.02	152.26	0.394	59.93	0.6	0.7	9.756	A
C-A	10.98	10.98			10.98				
A-B	19.00	19.00			19.00				
A-C	3.00	3.00			3.00				

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		27.59	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
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 - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	39.00	3.00
	B - Lake Lane	25.00	0.00	111.00
	C - Yapton Road	2.00	137.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.18	0.00	0.82
	C - Yapton Road	0.01	0.99	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	42.00	3.00
	B - Lake Lane	31.00	0.00	90.00
	C - Yapton Road	2.00	117.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.26	0.00	0.74
	C - Yapton Road	0.02	0.98	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	19.00	2.00
	B - Lake Lane	27.00	0.00	91.00
	C - Yapton Road	2.00	113.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.90	0.10
	B - Lake Lane	0.23	0.00	0.77
	C - Yapton Road	0.02	0.98	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	21.00	2.00
	B - Lake Lane	21.00	0.00	60.00
	C - Yapton Road	2.00	90.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.91	0.09
	B - Lake Lane	0.26	0.00	0.74
	C - Yapton Road	0.02	0.98	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	1	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	0
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.000
	C - Yapton Road	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 - Barnham Road	42.00	42.00
	B - Lake Lane	136.00	136.00
	C - Yapton Road	139.00	139.00
17:15-17:30	A - Barnham Road	45.00	45.00
	B - Lake Lane	121.00	121.00
	C - Yapton Road	119.00	119.00
17:30-17:45	A - Barnham Road	21.00	21.00
	B - Lake Lane	118.00	118.00
	C - Yapton Road	115.00	115.00
17:45-18:00	A - Barnham Road	23.00	23.00
	B - Lake Lane	81.00	81.00
	C - Yapton Road	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	0.63	13.28	1.6	B	88.00	352.00
B-A	0.40	20.96	0.7	C	26.00	104.00
C-AB	0.96	47.97	9.1	E	115.54	462.16
C-A					0.71	2.84
A-B					30.25	121.00
A-C					2.50	10.00

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	111.00	111.00	176.56	0.629	109.35	0.0	1.6	13.277	B
B-A	25.00	25.00	67.42	0.371	24.42	0.0	0.6	20.962	C
C-AB	138.85	138.85	144.49	0.961	129.79	0.0	9.1	47.968	E
C-A	0.15	0.15			0.15				
A-B	39.00	39.00			39.00				
A-C	3.00	3.00			3.00				

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	90.00	90.00	167.25	0.538	90.44	1.6	1.2	11.950	B
B-A	31.00	31.00	77.68	0.399	30.92	0.6	0.7	19.475	C
C-AB	118.38	118.38	143.56	0.825	121.61	9.1	5.8	47.611	E
C-A	0.62	0.62			0.62				
A-B	42.00	42.00			42.00				
A-C	3.00	3.00			3.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.00	91.00	177.83	0.512	91.13	1.2	1.1	10.543	B
B-A	27.00	27.00	82.54	0.327	27.15	0.7	0.5	16.521	C
C-AB	114.18	114.18	148.84	0.767	116.33	5.8	3.7	29.310	D
C-A	0.82	0.82			0.82				
A-B	19.00	19.00			19.00				
A-C	2.00	2.00			2.00				

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	60.00	60.00	185.29	0.324	60.59	1.1	0.5	7.342	A
B-A	21.00	21.00	99.26	0.212	21.23	0.5	0.3	11.730	B
C-AB	90.75	90.75	148.08	0.613	92.75	3.7	1.7	16.816	C
C-A	1.25	1.25			1.25				
A-B	21.00	21.00			21.00				
A-C	2.00	2.00			2.00				

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		19.56	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	12.00	5.00
	B - Lake Lane	27.00	0.00	128.00
	C - Yapton Road	11.00	54.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.71	0.29
	B - Lake Lane	0.17	0.00	0.83
	C - Yapton Road	0.17	0.83	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	19.00	6.00
	B - Lake Lane	20.00	0.00	157.00
	C - Yapton Road	18.00	56.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.76	0.24
	B - Lake Lane	0.11	0.00	0.89
	C - Yapton Road	0.24	0.76	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	12.00	5.00
	B - Lake Lane	33.00	0.00	123.00
	C - Yapton Road	18.00	53.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.71	0.29
	B - Lake Lane	0.21	0.00	0.79
	C - Yapton Road	0.25	0.75	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	19.00	3.00
	B - Lake Lane	20.00	0.00	87.00
	C - Yapton Road	13.00	59.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.86	0.14
	B - Lake Lane	0.19	0.00	0.81
	C - Yapton Road	0.18	0.82	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	5	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.070	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	8	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.112	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	5	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.070	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	7	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.098	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Barnham Road	17.00	17.00
	B - Lake Lane	155.00	155.00
	C - Yapton Road	65.00	65.00
08:15-08:30	A - Barnham Road	25.00	25.00
	B - Lake Lane	177.00	177.00
	C - Yapton Road	74.00	74.00
08:30-08:45	A - Barnham Road	17.00	17.00
	B - Lake Lane	156.00	156.00
	C - Yapton Road	71.00	71.00
08:45-09:00	A - Barnham Road	22.00	22.00
	B - Lake Lane	107.00	107.00
	C - Yapton Road	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	0.85	27.51	4.7	D	123.75	495.00
B-A	0.42	28.49	0.7	D	25.00	100.00
C-AB	0.40	9.86	0.7	A	57.62	230.49
C-A					12.88	51.51
A-B					15.50	62.00
A-C					4.75	19.00

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	128.00	128.00	184.75	0.693	125.86	0.0	2.1	14.798	B
B-A	27.00	27.00	81.67	0.331	26.52	0.0	0.5	16.184	C
C-AB	55.46	55.46	152.21	0.364	54.88	0.0	0.6	9.203	A
C-A	9.54	9.54			9.54				
A-B	12.00	12.00			12.00				
A-C	5.00	5.00			5.00				

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	157.00	157.00	184.70	0.850	154.39	2.1	4.7	27.512	D
B-A	20.00	20.00	51.30	0.390	19.87	0.5	0.6	28.494	D
C-AB	58.63	58.63	153.20	0.383	58.57	0.6	0.6	9.517	A
C-A	15.37	15.37			15.37				
A-B	19.00	19.00			19.00				
A-C	6.00	6.00			6.00				

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	123.00	123.00	176.17	0.698	125.30	4.7	2.4	18.413	C
B-A	33.00	33.00	79.49	0.415	32.92	0.6	0.7	19.282	C
C-AB	55.30	55.30	154.65	0.358	55.35	0.6	0.6	9.089	A
C-A	15.70	15.70			15.70				
A-B	12.00	12.00			12.00				
A-C	5.00	5.00			5.00				

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	87.00	87.00	190.36	0.457	88.59	2.4	0.9	8.977	A
B-A	20.00	20.00	99.60	0.201	20.43	0.7	0.3	11.428	B
C-AB	61.09	61.09	152.35	0.401	61.00	0.6	0.7	9.861	A
C-A	10.91	10.91			10.91				
A-B	19.00	19.00			19.00				
A-C	3.00	3.00			3.00				

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		27.84	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	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 - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	40.00	3.00
	B - Lake Lane	26.00	0.00	112.00
	C - Yapton Road	2.00	137.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.19	0.00	0.81
	C - Yapton Road	0.01	0.99	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	42.00	3.00
	B - Lake Lane	32.00	0.00	91.00
	C - Yapton Road	2.00	116.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.26	0.00	0.74
	C - Yapton Road	0.02	0.98	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	19.00	2.00
	B - Lake Lane	28.00	0.00	92.00
	C - Yapton Road	2.00	112.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.90	0.10
	B - Lake Lane	0.23	0.00	0.77
	C - Yapton Road	0.02	0.98	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	21.00	2.00
	B - Lake Lane	21.00	0.00	61.00
	C - Yapton Road	2.00	89.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.91	0.09
	B - Lake Lane	0.26	0.00	0.74
	C - Yapton Road	0.02	0.98	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	1	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	1	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	0
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.000
	C - Yapton Road	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 - Barnham Road	43.00	43.00
	B - Lake Lane	138.00	138.00
	C - Yapton Road	139.00	139.00
17:15-17:30	A - Barnham Road	45.00	45.00
	B - Lake Lane	123.00	123.00
	C - Yapton Road	118.00	118.00
17:30-17:45	A - Barnham Road	21.00	21.00
	B - Lake Lane	120.00	120.00
	C - Yapton Road	114.00	114.00
17:45-18:00	A - Barnham Road	23.00	23.00
	B - Lake Lane	82.00	82.00
	C - Yapton Road	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	0.64	13.81	1.7	B	89.00	356.00
B-A	0.41	21.78	0.7	C	26.75	107.00
C-AB	0.96	48.32	9.1	E	114.78	459.10
C-A					0.72	2.90
A-B					30.50	122.00
A-C					2.50	10.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112.00	112.00	174.74	0.641	110.27	0.0	1.7	13.810	B
B-A	26.00	26.00	66.70	0.390	25.38	0.0	0.6	21.780	C
C-AB	138.85	138.85	144.27	0.962	129.71	0.0	9.1	48.321	E
C-A	0.15	0.15			0.15				
A-B	40.00	40.00			40.00				
A-C	3.00	3.00			3.00				

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	91.00	91.00	165.71	0.549	91.46	1.7	1.3	12.369	B
B-A	32.00	32.00	77.44	0.413	31.93	0.6	0.7	20.009	C
C-AB	117.34	117.34	143.53	0.818	121.16	9.1	5.3	45.048	E
C-A	0.66	0.66			0.66				
A-B	42.00	42.00			42.00				
A-C	3.00	3.00			3.00				

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	92.00	92.00	176.52	0.521	92.14	1.3	1.1	10.839	B
B-A	28.00	28.00	82.57	0.339	28.16	0.7	0.5	16.823	C
C-AB	113.17	113.17	148.84	0.760	114.86	5.3	3.6	28.561	D
C-A	0.83	0.83			0.83				
A-B	19.00	19.00			19.00				
A-C	2.00	2.00			2.00				

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	61.00	61.00	185.45	0.329	61.63	1.1	0.5	7.396	A
B-A	21.00	21.00	99.33	0.211	21.26	0.5	0.3	11.728	B
C-AB	89.73	89.73	148.06	0.606	91.75	3.6	1.6	16.513	C
C-A	1.27	1.27			1.27				
A-B	21.00	21.00			21.00				
A-C	2.00	2.00			2.00				

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		19.01	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
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 - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	11.00	5.00
	B - Lake Lane	32.00	0.00	123.00
	C - Yapton Road	11.00	62.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.69	0.31
	B - Lake Lane	0.21	0.00	0.79
	C - Yapton Road	0.15	0.85	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	17.00	6.00
	B - Lake Lane	24.00	0.00	150.00
	C - Yapton Road	18.00	65.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.74	0.26
	B - Lake Lane	0.14	0.00	0.86
	C - Yapton Road	0.22	0.78	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	11.00	5.00
	B - Lake Lane	39.00	0.00	118.00
	C - Yapton Road	18.00	61.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.69	0.31
	B - Lake Lane	0.25	0.00	0.75
	C - Yapton Road	0.23	0.77	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	17.00	3.00
	B - Lake Lane	23.00	0.00	84.00
	C - Yapton Road	12.00	68.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.85	0.15
	B - Lake Lane	0.21	0.00	0.79
	C - Yapton Road	0.15	0.85	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	5	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.070	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	8	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.112	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	5	1
	B - Lake Lane	1	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.070	1.014
	B - Lake Lane	1.014	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	8	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.112	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Barnham Road	16.00	16.00
	B - Lake Lane	155.00	155.00
	C - Yapton Road	73.00	73.00
08:15-08:30	A - Barnham Road	23.00	23.00
	B - Lake Lane	174.00	174.00
	C - Yapton Road	83.00	83.00
08:30-08:45	A - Barnham Road	16.00	16.00
	B - Lake Lane	157.00	157.00
	C - Yapton Road	79.00	79.00
08:45-09:00	A - Barnham Road	20.00	20.00
	B - Lake Lane	107.00	107.00
	C - Yapton Road	80.00	80.00

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.83	26.19	4.3	D	118.75	475.00
B-A	0.49	28.25	0.9	D	29.50	118.00
C-AB	0.46	10.89	0.9	B	66.76	267.04
C-A					11.99	47.96
A-B					14.00	56.00
A-C					4.75	19.00

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	123.00	123.00	177.92	0.691	120.88	0.0	2.1	15.266	C
B-A	32.00	32.00	81.96	0.390	31.38	0.0	0.6	17.592	C
C-AB	63.92	63.92	153.02	0.418	63.19	0.0	0.7	9.954	A
C-A	9.08	9.08			9.08				
A-B	11.00	11.00			11.00				
A-C	5.00	5.00			5.00				

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	150.00	150.00	180.12	0.833	147.84	2.1	4.3	26.191	D
B-A	24.00	24.00	55.60	0.432	23.89	0.6	0.7	28.254	D
C-AB	68.53	68.53	154.72	0.443	68.43	0.7	0.8	10.427	B
C-A	14.47	14.47			14.47				
A-B	17.00	17.00			17.00				
A-C	6.00	6.00			6.00				

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	118.00	118.00	167.09	0.706	119.73	4.3	2.6	19.644	C
B-A	39.00	39.00	79.55	0.490	38.80	0.7	0.9	22.048	C
C-AB	64.04	64.04	155.84	0.411	64.11	0.8	0.7	9.850	A
C-A	14.96	14.96			14.96				
A-B	11.00	11.00			11.00				
A-C	5.00	5.00			5.00				

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	84.00	84.00	186.21	0.451	85.72	2.6	0.8	9.104	A
B-A	23.00	23.00	98.58	0.233	23.61	0.9	0.3	12.237	B
C-AB	70.55	70.55	153.13	0.461	70.43	0.7	0.9	10.890	B
C-A	9.45	9.45			9.45				
A-B	17.00	17.00			17.00				
A-C	3.00	3.00			3.00				

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		56.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	39.00	3.00
	B - Lake Lane	25.00	0.00	128.00
	C - Yapton Road	2.00	152.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.16	0.00	0.84
	C - Yapton Road	0.01	0.99	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	42.00	3.00
	B - Lake Lane	31.00	0.00	103.00
	C - Yapton Road	2.00	129.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.23	0.00	0.77
	C - Yapton Road	0.02	0.98	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	19.00	2.00
	B - Lake Lane	27.00	0.00	104.00
	C - Yapton Road	2.00	125.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.90	0.10
	B - Lake Lane	0.21	0.00	0.79
	C - Yapton Road	0.02	0.98	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	21.00	2.00
	B - Lake Lane	21.00	0.00	69.00
	C - Yapton Road	2.00	99.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.91	0.09
	B - Lake Lane	0.23	0.00	0.77
	C - Yapton Road	0.02	0.98	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	1	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	0
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.000
	C - Yapton Road	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 - Barnham Road	42.00	42.00
	B - Lake Lane	153.00	153.00
	C - Yapton Road	154.00	154.00
17:15-17:30	A - Barnham Road	45.00	45.00
	B - Lake Lane	134.00	134.00
	C - Yapton Road	131.00	131.00
17:30-17:45	A - Barnham Road	21.00	21.00
	B - Lake Lane	131.00	131.00
	C - Yapton Road	127.00	127.00
17:45-18:00	A - Barnham Road	23.00	23.00
	B - Lake Lane	90.00	90.00
	C - Yapton Road	101.00	101.00

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	0.74	18.05	2.6	C	101.00	404.00
B-A	0.47	28.80	0.9	D	26.00	104.00
C-AB	1.07	107.28	17.5	F	127.76	511.05
C-A					0.49	1.95
A-B					30.25	121.00
A-C					2.50	10.00

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	128.00	128.00	173.61	0.737	125.36	0.0	2.6	18.055	C
B-A	25.00	25.00	55.19	0.453	24.21	0.0	0.8	28.799	D
C-AB	154.00	154.00	144.45	1.066	136.47	0.0	17.5	74.354	F
C-A	0.00	0.00			0.00				
A-B	39.00	39.00			39.00				
A-C	3.00	3.00			3.00				

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	103.00	103.00	162.74	0.633	103.81	2.6	1.8	15.701	C
B-A	31.00	31.00	65.49	0.473	30.92	0.8	0.9	26.294	D
C-AB	130.70	130.70	143.74	0.909	132.56	17.5	15.7	107.277	F
C-A	0.30	0.30			0.30				
A-B	42.00	42.00			42.00				
A-C	3.00	3.00			3.00				

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	104.00	104.00	174.72	0.595	104.28	1.8	1.5	13.018	B
B-A	27.00	27.00	70.59	0.383	27.23	0.9	0.6	21.159	C
C-AB	126.44	126.44	149.00	0.849	135.14	15.7	7.0	70.877	F
C-A	0.56	0.56			0.56				
A-B	19.00	19.00			19.00				
A-C	2.00	2.00			2.00				

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	69.00	69.00	185.51	0.372	69.93	1.5	0.6	7.950	A
B-A	21.00	21.00	92.82	0.226	21.35	0.6	0.3	12.828	B
C-AB	99.91	99.91	148.20	0.674	104.66	7.0	2.2	22.608	C
C-A	1.09	1.09			1.09				
A-B	21.00	21.00			21.00				
A-C	2.00	2.00			2.00				

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		19.33	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
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 - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	11.00	5.00
	B - Lake Lane	34.00	0.00	125.00
	C - Yapton Road	11.00	62.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.69	0.31
	B - Lake Lane	0.21	0.00	0.79
	C - Yapton Road	0.15	0.85	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	18.00	6.00
	B - Lake Lane	25.00	0.00	153.00
	C - Yapton Road	18.00	65.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.75	0.25
	B - Lake Lane	0.14	0.00	0.86
	C - Yapton Road	0.22	0.78	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	11.00	5.00
	B - Lake Lane	41.00	0.00	120.00
	C - Yapton Road	18.00	62.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.69	0.31
	B - Lake Lane	0.25	0.00	0.75
	C - Yapton Road	0.23	0.78	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	17.00	3.00
	B - Lake Lane	24.00	0.00	85.00
	C - Yapton Road	12.00	68.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.85	0.15
	B - Lake Lane	0.22	0.00	0.78
	C - Yapton Road	0.15	0.85	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	5	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.070	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	8	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.112	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	5	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.070	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	8	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.112	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Barnham Road	16.00	16.00
	B - Lake Lane	159.00	159.00
	C - Yapton Road	73.00	73.00
08:15-08:30	A - Barnham Road	24.00	24.00
	B - Lake Lane	178.00	178.00
	C - Yapton Road	83.00	83.00
08:30-08:45	A - Barnham Road	16.00	16.00
	B - Lake Lane	161.00	161.00
	C - Yapton Road	80.00	80.00
08:45-09:00	A - Barnham Road	20.00	20.00
	B - Lake Lane	109.00	109.00
	C - Yapton Road	80.00	80.00

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	0.84	26.39	4.4	D	120.75	483.00
B-A	0.53	29.39	1.1	D	31.00	124.00
C-AB	0.46	10.90	0.9	B	67.04	268.15
C-A					11.96	47.85
A-B					14.25	57.00
A-C					4.75	19.00

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	125.00	125.00	175.26	0.713	122.67	0.0	2.3	16.463	C
B-A	34.00	34.00	80.08	0.425	33.29	0.0	0.7	18.967	C
C-AB	63.92	63.92	153.02	0.418	63.19	0.0	0.7	9.954	A
C-A	9.08	9.08			9.08				
A-B	11.00	11.00			11.00				
A-C	5.00	5.00			5.00				

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	153.00	153.00	183.01	0.836	150.95	2.3	4.4	26.395	D
B-A	25.00	25.00	55.42	0.451	24.92	0.7	0.8	29.395	D
C-AB	68.54	68.54	154.51	0.444	68.44	0.7	0.8	10.461	B
C-A	14.46	14.46			14.46				
A-B	18.00	18.00			18.00				
A-C	6.00	6.00			6.00				

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	120.00	120.00	163.87	0.732	121.45	4.4	2.9	21.903	C
B-A	41.00	41.00	77.02	0.532	40.71	0.8	1.1	24.558	C
C-AB	65.14	65.14	155.96	0.418	65.20	0.8	0.8	9.953	A
C-A	14.86	14.86			14.86				
A-B	11.00	11.00			11.00				
A-C	5.00	5.00			5.00				

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	85.00	85.00	184.92	0.460	87.07	2.9	0.9	9.383	A
B-A	24.00	24.00	98.17	0.244	24.75	1.1	0.3	12.377	B
C-AB	70.55	70.55	153.13	0.461	70.45	0.8	0.9	10.896	B
C-A	9.45	9.45			9.45				
A-B	17.00	17.00			17.00				
A-C	3.00	3.00			3.00				

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		53.65	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	40.00	3.00
	B - Lake Lane	26.00	0.00	120.00
	C - Yapton Road	2.00	153.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.18	0.00	0.82
	C - Yapton Road	0.01	0.99	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	42.00	3.00
	B - Lake Lane	32.00	0.00	97.00
	C - Yapton Road	2.00	130.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.25	0.00	0.75
	C - Yapton Road	0.02	0.98	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	19.00	2.00
	B - Lake Lane	28.00	0.00	99.00
	C - Yapton Road	2.00	125.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.90	0.10
	B - Lake Lane	0.22	0.00	0.78
	C - Yapton Road	0.02	0.98	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	21.00	2.00
	B - Lake Lane	22.00	0.00	65.00
	C - Yapton Road	2.00	100.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.91	0.09
	B - Lake Lane	0.25	0.00	0.75
	C - Yapton Road	0.02	0.98	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	1	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	0
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.000
	C - Yapton Road	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 - Barnham Road	43.00	43.00
	B - Lake Lane	146.00	146.00
	C - Yapton Road	155.00	155.00
17:15-17:30	A - Barnham Road	45.00	45.00
	B - Lake Lane	129.00	129.00
	C - Yapton Road	132.00	132.00
17:30-17:45	A - Barnham Road	21.00	21.00
	B - Lake Lane	127.00	127.00
	C - Yapton Road	127.00	127.00
17:45-18:00	A - Barnham Road	23.00	23.00
	B - Lake Lane	87.00	87.00
	C - Yapton Road	102.00	102.00

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	0.70	16.24	2.2	C	95.25	381.00
B-A	0.47	26.86	0.9	D	27.00	108.00
C-AB	1.07	114.25	18.4	F	128.52	514.10
C-A					0.48	1.90
A-B					30.50	122.00
A-C					2.50	10.00

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	120.00	120.00	172.01	0.698	117.80	0.0	2.2	16.242	C
B-A	26.00	26.00	58.51	0.444	25.23	0.0	0.8	26.860	D
C-AB	155.00	155.00	144.21	1.075	136.60	0.0	18.4	77.011	F
C-A	0.00	0.00			0.00				
A-B	40.00	40.00			40.00				
A-C	3.00	3.00			3.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97.00	97.00	160.81	0.603	97.61	2.2	1.6	14.581	B
B-A	32.00	32.00	67.55	0.474	31.89	0.8	0.9	25.487	D
C-AB	131.73	131.73	143.76	0.916	133.07	18.4	17.1	114.252	F
C-A	0.27	0.27			0.27				
A-B	42.00	42.00			42.00				
A-C	3.00	3.00			3.00				

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	99.00	99.00	172.91	0.573	99.20	1.6	1.4	12.425	B
B-A	28.00	28.00	72.19	0.388	28.21	0.9	0.7	20.856	C
C-AB	126.44	126.44	149.00	0.849	136.46	17.1	7.0	76.461	F
C-A	0.56	0.56			0.56				
A-B	19.00	19.00			19.00				
A-C	2.00	2.00			2.00				

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	65.00	65.00	183.71	0.354	65.83	1.4	0.6	7.786	A
B-A	22.00	22.00	93.78	0.235	22.35	0.7	0.3	12.834	B
C-AB	100.93	100.93	148.21	0.681	105.67	7.0	2.3	23.164	C
C-A	1.07	1.07			1.07				
A-B	21.00	21.00			21.00				
A-C	2.00	2.00			2.00				

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		18.23	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	10.00	5.00
	B - Lake Lane	27.00	0.00	126.00
	C - Yapton Road	11.00	55.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.67	0.33
	B - Lake Lane	0.18	0.00	0.82
	C - Yapton Road	0.17	0.83	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	17.00	6.00
	B - Lake Lane	20.00	0.00	154.00
	C - Yapton Road	19.00	57.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.74	0.26
	B - Lake Lane	0.11	0.00	0.89
	C - Yapton Road	0.25	0.75	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	10.00	6.00
	B - Lake Lane	33.00	0.00	121.00
	C - Yapton Road	19.00	54.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.63	0.38
	B - Lake Lane	0.21	0.00	0.79
	C - Yapton Road	0.26	0.74	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	17.00	4.00
	B - Lake Lane	20.00	0.00	86.00
	C - Yapton Road	13.00	60.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.81	0.19
	B - Lake Lane	0.19	0.00	0.81
	C - Yapton Road	0.18	0.82	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	5	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.070	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	9	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.126	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	5	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.070	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	9	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.126	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Barnham Road	15.00	15.00
	B - Lake Lane	153.00	153.00
	C - Yapton Road	66.00	66.00
08:15-08:30	A - Barnham Road	23.00	23.00
	B - Lake Lane	174.00	174.00
	C - Yapton Road	76.00	76.00
08:30-08:45	A - Barnham Road	16.00	16.00
	B - Lake Lane	154.00	154.00
	C - Yapton Road	73.00	73.00
08:45-09:00	A - Barnham Road	21.00	21.00
	B - Lake Lane	106.00	106.00
	C - Yapton Road	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	0.83	25.45	4.3	D	121.75	487.00
B-A	0.41	25.88	0.7	D	25.00	100.00
C-AB	0.41	9.94	0.7	A	58.76	235.04
C-A					13.24	52.96
A-B					13.50	54.00
A-C					5.25	21.00

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	126.00	126.00	184.99	0.681	123.97	0.0	2.0	14.314	B
B-A	27.00	27.00	83.00	0.325	26.53	0.0	0.5	15.814	C
C-AB	56.51	56.51	152.72	0.370	55.91	0.0	0.6	9.252	A
C-A	9.49	9.49			9.49				
A-B	10.00	10.00			10.00				
A-C	5.00	5.00			5.00				

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	154.00	154.00	184.96	0.833	151.74	2.0	4.3	25.453	D
B-A	20.00	20.00	54.57	0.367	19.91	0.5	0.6	25.885	D
C-AB	59.86	59.86	154.14	0.388	59.80	0.6	0.7	9.548	A
C-A	16.14	16.14			16.14				
A-B	17.00	17.00			17.00				
A-C	6.00	6.00			6.00				

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	121.00	121.00	176.05	0.687	122.97	4.3	2.3	17.534	C
B-A	33.00	33.00	80.83	0.408	32.89	0.6	0.7	18.720	C
C-AB	56.51	56.51	155.35	0.364	56.56	0.7	0.6	9.137	A
C-A	16.49	16.49			16.49				
A-B	10.00	10.00			10.00				
A-C	6.00	6.00			6.00				

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	86.00	86.00	190.20	0.452	87.47	2.3	0.8	8.882	A
B-A	20.00	20.00	99.65	0.201	20.41	0.7	0.3	11.417	B
C-AB	62.16	62.16	152.66	0.407	62.07	0.6	0.7	9.944	A
C-A	10.84	10.84			10.84				
A-B	17.00	17.00			17.00				
A-C	4.00	4.00			4.00				

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		27.57	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
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 - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	40.00	3.00
	B - Lake Lane	30.00	0.00	109.00
	C - Yapton Road	2.00	136.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.22	0.00	0.78
	C - Yapton Road	0.01	0.99	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	43.00	4.00
	B - Lake Lane	37.00	0.00	88.00
	C - Yapton Road	2.00	115.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.91	0.09
	B - Lake Lane	0.30	0.00	0.70
	C - Yapton Road	0.02	0.98	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	19.00	2.00
	B - Lake Lane	32.00	0.00	89.00
	C - Yapton Road	2.00	111.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.90	0.10
	B - Lake Lane	0.26	0.00	0.74
	C - Yapton Road	0.02	0.98	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	22.00	2.00
	B - Lake Lane	25.00	0.00	59.00
	C - Yapton Road	2.00	88.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.92	0.08
	B - Lake Lane	0.30	0.00	0.70
	C - Yapton Road	0.02	0.98	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	1	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	1	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	1
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.000	1.000	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	0
	B - Lake Lane	1	0	0
	C - Yapton Road	0	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.000
	B - Lake Lane	1.014	1.000	1.000
	C - Yapton Road	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 - Barnham Road	43.00	43.00
	B - Lake Lane	139.00	139.00
	C - Yapton Road	138.00	138.00
17:15-17:30	A - Barnham Road	47.00	47.00
	B - Lake Lane	125.00	125.00
	C - Yapton Road	117.00	117.00
17:30-17:45	A - Barnham Road	21.00	21.00
	B - Lake Lane	121.00	121.00
	C - Yapton Road	113.00	113.00
17:45-18:00	A - Barnham Road	24.00	24.00
	B - Lake Lane	84.00	84.00
	C - Yapton Road	90.00	90.00

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	0.65	14.58	1.8	B	86.25	345.00
B-A	0.47	23.35	0.9	C	31.00	124.00
C-AB	0.96	46.92	8.7	E	113.76	455.03
C-A					0.74	2.97
A-B					31.00	124.00
A-C					2.75	11.00

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	109.00	109.00	168.17	0.648	107.22	0.0	1.8	14.581	B
B-A	30.00	30.00	67.61	0.444	29.23	0.0	0.8	23.350	C
C-AB	137.83	137.83	144.26	0.955	129.09	0.0	8.7	46.321	E
C-A	0.17	0.17			0.17				
A-B	40.00	40.00			40.00				
A-C	3.00	3.00			3.00				

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	88.00	88.00	157.03	0.560	88.45	1.8	1.3	13.397	B
B-A	37.00	37.00	78.21	0.473	36.89	0.8	0.9	22.011	C
C-AB	116.33	116.33	143.07	0.813	119.92	8.7	5.1	43.358	E
C-A	0.67	0.67			0.67				
A-B	43.00	43.00			43.00				
A-C	4.00	4.00			4.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.00	89.00	170.48	0.522	89.20	1.3	1.1	11.261	B
B-A	32.00	32.00	83.92	0.381	32.23	0.9	0.6	17.740	C
C-AB	112.15	112.15	148.82	0.754	113.81	5.1	3.5	27.635	D
C-A	0.85	0.85			0.85				
A-B	19.00	19.00			19.00				
A-C	2.00	2.00			2.00				

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	59.00	59.00	180.09	0.328	59.63	1.1	0.5	7.604	A
B-A	25.00	25.00	101.11	0.247	25.30	0.6	0.3	12.086	B
C-AB	88.72	88.72	147.83	0.600	90.63	3.5	1.6	16.225	C
C-A	1.28	1.28			1.28				
A-B	22.00	22.00			22.00				
A-C	2.00	2.00			2.00				

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		20.99	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 - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	9.00	5.00
	B - Lake Lane	34.00	0.00	126.00
	C - Yapton Road	11.00	72.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.64	0.36
	B - Lake Lane	0.21	0.00	0.79
	C - Yapton Road	0.13	0.87	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	14.00	6.00
	B - Lake Lane	25.00	0.00	155.00
	C - Yapton Road	18.00	75.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.70	0.30
	B - Lake Lane	0.14	0.00	0.86
	C - Yapton Road	0.19	0.81	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	9.00	5.00
	B - Lake Lane	41.00	0.00	122.00
	C - Yapton Road	18.00	71.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.64	0.36
	B - Lake Lane	0.25	0.00	0.75
	C - Yapton Road	0.20	0.80	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	14.00	4.00
	B - Lake Lane	24.00	0.00	86.00
	C - Yapton Road	12.00	79.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.78	0.22
	B - Lake Lane	0.22	0.00	0.78
	C - Yapton Road	0.13	0.87	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	4	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.056	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	6	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.084	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	4	1
	B - Lake Lane	0	0	0
	C - Yapton Road	3	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.056	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.042	1.000	1.000

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	6	1
	B - Lake Lane	0	0	0
	C - Yapton Road	2	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.084	1.014
	B - Lake Lane	1.000	1.000	1.000
	C - Yapton Road	1.028	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	A - Barnham Road	14.00	14.00
	B - Lake Lane	160.00	160.00
	C - Yapton Road	83.00	83.00
08:15-08:30	A - Barnham Road	20.00	20.00
	B - Lake Lane	180.00	180.00
	C - Yapton Road	93.00	93.00
08:30-08:45	A - Barnham Road	14.00	14.00
	B - Lake Lane	163.00	163.00
	C - Yapton Road	89.00	89.00
08:45-09:00	A - Barnham Road	18.00	18.00
	B - Lake Lane	110.00	110.00
	C - Yapton Road	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	0.85	28.11	4.7	D	122.25	489.00
B-A	0.56	33.01	1.2	D	31.00	124.00
C-AB	0.53	12.47	1.2	B	77.93	311.74
C-A					11.07	44.26
A-B					11.50	46.00
A-C					5.00	20.00

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	126.00	126.00	174.35	0.723	123.57	0.0	2.4	17.002	C
B-A	34.00	34.00	76.95	0.442	33.24	0.0	0.8	20.266	C
C-AB	74.57	74.57	154.20	0.484	73.63	0.0	0.9	11.065	B
C-A	8.43	8.43			8.43				
A-B	9.00	9.00			9.00				
A-C	5.00	5.00			5.00				

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	155.00	155.00	182.49	0.849	152.70	2.4	4.7	28.110	D
B-A	25.00	25.00	51.98	0.481	24.88	0.8	0.9	33.008	D
C-AB	79.65	79.65	156.57	0.509	79.53	0.9	1.1	11.686	B
C-A	13.35	13.35			13.35				
A-B	14.00	14.00			14.00				
A-C	6.00	6.00			6.00				

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	122.00	122.00	162.33	0.752	123.46	4.7	3.3	23.995	C
B-A	41.00	41.00	72.88	0.563	40.67	0.9	1.2	27.570	C
C-AB	75.09	75.09	157.48	0.477	75.18	1.1	1.0	10.989	B
C-A	13.91	13.91			13.91				
A-B	9.00	9.00			9.00				
A-C	5.00	5.00			5.00				

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	86.00	86.00	184.16	0.467	88.38	3.3	0.9	9.620	A
B-A	24.00	24.00	94.29	0.255	24.86	1.2	0.3	13.118	B
C-AB	82.42	82.42	154.46	0.534	82.24	1.0	1.2	12.468	B
C-A	8.58	8.58			8.58				
A-B	14.00	14.00			14.00				
A-C	4.00	4.00			4.00				

2038 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		28.85	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Barnham Road		DIRECT	✓	100.000
B - Lake Lane		DIRECT	✓	100.000
C - Yapton Road		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	52.00	3.00
	B - Lake Lane	28.00	0.00	123.00
	C - Yapton Road	2.00	135.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.95	0.05
	B - Lake Lane	0.19	0.00	0.81
	C - Yapton Road	0.01	0.99	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	55.00	4.00
	B - Lake Lane	36.00	0.00	99.00
	C - Yapton Road	2.00	115.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.27	0.00	0.73
	C - Yapton Road	0.02	0.98	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	25.00	2.00
	B - Lake Lane	31.00	0.00	101.00
	C - Yapton Road	2.00	111.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.23	0.00	0.77
	C - Yapton Road	0.02	0.98	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	28.00	2.00
	B - Lake Lane	24.00	0.00	67.00
	C - Yapton Road	2.00	88.00	0.00

Proportions

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0.00	0.93	0.07
	B - Lake Lane	0.26	0.00	0.74
	C - Yapton Road	0.02	0.98	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	1
	B - Lake Lane	1	0	1
	C - Yapton Road	1	1	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.014
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.014	1.014	1.000

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	1
	B - Lake Lane	1	0	1
	C - Yapton Road	1	1	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.014
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.014	1.014	1.000

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	0	1
	B - Lake Lane	1	0	1
	C - Yapton Road	1	1	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.000	1.014
	B - Lake Lane	1.014	1.000	1.014
	C - Yapton Road	1.014	1.014	1.000

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	1	1
	B - Lake Lane	1	0	0
	C - Yapton Road	1	0	0

Average PCU Per Veh

		To		
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	1.000	1.014	1.014
	B - Lake Lane	1.014	1.000	1.000
	C - Yapton Road	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 - Barnham Road	55.00	55.00
	B - Lake Lane	151.00	151.00
	C - Yapton Road	137.00	137.00
17:15-17:30	A - Barnham Road	59.00	59.00
	B - Lake Lane	135.00	135.00
	C - Yapton Road	117.00	117.00
17:30-17:45	A - Barnham Road	27.00	27.00
	B - Lake Lane	132.00	132.00
	C - Yapton Road	113.00	113.00
17:45-18:00	A - Barnham Road	30.00	30.00
	B - Lake Lane	91.00	91.00
	C - Yapton Road	90.00	90.00

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	0.73	17.84	2.5	C	97.50	390.00
B-A	0.50	27.22	1.0	D	29.75	119.00
C-AB	0.97	49.77	9.3	E	113.54	454.16
C-A					0.71	2.84
A-B					40.00	160.00
A-C					2.75	11.00

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	123.00	123.00	169.46	0.726	120.50	0.0	2.5	17.841	C
B-A	28.00	28.00	59.93	0.467	27.16	0.0	0.8	27.222	D
C-AB	136.87	136.87	141.58	0.967	127.55	0.0	9.3	49.768	E
C-A	0.13	0.13			0.13				
A-B	52.00	52.00			52.00				
A-C	3.00	3.00			3.00				

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	99.00	99.00	156.03	0.634	99.66	2.5	1.8	16.385	C
B-A	36.00	36.00	71.37	0.504	35.85	0.8	1.0	25.553	D
C-AB	116.38	116.38	140.40	0.829	119.86	9.3	5.8	48.978	E
C-A	0.62	0.62			0.62				
A-B	55.00	55.00			55.00				
A-C	4.00	4.00			4.00				

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	101.00	101.00	170.80	0.591	101.32	1.8	1.5	13.205	B
B-A	31.00	31.00	77.75	0.399	31.29	1.0	0.7	19.769	C
C-AB	112.16	112.16	147.48	0.761	114.42	5.8	3.6	29.255	D
C-A	0.84	0.84			0.84				
A-B	25.00	25.00			25.00				
A-C	2.00	2.00			2.00				

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	67.00	67.00	181.49	0.369	67.91	1.5	0.6	8.091	A
B-A	24.00	24.00	97.87	0.245	24.36	0.7	0.3	12.474	B
C-AB	88.75	88.75	146.50	0.606	90.68	3.6	1.6	16.965	C
C-A	1.25	1.25			1.25				
A-B	28.00	28.00			28.00				
A-C	2.00	2.00			2.00				

Appendix Y A27/A284 Ford Road / Arundel Bypass

Junctions 9

ARCADY 9 - Roundabout Module

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

Filename: Junction 19 - A27-A284 Ford Road Arundel - DIRECT.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 19 - A27-A284 Ford Road Arundel
Report generation date: 26/04/2021 11:50:21

»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 - A284 Arundel Bypass	0.9	8.56	0.47	A	1.0	6.79	0.50	A
2 - Maltravers Street	0.2	5.93	0.19	A	0.4	5.51	0.26	A
3 - A27 S/E Arundel Bypass	15.6	34.98	0.97	D	18.3	46.47	0.98	E
4 - Ford Road	3.6	17.41	0.79	C	2.9	16.30	0.76	C
5 - A27 Chichester Road	14.8	42.54	0.96	E	1.9	7.05	0.65	A
2031 DM No Cala								
1 - A284 Arundel Bypass	0.5	5.76	0.31	A	0.5	6.00	0.31	A
2 - Maltravers Street	0.1	4.61	0.10	A	0.2	6.22	0.19	A
3 - A27 S/E Arundel Bypass	9.1	22.22	0.92	C	4.3	11.60	0.82	B
4 - Ford Road	1.1	8.83	0.52	A	0.5	5.85	0.33	A
5 - A27 Chichester Road	3.6	11.42	0.79	B	6.9	15.50	0.89	C
2031 DM								
1 - A284 Arundel Bypass	0.4	5.70	0.31	A	0.5	6.01	0.31	A
2 - Maltravers Street	0.1	4.60	0.10	A	0.2	6.23	0.20	A
3 - A27 S/E Arundel Bypass	8.9	21.65	0.91	C	4.4	11.73	0.82	B
4 - Ford Road	1.1	8.91	0.53	A	0.5	5.82	0.33	A
5 - A27 Chichester Road	3.6	11.49	0.79	B	7.0	15.71	0.89	C
2031 DS No Cala								
1 - A284 Arundel Bypass	0.4	5.47	0.27	A	0.4	5.99	0.30	A
2 - Maltravers Street	0.1	4.55	0.10	A	0.3	6.29	0.20	A
3 - A27 S/E Arundel Bypass	8.6	20.78	0.91	C	5.1	13.11	0.85	B
4 - Ford Road	1.2	9.22	0.55	A	0.5	6.01	0.34	A
5 - A27 Chichester Road	3.8	11.97	0.80	B	8.2	17.58	0.91	C
2031 DS								
1 - A284 Arundel Bypass	0.4	5.55	0.28	A	0.4	6.04	0.30	A
2 - Maltravers Street	0.1	4.58	0.10	A	0.3	6.33	0.20	A
3 - A27 S/E Arundel Bypass	8.6	20.99	0.91	C	5.2	13.35	0.85	B
4 - Ford Road	1.2	9.21	0.55	A	0.5	6.05	0.34	A
5 - A27 Chichester Road	3.9	12.12	0.80	B	8.5	17.97	0.91	C
2038 DM								
1 - A284 Arundel Bypass	0.4	5.74	0.29	A	0.6	6.48	0.36	A
2 - Maltravers Street	0.1	4.66	0.10	A	0.3	6.50	0.20	A
3 - A27 S/E Arundel Bypass	12.4	29.11	0.94	D	5.3	13.60	0.85	B
4 - Ford Road	1.1	8.89	0.52	A	0.5	6.19	0.35	A
5 - A27 Chichester Road	4.4	13.02	0.82	B	8.0	17.20	0.90	C
2038 DS								
1 - A284 Arundel Bypass	0.4	5.82	0.28	A	0.5	6.40	0.32	A
2 - Maltravers Street	0.1	4.76	0.10	A	0.3	6.67	0.21	A
3 - A27 S/E Arundel Bypass	12.5	29.26	0.94	D	8.6	19.29	0.92	C
4 - Ford Road	1.3	9.54	0.56	A	0.6	6.60	0.36	A
5 - A27 Chichester Road	5.8	16.52	0.86	C	14.2	25.81	0.97	D

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.

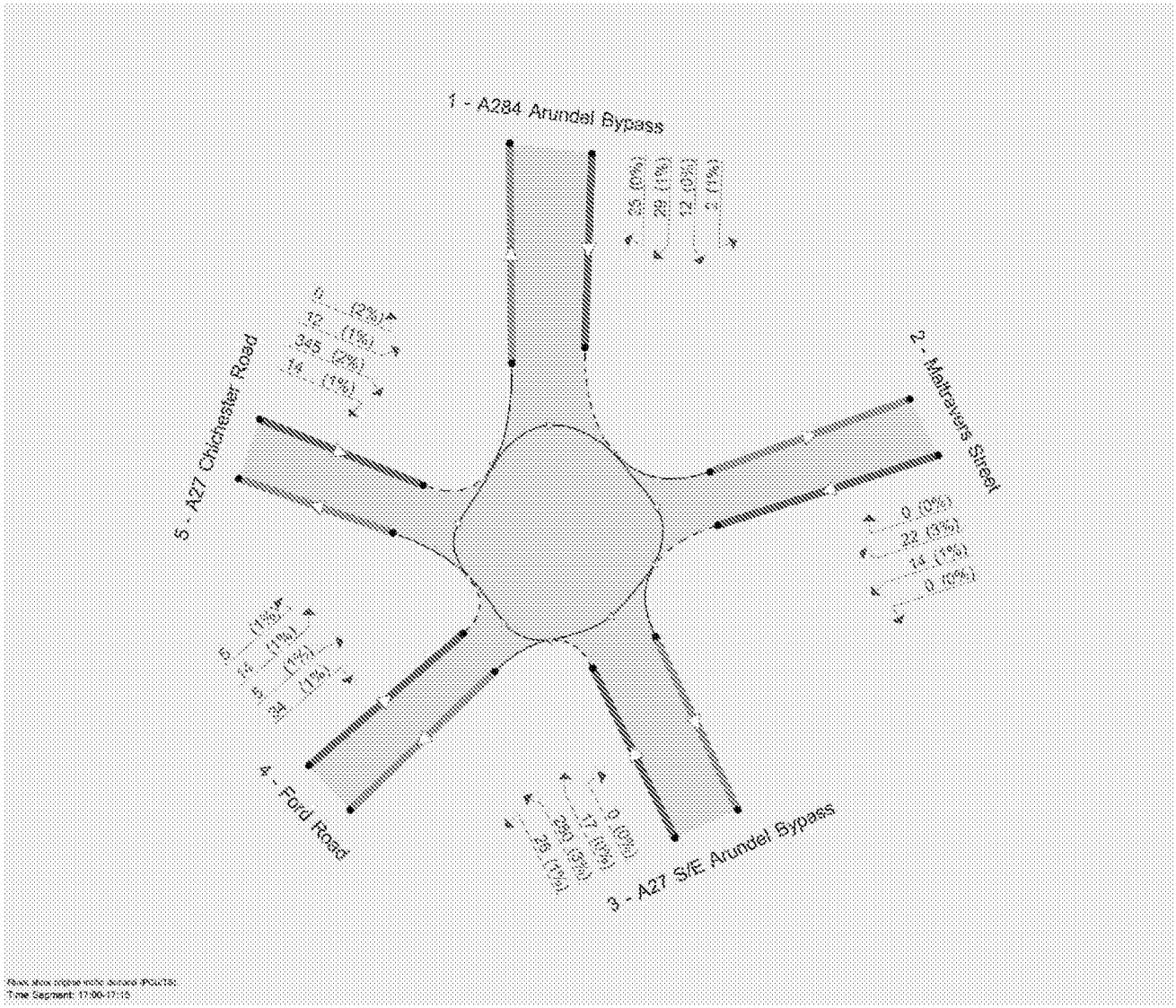
File summary

File Description

Title	A27-A284 Ford Road Arundel
Location	A27-A284 Ford Road Arundel
Site number	
Date	29/09/2020
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	31.39	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A284 Arundel Bypass	
2	Maltravers Street	
3	A27 S/E Arundel Bypass	
4	Ford Road	
5	A27 Chichester Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A284 Arundel Bypass	3.96	7.03	8.7	27.0	76.6	35.0	
2 - Maltravers Street	3.28	7.11	11.9	27.0	76.6	31.1	
3 - A27 S/E Arundel Bypass	3.78	6.45	19.2	22.2	76.6	17.0	
4 - Ford Road	3.74	6.10	13.3	15.9	76.6	38.0	
5 - A27 Chichester Road	3.80	6.65	45.6	19.3	76.6	39.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A284 Arundel Bypass	0.470	407.279
2 - Maltravers Street	0.465	394.851
3 - A27 S/E Arundel Bypass	0.506	447.598
4 - Ford Road	0.446	381.290
5 - A27 Chichester Road	0.490	452.319

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 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	0.00	45.00	20.00	3.00
	2 - Maltravers Street	2.00	0.00	9.00	3.00	17.00
	3 - A27 S/E Arundel Bypass	55.00	5.00	2.00	29.00	273.00
	4 - Ford Road	62.00	21.00	75.00	0.00	20.00
	5 - A27 Chichester Road	3.00	21.00	260.00	10.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.06
	3 - A27 S/E Arundel Bypass	0.15
	4 - Ford Road	0.35
	5 - A27 Chichester Road	0.01

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	2.00	58.00	15.00	3.00
	2 - Maltravers Street	2.00	0.00	5.00	6.00	24.00
	3 - A27 S/E Arundel Bypass	55.00	5.00	2.00	39.00	279.00
	4 - Ford Road	56.00	17.00	34.00	0.00	6.00
	5 - A27 Chichester Road	6.00	16.00	281.00	17.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.05
	3 - A27 S/E Arundel Bypass	0.14
	4 - Ford Road	0.50
	5 - A27 Chichester Road	0.02

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	1.00	63.00	17.00	4.00
	2 - Maltravers Street	1.00	0.00	5.00	2.00	22.00
	3 - A27 S/E Arundel Bypass	88.00	4.00	0.00	45.00	267.00
	4 - Ford Road	65.00	14.00	64.00	0.00	14.00
	5 - A27 Chichester Road	12.00	13.00	288.00	12.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.03
	3 - A27 S/E Arundel Bypass	0.22
	4 - Ford Road	0.41
	5 - A27 Chichester Road	0.04

Demand (PCU/TS)

08:45 - 09:00

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	4.00	64.00	25.00	5.00
2 - Maltravers Street	3.00	0.00	2.00	4.00	28.00
3 - A27 S/E Arundel Bypass	53.00	3.00	2.00	31.00	264.00
4 - Ford Road	47.00	43.00	57.00	0.00	17.00
5 - A27 Chichester Road	7.00	44.00	259.00	18.00	0.00

Proportions

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.08
3 - A27 S/E Arundel Bypass	0.15
4 - Ford Road	0.29
5 - A27 Chichester Road	0.02

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	14	0	0
2 - Maltravers Street	0	0	0	0	0
3 - A27 S/E Arundel Bypass	2	0	0	4	3
4 - Ford Road	0	6	2	0	6
5 - A27 Chichester Road	0	0	9	0	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.028
4 - Ford Road	1.000
5 - A27 Chichester Road	1.000

Heavy Vehicle Percentages

08:15 - 08:30

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	2	8	0
2 - Maltravers Street	0	0	0	0	0
3 - A27 S/E Arundel Bypass	7	0	0	3	6
4 - Ford Road	0	0	8	0	0
5 - A27 Chichester Road	0	0	9	0	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.098
4 - Ford Road	1.000
5 - A27 Chichester Road	1.000

Heavy Vehicle Percentages

08:30 - 08:45

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	0	0	0
2 - Maltravers Street	0	0	0	0	0
3 - A27 S/E Arundel Bypass	3	0	0	3	0
4 - Ford Road	0	0	6	0	0
5 - A27 Chichester Road	11	0	5	0	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.042
4 - Ford Road	1.000
5 - A27 Chichester Road	1.154

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	6	0	0
2 - Maltravers Street	0	0	0	0	4
3 - A27 S/E Arundel Bypass	11	0	0	0	5
4 - Ford Road	6	0	0	0	8
5 - A27 Chichester Road	0	3	12	0	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.154
4 - Ford Road	1.084
5 - A27 Chichester Road	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A284 Arundel Bypass	68.00	68.00
	2 - Maltravers Street	31.00	31.00
	3 - A27 S/E Arundel Bypass	364.00	364.00
	4 - Ford Road	178.00	178.00
	5 - A27 Chichester Road	294.00	294.00
08:15-08:30	1 - A284 Arundel Bypass	78.00	78.00
	2 - Maltravers Street	37.00	37.00
	3 - A27 S/E Arundel Bypass	380.00	380.00
	4 - Ford Road	113.00	113.00
	5 - A27 Chichester Road	320.00	320.00
08:30-08:45	1 - A284 Arundel Bypass	85.00	85.00
	2 - Maltravers Street	30.00	30.00
	3 - A27 S/E Arundel Bypass	404.00	404.00
	4 - Ford Road	157.00	157.00
	5 - A27 Chichester Road	325.00	325.00
08:45-09:00	1 - A284 Arundel Bypass	98.00	98.00
	2 - Maltravers Street	37.00	37.00
	3 - A27 S/E Arundel Bypass	353.00	353.00
	4 - Ford Road	164.00	164.00
	5 - A27 Chichester Road	328.00	328.00

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 - A284 Arundel Bypass	0.47	8.56	0.9	A	82.25	329.00
2 - Maltravers Street	0.19	5.93	0.2	A	33.75	135.00
3 - A27 S/E Arundel Bypass	0.97	34.98	15.6	D	375.25	1501.00
4 - Ford Road	0.79	17.41	3.6	C	153.00	612.00
5 - A27 Chichester Road	0.96	42.54	14.8	E	316.75	1267.00

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 - A284 Arundel Bypass	68.00	68.00	386.41	225.83	0.301	67.52	119.78	0.0	0.5	6.357	A
2 - Maltravers Street	31.00	31.00	407.84	205.12	0.151	30.82	46.10	0.0	0.2	5.158	A
3 - A27 S/E Arundel Bypass	364.00	364.00	54.52	420.00	0.867	358.00	384.14	0.0	6.0	13.978	B
4 - Ford Road	178.00	178.00	351.34	224.62	0.792	174.42	61.17	0.0	3.6	17.412	C
5 - A27 Chichester Road	294.00	294.00	217.79	345.58	0.851	288.40	307.98	0.0	5.6	16.169	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 - A284 Arundel Bypass	78.00	78.00	372.35	232.43	0.336	77.96	119.13	0.5	0.5	6.069	A
2 - Maltravers Street	37.00	37.00	410.05	204.10	0.181	36.96	40.26	0.2	0.2	5.383	A
3 - A27 S/E Arundel Bypass	380.00	380.00	66.81	413.78	0.918	376.40	380.19	6.0	9.6	23.631	C
4 - Ford Road	113.00	113.00	366.86	217.70	0.519	115.44	76.35	3.6	1.1	9.289	A
5 - A27 Chichester Road	320.00	320.00	172.56	367.75	0.870	318.93	309.75	5.6	6.7	19.767	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 - A284 Arundel Bypass	85.00	85.00	387.59	225.28	0.377	84.92	163.04	0.5	0.6	6.410	A
2 - Maltravers Street	30.00	30.00	440.82	189.78	0.158	30.03	31.69	0.2	0.2	5.634	A
3 - A27 S/E Arundel Bypass	404.00	404.00	57.86	418.32	0.966	398.03	412.99	9.6	15.6	34.981	D
4 - Ford Road	157.00	157.00	380.78	211.49	0.742	155.35	75.11	1.1	2.8	16.102	C
5 - A27 Chichester Road	325.00	325.00	232.56	338.34	0.961	318.06	303.57	6.7	13.6	37.048	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 - A284 Arundel Bypass	98.00	98.00	424.22	208.08	0.471	97.68	112.68	0.6	0.9	8.561	A
2 - Maltravers Street	37.00	37.00	429.82	194.90	0.190	36.95	92.08	0.2	0.2	5.933	A
3 - A27 S/E Arundel Bypass	353.00	353.00	82.48	405.85	0.870	360.64	384.28	15.6	7.9	23.972	C
4 - Ford Road	164.00	164.00	364.52	218.74	0.750	163.82	78.60	2.8	3.0	16.838	C
5 - A27 Chichester Road	328.00	328.00	210.11	349.34	0.939	326.79	318.23	13.6	14.8	42.838	E

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	25.16	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
D2	2019 Base	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	6.00	61.00	33.00	5.00
	2 - Maltravers Street	5.00	0.00	2.00	8.00	43.00
	3 - A27 S/E Arundel Bypass	58.00	4.00	7.00	30.00	270.00
	4 - Ford Road	23.00	21.00	63.00	0.00	5.00
	5 - A27 Chichester Road	3.00	25.00	160.00	49.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.09
	3 - A27 S/E Arundel Bypass	0.16
	4 - Ford Road	0.21
	5 - A27 Chichester Road	0.01

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	3.00	94.00	30.00	5.00
2 - Maltravers Street	4.00	0.00	0.00	7.00	28.00
3 - A27 S/E Arundel Bypass	80.00	7.00	5.00	30.00	253.00
4 - Ford Road	24.00	42.00	88.00	0.00	6.00
5 - A27 Chichester Road	5.00	19.00	100.00	42.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.10
3 - A27 S/E Arundel Bypass	0.21
4 - Ford Road	0.15
5 - A27 Chichester Road	0.03

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	7.00	66.00	27.00	5.00
2 - Maltravers Street	4.00	0.00	7.00	6.00	38.00
3 - A27 S/E Arundel Bypass	76.00	4.00	4.00	32.00	251.00
4 - Ford Road	24.00	35.00	55.00	0.00	8.00
5 - A27 Chichester Road	4.00	19.00	139.00	30.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.07
3 - A27 S/E Arundel Bypass	0.21
4 - Ford Road	0.20
5 - A27 Chichester Road	0.02

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	3.00	79.00	29.00	7.00
2 - Maltravers Street	3.00	0.00	2.00	4.00	30.00
3 - A27 S/E Arundel Bypass	60.00	7.00	4.00	18.00	248.00
4 - Ford Road	18.00	34.00	57.00	0.00	9.00
5 - A27 Chichester Road	2.00	20.00	115.00	47.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.08
3 - A27 S/E Arundel Bypass	0.18
4 - Ford Road	0.15
5 - A27 Chichester Road	0.01

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	4	4	0
2 - Maltravers Street	0	0	0	0	0
3 - A27 S/E Arundel Bypass	2	0	33	3	5
4 - Ford Road	0	0	2	0	0
5 - A27 Chichester Road	0	6	2	3	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.028
4 - Ford Road	1.000
5 - A27 Chichester Road	1.000

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	1	0	0
2 - Maltravers Street	0	0	0	0	0
3 - A27 S/E Arundel Bypass	1	0	0	0	2
4 - Ford Road	0	0	0	0	0
5 - A27 Chichester Road	0	0	8	0	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.014
4 - Ford Road	1.000
5 - A27 Chichester Road	1.000

17:30 - 17:45

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	2	5	0
2 - Maltravers Street	0	0	0	0	0
3 - A27 S/E Arundel Bypass	2	0	0	4	5
4 - Ford Road	0	0	4	0	0
5 - A27 Chichester Road	0	0	9	0	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.028
4 - Ford Road	1.000
5 - A27 Chichester Road	1.000

17:45 - 18:00

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	0	0	0
2 - Maltravers Street	0	0	0	0	0
3 - A27 S/E Arundel Bypass	0	0	0	0	2
4 - Ford Road	8	0	0	0	0
5 - A27 Chichester Road	0	0	8	0	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.112
5 - A27 Chichester Road	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A284 Arundel Bypass	105.00	105.00
	2 - Maltravers Street	58.00	58.00
	3 - A27 S/E Arundel Bypass	369.00	369.00
	4 - Ford Road	112.00	112.00
	5 - A27 Chichester Road	237.00	237.00
17:15-17:30	1 - A284 Arundel Bypass	132.00	132.00
	2 - Maltravers Street	39.00	39.00
	3 - A27 S/E Arundel Bypass	375.00	375.00
	4 - Ford Road	160.00	160.00
	5 - A27 Chichester Road	166.00	166.00
17:30-17:45	1 - A284 Arundel Bypass	105.00	105.00
	2 - Maltravers Street	55.00	55.00
	3 - A27 S/E Arundel Bypass	367.00	367.00
	4 - Ford Road	122.00	122.00
	5 - A27 Chichester Road	192.00	192.00
17:45-18:00	1 - A284 Arundel Bypass	118.00	118.00
	2 - Maltravers Street	39.00	39.00
	3 - A27 S/E Arundel Bypass	337.00	337.00
	4 - Ford Road	118.00	118.00
	5 - A27 Chichester Road	184.00	184.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A284 Arundel Bypass	0.50	6.79	1.0	A	115.00	460.00
2 - Maltravers Street	0.26	5.51	0.4	A	47.75	191.00
3 - A27 S/E Arundel Bypass	0.98	46.47	18.3	E	362.00	1448.00
4 - Ford Road	0.76	16.30	2.9	C	128.00	512.00
5 - A27 Chichester Road	0.65	7.05	1.9	A	194.75	779.00

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 - A284 Arundel Bypass	105.00	105.00	325.85	254.27	0.413	104.27	86.16	0.0	0.7	6.269	A
2 - Maltravers Street	58.00	58.00	374.74	220.52	0.263	57.65	55.38	0.0	0.4	5.513	A
3 - A27 S/E Arundel Bypass	369.00	369.00	142.01	375.73	0.982	352.69	290.38	0.0	16.3	31.247	D
4 - Ford Road	112.00	112.00	376.69	213.32	0.525	110.90	118.01	0.0	1.1	8.834	A
5 - A27 Chichester Road	237.00	237.00	176.87	365.63	0.648	235.13	310.72	0.0	1.9	7.050	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 - A284 Arundel Bypass	132.00	132.00	302.18	265.39	0.497	131.74	111.45	0.7	1.0	6.787	A
2 - Maltravers Street	39.00	39.00	363.54	225.73	0.173	39.14	70.38	0.4	0.2	4.826	A
3 - A27 S/E Arundel Bypass	375.00	375.00	116.25	388.77	0.965	373.01	286.44	16.3	18.3	46.473	E
4 - Ford Road	160.00	160.00	380.26	211.72	0.756	158.22	108.99	1.1	2.9	16.305	C
5 - A27 Chichester Road	166.00	166.00	246.84	331.34	0.501	166.78	291.63	1.9	1.1	5.851	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 - A284 Arundel Bypass	105.00	105.00	287.26	272.39	0.385	105.33	108.36	1.0	0.7	5.588	A
2 - Maltravers Street	55.00	55.00	327.13	242.67	0.227	54.92	65.46	0.2	0.3	4.791	A
3 - A27 S/E Arundel Bypass	367.00	367.00	110.09	391.88	0.937	367.44	271.96	18.3	17.9	42.369	E
4 - Ford Road	122.00	122.00	382.49	210.73	0.579	123.44	95.04	2.9	1.4	10.736	B
5 - A27 Chichester Road	192.00	192.00	203.83	352.42	0.545	191.80	302.10	1.1	1.3	6.088	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 - A284 Arundel Bypass	118.00	118.00	284.39	273.74	0.431	117.91	85.40	0.7	0.7	5.768	A
2 - Maltravers Street	39.00	39.00	338.18	237.53	0.164	39.09	64.12	0.3	0.2	4.539	A
3 - A27 S/E Arundel Bypass	337.00	337.00	119.95	386.89	0.871	346.90	257.32	17.9	8.0	26.161	D
4 - Ford Road	118.00	118.00	367.81	217.28	0.543	118.21	99.04	1.4	1.2	9.252	A
5 - A27 Chichester Road	184.00	184.00	185.63	361.34	0.509	184.16	300.39	1.3	1.1	5.427	A

2031 DM No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	15.35	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 DM No Cala	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	0.00	15.00	16.00	14.00
	2 - Maltravers Street	2.00	0.00	0.00	6.00	6.00
	3 - A27 S/E Arundel Bypass	46.00	0.00	0.00	17.00	292.00
	4 - Ford Road	27.00	18.00	57.00	0.00	13.00
	5 - A27 Chichester Road	0.00	18.00	250.00	3.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.14
	3 - A27 S/E Arundel Bypass	0.13
	4 - Ford Road	0.23
	5 - A27 Chichester Road	0.00

08:15 - 08:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	3.00	19.00	12.00	14.00
2 - Maltravers Street	2.00	0.00	0.00	12.00	8.00
3 - A27 S/E Arundel Bypass	46.00	0.00	0.00	23.00	298.00
4 - Ford Road	24.00	15.00	26.00	0.00	4.00
5 - A27 Chichester Road	0.00	13.00	270.00	6.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.09
3 - A27 S/E Arundel Bypass	0.13
4 - Ford Road	0.35
5 - A27 Chichester Road	0.00

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	21.00	14.00	19.00
2 - Maltravers Street	1.00	0.00	0.00	4.00	8.00
3 - A27 S/E Arundel Bypass	74.00	0.00	0.00	27.00	286.00
4 - Ford Road	28.00	12.00	48.00	0.00	10.00
5 - A27 Chichester Road	1.00	11.00	277.00	4.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.08
3 - A27 S/E Arundel Bypass	0.19
4 - Ford Road	0.29
5 - A27 Chichester Road	0.00

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	7.00	21.00	21.00	24.00
2 - Maltravers Street	3.00	0.00	0.00	9.00	10.00
3 - A27 S/E Arundel Bypass	45.00	0.00	0.00	18.00	282.00
4 - Ford Road	20.00	38.00	44.00	0.00	12.00
5 - A27 Chichester Road	0.00	37.00	249.00	6.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.14
3 - A27 S/E Arundel Bypass	0.13
4 - Ford Road	0.18
5 - A27 Chichester Road	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	0	2	0
2 - Maltravers Street	2	0	0	2	1
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	3
5 - A27 Chichester Road	1	3	2	2	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	2	0	1	0
2 - Maltravers Street	2	0	0	4	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	1	2	2	3	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

08:30 - 08:45

Heavy Vehicle Percentages

	To					
From		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
	1 - A284 Arundel Bypass	0	1	0	2	0
	2 - Maltravers Street	0	0	0	1	2
	3 - A27 S/E Arundel Bypass	0	0	0	2	2
	4 - Ford Road	1	1	1	0	2
	5 - A27 Chichester Road	3	2	3	2	0

Average PCU Per Veh

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	1.000
	2 - Maltravers Street	1.000
	3 - A27 S/E Arundel Bypass	1.000
	4 - Ford Road	1.014
	5 - A27 Chichester Road	1.042

08:45 - 09:00

Heavy Vehicle Percentages

	To					
From		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
	1 - A284 Arundel Bypass	0	4	0	2	1
	2 - Maltravers Street	2	0	0	3	3
	3 - A27 S/E Arundel Bypass	0	0	0	1	2
	4 - Ford Road	1	2	1	0	3
	5 - A27 Chichester Road	2	6	2	3	0

Average PCU Per Veh

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	1.000
	2 - Maltravers Street	1.028
	3 - A27 S/E Arundel Bypass	1.000
	4 - Ford Road	1.014
	5 - A27 Chichester Road	1.028

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A284 Arundel Bypass	45.00	45.00
	2 - Maltravers Street	14.00	14.00
	3 - A27 S/E Arundel Bypass	355.00	355.00
	4 - Ford Road	115.00	115.00
	5 - A27 Chichester Road	271.00	271.00
08:15-08:30	1 - A284 Arundel Bypass	48.00	48.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	367.00	367.00
	4 - Ford Road	69.00	69.00
	5 - A27 Chichester Road	289.00	289.00
08:30-08:45	1 - A284 Arundel Bypass	56.00	56.00
	2 - Maltravers Street	13.00	13.00
	3 - A27 S/E Arundel Bypass	387.00	387.00
	4 - Ford Road	98.00	98.00
	5 - A27 Chichester Road	293.00	293.00
08:45-09:00	1 - A284 Arundel Bypass	73.00	73.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	345.00	345.00
	4 - Ford Road	114.00	114.00
	5 - A27 Chichester Road	292.00	292.00

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 - A284 Arundel Bypass	0.31	5.76	0.5	A	55.50	222.00
2 - Maltravers Street	0.10	4.61	0.1	A	17.75	71.00
3 - A27 S/E Arundel Bypass	0.92	22.22	9.1	C	363.50	1454.00
4 - Ford Road	0.52	8.83	1.1	A	99.00	396.00
5 - A27 Chichester Road	0.79	11.42	3.6	B	286.25	1145.00

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 - A284 Arundel Bypass	45.00	45.00	342.82	246.30	0.183	44.78	74.11	0.0	0.2	4.505	A
2 - Maltravers Street	14.00	14.00	351.93	231.14	0.061	13.93	35.67	0.0	0.1	4.233	A
3 - A27 S/E Arundel Bypass	355.00	355.00	46.76	423.93	0.837	350.14	319.10	0.0	4.9	11.810	B
4 - Ford Road	115.00	115.00	355.27	222.87	0.516	113.94	41.63	0.0	1.1	8.324	A
5 - A27 Chichester Road	271.00	271.00	148.42	379.58	0.714	268.51	320.79	0.0	2.5	8.165	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 - A284 Arundel Bypass	48.00	48.00	330.21	252.22	0.190	47.99	71.92	0.2	0.2	4.429	A
2 - Maltravers Street	22.00	22.00	347.11	233.38	0.094	21.96	31.09	0.1	0.1	4.440	A
3 - A27 S/E Arundel Bypass	367.00	367.00	53.95	420.29	0.873	365.51	315.12	4.9	6.3	16.244	C
4 - Ford Road	69.00	69.00	366.67	217.79	0.317	69.59	52.80	1.1	0.5	6.181	A
5 - A27 Chichester Road	289.00	289.00	113.33	396.77	0.728	288.80	322.93	2.5	2.7	8.554	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 - A284 Arundel Bypass	56.00	56.00	350.82	242.54	0.231	55.93	102.95	0.2	0.3	4.857	A
2 - Maltravers Street	13.00	13.00	381.77	217.25	0.060	13.04	24.98	0.1	0.1	4.502	A
3 - A27 S/E Arundel Bypass	387.00	387.00	50.00	422.29	0.916	384.20	344.82	6.3	9.1	22.220	C
4 - Ford Road	98.00	98.00	385.41	209.43	0.468	97.60	48.79	0.5	0.9	8.143	A
5 - A27 Chichester Road	293.00	293.00	161.71	373.06	0.785	292.07	321.30	2.7	3.6	11.421	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 - A284 Arundel Bypass	73.00	73.00	373.79	231.76	0.315	72.84	69.05	0.3	0.5	5.757	A
2 - Maltravers Street	22.00	22.00	365.24	224.94	0.098	21.95	81.39	0.1	0.1	4.609	A
3 - A27 S/E Arundel Bypass	345.00	345.00	72.82	410.74	0.840	348.33	314.37	9.1	5.8	15.474	C
4 - Ford Road	114.00	114.00	366.93	217.67	0.524	113.78	54.23	0.9	1.1	8.828	A
5 - A27 Chichester Road	292.00	292.00	150.78	378.42	0.772	292.06	329.92	3.6	3.6	10.802	B

2031 DM No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	11.93	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	2.00	12.00	29.00	25.00
	2 - Maltravers Street	0.00	0.00	0.00	14.00	22.00
	3 - A27 S/E Arundel Bypass	17.00	0.00	0.00	26.00	280.00
	4 - Ford Road	14.00	5.00	34.00	0.00	5.00
	5 - A27 Chichester Road	0.00	12.00	345.00	14.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.00
	3 - A27 S/E Arundel Bypass	0.05
	4 - Ford Road	0.24
	5 - A27 Chichester Road	0.00

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	18.00	26.00	26.00
2 - Maltravers Street	0.00	0.00	0.00	12.00	14.00
3 - A27 S/E Arundel Bypass	23.00	0.00	0.00	26.00	262.00
4 - Ford Road	14.00	10.00	49.00	0.00	6.00
5 - A27 Chichester Road	1.00	9.00	216.00	12.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.18
5 - A27 Chichester Road	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	13.00	24.00	26.00
2 - Maltravers Street	0.00	0.00	0.00	10.00	19.00
3 - A27 S/E Arundel Bypass	22.00	0.00	0.00	27.00	260.00
4 - Ford Road	14.00	8.00	30.00	0.00	8.00
5 - A27 Chichester Road	1.00	10.00	299.00	9.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.23
5 - A27 Chichester Road	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	15.00	25.00	36.00
2 - Maltravers Street	0.00	0.00	0.00	7.00	15.00
3 - A27 S/E Arundel Bypass	17.00	0.00	0.00	15.00	257.00
4 - Ford Road	10.00	8.00	31.00	0.00	10.00
5 - A27 Chichester Road	0.00	10.00	248.00	14.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.06
4 - Ford Road	0.17
5 - A27 Chichester Road	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	3
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	2	1	2	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	2	0	2
5 - A27 Chichester Road	3	1	1	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.042

Heavy Vehicle Percentages

17:30 - 17:45

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	2	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	2
5 - A27 Chichester Road	2	1	2	1	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	1
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	3
5 - A27 Chichester Road	1	1	1	1	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A284 Arundel Bypass	68.00	68.00
	2 - Maltravers Street	36.00	36.00
	3 - A27 S/E Arundel Bypass	323.00	323.00
	4 - Ford Road	58.00	58.00
	5 - A27 Chichester Road	371.00	371.00
17:15-17:30	1 - A284 Arundel Bypass	71.00	71.00
	2 - Maltravers Street	26.00	26.00
	3 - A27 S/E Arundel Bypass	311.00	311.00
	4 - Ford Road	79.00	79.00
	5 - A27 Chichester Road	238.00	238.00
17:30-17:45	1 - A284 Arundel Bypass	65.00	65.00
	2 - Maltravers Street	29.00	29.00
	3 - A27 S/E Arundel Bypass	309.00	309.00
	4 - Ford Road	60.00	60.00
	5 - A27 Chichester Road	319.00	319.00
17:45-18:00	1 - A284 Arundel Bypass	77.00	77.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	289.00	289.00
	4 - Ford Road	59.00	59.00
	5 - A27 Chichester Road	272.00	272.00

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 - A284 Arundel Bypass	0.31	6.00	0.5	A	70.25	281.00
2 - Maltravers Street	0.19	6.22	0.2	A	28.25	113.00
3 - A27 S/E Arundel Bypass	0.82	11.60	4.3	B	308.00	1232.00
4 - Ford Road	0.33	5.85	0.5	A	64.00	256.00
5 - A27 Chichester Road	0.89	15.50	6.9	C	300.00	1200.00

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 - A284 Arundel Bypass	68.00	68.00	402.87	218.10	0.312	67.55	30.69	0.0	0.5	5.997	A
2 - Maltravers Street	36.00	36.00	451.68	184.73	0.195	35.75	18.73	0.0	0.2	6.218	A
3 - A27 S/E Arundel Bypass	323.00	323.00	103.13	395.40	0.817	318.69	384.30	0.0	4.3	11.597	B
4 - Ford Road	58.00	58.00	339.72	229.80	0.252	57.66	82.10	0.0	0.3	5.289	A
5 - A27 Chichester Road	371.00	371.00	69.46	418.27	0.887	364.10	327.92	0.0	6.9	15.501	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 - A284 Arundel Bypass	71.00	71.00	301.29	265.80	0.267	71.08	37.94	0.5	0.4	4.649	A
2 - Maltravers Street	26.00	26.00	352.23	230.99	0.113	26.12	20.14	0.2	0.1	4.491	A
3 - A27 S/E Arundel Bypass	311.00	311.00	90.39	401.85	0.774	311.66	287.96	4.3	3.7	10.311	B
4 - Ford Road	79.00	79.00	325.73	236.04	0.335	78.83	76.32	0.3	0.5	5.854	A
5 - A27 Chichester Road	238.00	238.00	95.80	405.37	0.587	243.44	308.76	6.9	1.5	5.822	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 - A284 Arundel Bypass	65.00	65.00	354.39	240.87	0.270	65.00	37.03	0.4	0.4	5.147	A
2 - Maltravers Street	29.00	29.00	399.42	209.04	0.139	28.97	19.97	0.1	0.2	5.158	A
3 - A27 S/E Arundel Bypass	309.00	309.00	87.93	403.10	0.767	309.19	340.45	3.7	3.5	9.857	A
4 - Ford Road	60.00	60.00	327.13	235.42	0.255	60.16	69.99	0.5	0.4	5.221	A
5 - A27 Chichester Road	319.00	319.00	74.19	415.96	0.767	317.23	313.10	1.5	3.2	9.202	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 - A284 Arundel Bypass	77.00	77.00	312.32	260.62	0.295	76.95	27.12	0.4	0.4	4.953	A
2 - Maltravers Street	22.00	22.00	370.24	222.62	0.099	22.05	19.04	0.2	0.1	4.595	A
3 - A27 S/E Arundel Bypass	289.00	289.00	97.00	398.51	0.725	289.68	295.29	3.5	2.8	8.541	A
4 - Ford Road	59.00	59.00	325.50	236.14	0.250	59.01	61.17	0.4	0.3	5.177	A
5 - A27 Chichester Road	272.00	272.00	66.10	419.92	0.648	273.34	318.41	3.2	1.9	6.282	A

2031 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	15.14	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
D5	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	0.00	15.00	16.00	13.00
	2 - Maltravers Street	2.00	0.00	0.00	6.00	6.00
	3 - A27 S/E Arundel Bypass	46.00	0.00	0.00	17.00	292.00
	4 - Ford Road	27.00	19.00	57.00	0.00	13.00
	5 - A27 Chichester Road	0.00	17.00	251.00	4.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.14
	3 - A27 S/E Arundel Bypass	0.13
	4 - Ford Road	0.23
	5 - A27 Chichester Road	0.00

08:15 - 08:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	3.00	19.00	12.00	13.00
2 - Maltravers Street	2.00	0.00	0.00	12.00	8.00
3 - A27 S/E Arundel Bypass	46.00	0.00	0.00	23.00	298.00
4 - Ford Road	24.00	16.00	26.00	0.00	4.00
5 - A27 Chichester Road	0.00	12.00	271.00	6.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.09
3 - A27 S/E Arundel Bypass	0.13
4 - Ford Road	0.34
5 - A27 Chichester Road	0.00

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	21.00	14.00	18.00
2 - Maltravers Street	1.00	0.00	0.00	4.00	8.00
3 - A27 S/E Arundel Bypass	74.00	0.00	0.00	27.00	285.00
4 - Ford Road	28.00	13.00	48.00	0.00	10.00
5 - A27 Chichester Road	1.00	11.00	277.00	4.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.08
3 - A27 S/E Arundel Bypass	0.19
4 - Ford Road	0.28
5 - A27 Chichester Road	0.00

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	7.00	21.00	21.00	22.00
2 - Maltravers Street	3.00	0.00	0.00	9.00	10.00
3 - A27 S/E Arundel Bypass	45.00	0.00	0.00	18.00	282.00
4 - Ford Road	20.00	40.00	44.00	0.00	12.00
5 - A27 Chichester Road	0.00	35.00	250.00	6.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.14
3 - A27 S/E Arundel Bypass	0.13
4 - Ford Road	0.17
5 - A27 Chichester Road	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	0	2	0
2 - Maltravers Street	2	0	0	2	1
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	3
5 - A27 Chichester Road	1	3	2	2	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	2	0	0	0
2 - Maltravers Street	2	0	0	4	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	1	2	2	3	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

Heavy Vehicle Percentages

08:30 - 08:45

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	2	0
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	2	2
4 - Ford Road	1	1	1	0	2
5 - A27 Chichester Road	3	2	3	2	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.042

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	4	0	2	1
2 - Maltravers Street	2	0	0	3	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	2	1	0	3
5 - A27 Chichester Road	2	6	2	3	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A284 Arundel Bypass	44.00	44.00
	2 - Maltravers Street	14.00	14.00
	3 - A27 S/E Arundel Bypass	355.00	355.00
	4 - Ford Road	116.00	116.00
	5 - A27 Chichester Road	272.00	272.00
08:15-08:30	1 - A284 Arundel Bypass	47.00	47.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	367.00	367.00
	4 - Ford Road	70.00	70.00
	5 - A27 Chichester Road	289.00	289.00
08:30-08:45	1 - A284 Arundel Bypass	55.00	55.00
	2 - Maltravers Street	13.00	13.00
	3 - A27 S/E Arundel Bypass	386.00	386.00
	4 - Ford Road	99.00	99.00
	5 - A27 Chichester Road	293.00	293.00
08:45-09:00	1 - A284 Arundel Bypass	71.00	71.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	345.00	345.00
	4 - Ford Road	116.00	116.00
	5 - A27 Chichester Road	291.00	291.00

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 - A284 Arundel Bypass	0.31	5.70	0.4	A	54.25	217.00
2 - Maltravers Street	0.10	4.60	0.1	A	17.75	71.00
3 - A27 S/E Arundel Bypass	0.91	21.65	8.9	C	363.25	1453.00
4 - Ford Road	0.53	8.91	1.1	A	100.25	401.00
5 - A27 Chichester Road	0.79	11.49	3.6	B	286.25	1145.00

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 - A284 Arundel Bypass	44.00	44.00	344.76	245.39	0.179	43.78	74.11	0.0	0.2	4.504	A
2 - Maltravers Street	14.00	14.00	352.88	230.69	0.061	13.93	35.67	0.0	0.1	4.242	A
3 - A27 S/E Arundel Bypass	355.00	355.00	46.75	423.94	0.837	350.14	320.06	0.0	4.9	11.809	B
4 - Ford Road	116.00	116.00	354.27	223.31	0.519	114.92	42.62	0.0	1.1	8.364	A
5 - A27 Chichester Road	272.00	272.00	149.40	379.09	0.718	269.47	319.79	0.0	2.5	8.267	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 - A284 Arundel Bypass	47.00	47.00	331.25	251.74	0.187	46.99	71.92	0.2	0.2	4.403	A
2 - Maltravers Street	22.00	22.00	347.14	233.36	0.094	21.96	31.10	0.1	0.1	4.440	A
3 - A27 S/E Arundel Bypass	367.00	367.00	52.96	420.79	0.872	365.56	316.13	4.9	6.3	16.128	C
4 - Ford Road	70.00	70.00	365.71	218.21	0.321	70.59	52.81	1.1	0.5	6.205	A
5 - A27 Chichester Road	289.00	289.00	114.34	396.28	0.729	288.83	321.97	2.5	2.7	8.590	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 - A284 Arundel Bypass	55.00	55.00	351.81	242.08	0.227	54.93	103.00	0.2	0.3	4.844	A
2 - Maltravers Street	13.00	13.00	380.78	217.71	0.060	13.04	25.97	0.1	0.1	4.492	A
3 - A27 S/E Arundel Bypass	386.00	386.00	49.00	422.80	0.913	383.43	344.82	6.3	8.9	21.649	C
4 - Ford Road	99.00	99.00	383.63	210.22	0.471	98.59	48.80	0.5	0.9	8.156	A
5 - A27 Chichester Road	293.00	293.00	162.75	372.55	0.786	292.06	319.47	2.7	3.6	11.490	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 - A284 Arundel Bypass	71.00	71.00	374.80	231.29	0.307	70.85	69.01	0.3	0.4	5.705	A
2 - Maltravers Street	22.00	22.00	364.24	225.41	0.098	21.95	81.40	0.1	0.1	4.599	A
3 - A27 S/E Arundel Bypass	345.00	345.00	70.83	411.75	0.838	348.16	315.37	8.9	5.7	15.144	C
4 - Ford Road	116.00	116.00	364.77	218.63	0.531	115.76	54.22	0.9	1.1	8.915	A
5 - A27 Chichester Road	291.00	291.00	152.73	377.46	0.771	291.08	327.80	3.6	3.6	10.803	B

2031 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	12.07	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	2.00	12.00	29.00	25.00
	2 - Maltravers Street	0.00	0.00	0.00	14.00	22.00
	3 - A27 S/E Arundel Bypass	17.00	0.00	0.00	26.00	281.00
	4 - Ford Road	14.00	5.00	34.00	0.00	5.00
	5 - A27 Chichester Road	0.00	12.00	346.00	14.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.00
	3 - A27 S/E Arundel Bypass	0.05
	4 - Ford Road	0.24
	5 - A27 Chichester Road	0.00

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	18.00	26.00	25.00
2 - Maltravers Street	0.00	0.00	0.00	12.00	14.00
3 - A27 S/E Arundel Bypass	23.00	0.00	0.00	26.00	263.00
4 - Ford Road	14.00	10.00	48.00	0.00	6.00
5 - A27 Chichester Road	1.00	9.00	217.00	12.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.18
5 - A27 Chichester Road	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	12.00	24.00	25.00
2 - Maltravers Street	0.00	0.00	0.00	10.00	19.00
3 - A27 S/E Arundel Bypass	22.00	0.00	0.00	27.00	262.00
4 - Ford Road	14.00	8.00	30.00	0.00	8.00
5 - A27 Chichester Road	1.00	10.00	300.00	9.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.23
5 - A27 Chichester Road	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	15.00	26.00	35.00
2 - Maltravers Street	0.00	0.00	0.00	7.00	15.00
3 - A27 S/E Arundel Bypass	17.00	0.00	0.00	15.00	258.00
4 - Ford Road	11.00	8.00	31.00	0.00	10.00
5 - A27 Chichester Road	0.00	10.00	249.00	13.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.06
4 - Ford Road	0.18
5 - A27 Chichester Road	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	3
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	2	1	2	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	2	0	2
5 - A27 Chichester Road	3	1	1	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.042

Heavy Vehicle Percentages

17:30 - 17:45

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	2	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	2
5 - A27 Chichester Road	2	1	2	1	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	1
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	3
5 - A27 Chichester Road	1	1	1	1	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A284 Arundel Bypass	68.00	68.00
	2 - Maltravers Street	36.00	36.00
	3 - A27 S/E Arundel Bypass	324.00	324.00
	4 - Ford Road	58.00	58.00
	5 - A27 Chichester Road	372.00	372.00
17:15-17:30	1 - A284 Arundel Bypass	70.00	70.00
	2 - Maltravers Street	26.00	26.00
	3 - A27 S/E Arundel Bypass	312.00	312.00
	4 - Ford Road	78.00	78.00
	5 - A27 Chichester Road	239.00	239.00
17:30-17:45	1 - A284 Arundel Bypass	63.00	63.00
	2 - Maltravers Street	29.00	29.00
	3 - A27 S/E Arundel Bypass	311.00	311.00
	4 - Ford Road	60.00	60.00
	5 - A27 Chichester Road	320.00	320.00
17:45-18:00	1 - A284 Arundel Bypass	77.00	77.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	290.00	290.00
	4 - Ford Road	60.00	60.00
	5 - A27 Chichester Road	272.00	272.00

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 - A284 Arundel Bypass	0.31	6.01	0.5	A	69.50	278.00
2 - Maltravers Street	0.20	6.23	0.2	A	28.25	113.00
3 - A27 S/E Arundel Bypass	0.82	11.73	4.4	B	309.25	1237.00
4 - Ford Road	0.33	5.82	0.5	A	64.00	256.00
5 - A27 Chichester Road	0.89	15.71	7.0	C	300.75	1203.00

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 - A284 Arundel Bypass	68.00	68.00	403.74	217.69	0.312	67.55	30.69	0.0	0.5	6.014	A
2 - Maltravers Street	36.00	36.00	452.56	184.32	0.195	35.75	18.73	0.0	0.2	6.235	A
3 - A27 S/E Arundel Bypass	324.00	324.00	103.13	395.41	0.819	319.62	385.18	0.0	4.4	11.726	B
4 - Ford Road	58.00	58.00	340.66	229.38	0.253	57.66	82.09	0.0	0.3	5.303	A
5 - A27 Chichester Road	372.00	372.00	69.46	418.28	0.889	364.97	328.86	0.0	7.0	15.713	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 - A284 Arundel Bypass	70.00	70.00	301.42	265.74	0.263	70.09	37.94	0.5	0.4	4.626	A
2 - Maltravers Street	26.00	26.00	351.36	231.40	0.112	26.12	20.14	0.2	0.1	4.480	A
3 - A27 S/E Arundel Bypass	312.00	312.00	89.40	402.35	0.775	312.69	288.08	4.4	3.7	10.377	B
4 - Ford Road	78.00	78.00	325.76	236.02	0.330	77.84	76.33	0.3	0.5	5.817	A
5 - A27 Chichester Road	239.00	239.00	94.81	405.85	0.589	244.56	308.80	7.0	1.5	5.849	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 - A284 Arundel Bypass	63.00	63.00	355.35	240.42	0.262	63.00	37.03	0.4	0.4	5.103	A
2 - Maltravers Street	29.00	29.00	398.39	209.52	0.138	28.97	19.96	0.1	0.2	5.145	A
3 - A27 S/E Arundel Bypass	311.00	311.00	86.93	403.60	0.771	311.15	340.42	3.7	3.5	10.009	B
4 - Ford Road	60.00	60.00	328.09	234.99	0.255	60.15	69.98	0.5	0.4	5.235	A
5 - A27 Chichester Road	320.00	320.00	74.18	415.96	0.769	318.20	314.07	1.5	3.3	9.288	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 - A284 Arundel Bypass	77.00	77.00	312.36	260.60	0.295	76.94	28.11	0.4	0.4	4.954	A
2 - Maltravers Street	22.00	22.00	370.26	222.61	0.099	22.05	19.04	0.2	0.1	4.595	A
3 - A27 S/E Arundel Bypass	290.00	290.00	96.00	399.01	0.727	290.73	296.31	3.5	2.8	8.586	A
4 - Ford Road	60.00	60.00	325.55	236.12	0.254	60.00	61.18	0.4	0.3	5.204	A
5 - A27 Chichester Road	272.00	272.00	67.10	419.43	0.649	273.37	318.45	3.3	1.9	6.306	A

2031 DS No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	14.99	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	0.00	16.00	16.00	7.00
	2 - Maltravers Street	2.00	0.00	0.00	6.00	6.00
	3 - A27 S/E Arundel Bypass	46.00	0.00	0.00	17.00	293.00
	4 - Ford Road	27.00	23.00	58.00	0.00	14.00
	5 - A27 Chichester Road	0.00	14.00	255.00	4.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.14
	3 - A27 S/E Arundel Bypass	0.13
	4 - Ford Road	0.22
	5 - A27 Chichester Road	0.00

08:15 - 08:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	3.00	20.00	12.00	7.00
2 - Maltravers Street	2.00	0.00	0.00	12.00	8.00
3 - A27 S/E Arundel Bypass	46.00	0.00	0.00	23.00	299.00
4 - Ford Road	24.00	19.00	26.00	0.00	4.00
5 - A27 Chichester Road	0.00	10.00	275.00	6.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.09
3 - A27 S/E Arundel Bypass	0.13
4 - Ford Road	0.33
5 - A27 Chichester Road	0.00

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	22.00	14.00	10.00
2 - Maltravers Street	1.00	0.00	0.00	4.00	8.00
3 - A27 S/E Arundel Bypass	74.00	0.00	0.00	27.00	287.00
4 - Ford Road	28.00	15.00	49.00	0.00	10.00
5 - A27 Chichester Road	1.00	9.00	282.00	4.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.08
3 - A27 S/E Arundel Bypass	0.19
4 - Ford Road	0.27
5 - A27 Chichester Road	0.00

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	7.00	22.00	21.00	12.00
2 - Maltravers Street	3.00	0.00	0.00	9.00	10.00
3 - A27 S/E Arundel Bypass	45.00	0.00	0.00	18.00	283.00
4 - Ford Road	20.00	47.00	44.00	0.00	12.00
5 - A27 Chichester Road	0.00	28.00	254.00	6.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.14
3 - A27 S/E Arundel Bypass	0.13
4 - Ford Road	0.16
5 - A27 Chichester Road	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	0	2	1
2 - Maltravers Street	2	0	0	2	1
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	3
5 - A27 Chichester Road	1	3	2	2	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	2	0	1	1
2 - Maltravers Street	2	0	0	4	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	1	2	2	3	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

Heavy Vehicle Percentages

08:30 - 08:45

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	1
2 - Maltravers Street	1	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	2	2
4 - Ford Road	1	1	1	0	2
5 - A27 Chichester Road	3	2	2	2	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.014
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.042

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	4	0	2	1
2 - Maltravers Street	2	0	0	3	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	3	1	0	3
5 - A27 Chichester Road	2	6	2	3	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A284 Arundel Bypass	39.00	39.00
	2 - Maltravers Street	14.00	14.00
	3 - A27 S/E Arundel Bypass	356.00	356.00
	4 - Ford Road	122.00	122.00
	5 - A27 Chichester Road	273.00	273.00
08:15-08:30	1 - A284 Arundel Bypass	42.00	42.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	368.00	368.00
	4 - Ford Road	73.00	73.00
	5 - A27 Chichester Road	291.00	291.00
08:30-08:45	1 - A284 Arundel Bypass	48.00	48.00
	2 - Maltravers Street	13.00	13.00
	3 - A27 S/E Arundel Bypass	388.00	388.00
	4 - Ford Road	102.00	102.00
	5 - A27 Chichester Road	296.00	296.00
08:45-09:00	1 - A284 Arundel Bypass	62.00	62.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	346.00	346.00
	4 - Ford Road	123.00	123.00
	5 - A27 Chichester Road	288.00	288.00

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 - A284 Arundel Bypass	0.27	5.47	0.4	A	47.75	191.00
2 - Maltravers Street	0.10	4.55	0.1	A	17.75	71.00
3 - A27 S/E Arundel Bypass	0.91	20.78	8.6	C	364.50	1458.00
4 - Ford Road	0.55	9.22	1.2	A	105.00	420.00
5 - A27 Chichester Road	0.80	11.97	3.8	B	287.00	1148.00

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 - A284 Arundel Bypass	39.00	39.00	350.60	242.65	0.161	38.81	74.12	0.0	0.2	4.473	A
2 - Maltravers Street	14.00	14.00	352.77	230.74	0.061	13.93	36.64	0.0	0.1	4.241	A
3 - A27 S/E Arundel Bypass	356.00	356.00	40.78	426.96	0.834	351.25	325.92	0.0	4.7	11.536	B
4 - Ford Road	122.00	122.00	349.41	225.48	0.541	120.83	42.63	0.0	1.2	8.653	A
5 - A27 Chichester Road	273.00	273.00	154.34	376.68	0.725	270.38	315.89	0.0	2.6	8.514	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 - A284 Arundel Bypass	42.00	42.00	336.28	249.37	0.168	41.99	71.94	0.2	0.2	4.375	A
2 - Maltravers Street	22.00	22.00	346.15	233.82	0.094	21.96	32.11	0.1	0.1	4.431	A
3 - A27 S/E Arundel Bypass	368.00	368.00	46.96	423.83	0.868	366.63	321.15	4.7	6.1	15.616	C
4 - Ford Road	73.00	73.00	360.78	220.41	0.331	73.67	52.82	1.2	0.5	6.248	A
5 - A27 Chichester Road	291.00	291.00	117.41	394.78	0.737	290.81	317.03	2.6	2.8	8.875	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 - A284 Arundel Bypass	48.00	48.00	357.72	239.30	0.201	47.95	103.04	0.2	0.3	4.737	A
2 - Maltravers Street	13.00	13.00	379.70	218.22	0.060	13.04	25.98	0.1	0.1	4.488	A
3 - A27 S/E Arundel Bypass	388.00	388.00	41.02	426.84	0.909	385.56	351.72	6.1	8.6	20.783	C
4 - Ford Road	102.00	102.00	377.76	212.84	0.479	101.59	48.82	0.5	0.9	8.184	A
5 - A27 Chichester Road	296.00	296.00	165.79	371.06	0.798	294.97	313.56	2.8	3.8	11.973	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 - A284 Arundel Bypass	62.00	62.00	378.90	229.36	0.270	61.88	68.99	0.3	0.4	5.468	A
2 - Maltravers Street	22.00	22.00	359.38	227.67	0.097	21.95	81.40	0.1	0.1	4.548	A
3 - A27 S/E Arundel Bypass	346.00	346.00	60.86	416.80	0.830	349.19	320.47	8.6	5.4	14.215	B
4 - Ford Road	123.00	123.00	355.83	222.62	0.553	122.68	54.21	0.9	1.2	9.217	A
5 - A27 Chichester Road	288.00	288.00	159.63	374.08	0.770	288.25	318.88	3.8	3.6	10.889	B

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	13.42	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	2.00	10.00	29.00	23.00
	2 - Maltravers Street	0.00	0.00	0.00	14.00	22.00
	3 - A27 S/E Arundel Bypass	17.00	0.00	0.00	26.00	292.00
	4 - Ford Road	14.00	5.00	34.00	0.00	6.00
	5 - A27 Chichester Road	0.00	12.00	353.00	15.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.00
	3 - A27 S/E Arundel Bypass	0.05
	4 - Ford Road	0.24
	5 - A27 Chichester Road	0.00

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	16.00	26.00	24.00
2 - Maltravers Street	0.00	0.00	0.00	12.00	14.00
3 - A27 S/E Arundel Bypass	23.00	0.00	0.00	26.00	273.00
4 - Ford Road	14.00	10.00	48.00	0.00	7.00
5 - A27 Chichester Road	1.00	9.00	222.00	12.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.18
5 - A27 Chichester Road	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	11.00	24.00	24.00
2 - Maltravers Street	0.00	0.00	0.00	10.00	19.00
3 - A27 S/E Arundel Bypass	22.00	0.00	0.00	27.00	272.00
4 - Ford Road	14.00	8.00	30.00	0.00	9.00
5 - A27 Chichester Road	1.00	10.00	306.00	9.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.23
5 - A27 Chichester Road	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	13.00	26.00	33.00
2 - Maltravers Street	0.00	0.00	0.00	7.00	15.00
3 - A27 S/E Arundel Bypass	17.00	0.00	0.00	15.00	268.00
4 - Ford Road	11.00	8.00	31.00	0.00	10.00
5 - A27 Chichester Road	0.00	10.00	254.00	14.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.06
4 - Ford Road	0.18
5 - A27 Chichester Road	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	2	1	2	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	2	0	2
5 - A27 Chichester Road	3	1	1	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.042

17:30 - 17:45

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	2	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	2
5 - A27 Chichester Road	2	1	2	1	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

17:45 - 18:00

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	1	0	1
2 - Maltravers Street	0	0	0	0	1
3 - A27 S/E Arundel Bypass	0	0	0	0	1
4 - Ford Road	8	1	1	1	0
5 - A27 Chichester Road	0	1	1	1	1

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.112
5 - A27 Chichester Road	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A284 Arundel Bypass	64.00	64.00
	2 - Maltravers Street	36.00	36.00
	3 - A27 S/E Arundel Bypass	335.00	335.00
	4 - Ford Road	59.00	59.00
	5 - A27 Chichester Road	380.00	380.00
17:15-17:30	1 - A284 Arundel Bypass	67.00	67.00
	2 - Maltravers Street	26.00	26.00
	3 - A27 S/E Arundel Bypass	322.00	322.00
	4 - Ford Road	79.00	79.00
	5 - A27 Chichester Road	244.00	244.00
17:30-17:45	1 - A284 Arundel Bypass	61.00	61.00
	2 - Maltravers Street	29.00	29.00
	3 - A27 S/E Arundel Bypass	321.00	321.00
	4 - Ford Road	61.00	61.00
	5 - A27 Chichester Road	326.00	326.00
17:45-18:00	1 - A284 Arundel Bypass	73.00	73.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	300.00	300.00
	4 - Ford Road	60.00	60.00
	5 - A27 Chichester Road	278.00	278.00

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 - A284 Arundel Bypass	0.30	5.99	0.4	A	66.25	265.00
2 - Maltravers Street	0.20	6.29	0.3	A	28.25	113.00
3 - A27 S/E Arundel Bypass	0.85	13.11	5.1	B	319.50	1278.00
4 - Ford Road	0.34	6.01	0.5	A	64.75	259.00
5 - A27 Chichester Road	0.91	17.58	8.2	C	307.00	1228.00

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 - A284 Arundel Bypass	64.00	64.00	410.55	214.50	0.298	63.58	30.66	0.0	0.4	5.986	A
2 - Maltravers Street	36.00	36.00	455.43	182.98	0.197	35.75	18.70	0.0	0.3	6.292	A
3 - A27 S/E Arundel Bypass	335.00	335.00	102.08	395.94	0.846	329.88	389.10	0.0	5.1	13.106	B
4 - Ford Road	59.00	59.00	348.97	225.68	0.261	58.64	82.99	0.0	0.4	5.453	A
5 - A27 Chichester Road	380.00	380.00	69.42	418.30	0.908	371.79	338.19	0.0	8.2	17.578	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 - A284 Arundel Bypass	67.00	67.00	307.51	262.88	0.255	67.08	37.94	0.4	0.3	4.623	A
2 - Maltravers Street	26.00	26.00	354.42	229.98	0.113	26.12	20.17	0.3	0.1	4.512	A
3 - A27 S/E Arundel Bypass	322.00	322.00	88.45	402.83	0.799	322.83	292.08	5.1	4.3	11.677	B
4 - Ford Road	79.00	79.00	334.89	231.95	0.341	78.83	76.39	0.4	0.5	6.010	A
5 - A27 Chichester Road	244.00	244.00	94.80	405.86	0.601	250.66	318.93	8.2	1.6	6.125	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 - A284 Arundel Bypass	61.00	61.00	361.17	237.68	0.257	61.00	37.03	0.3	0.3	5.125	A
2 - Maltravers Street	29.00	29.00	402.21	207.74	0.140	28.96	19.96	0.1	0.2	5.196	A
3 - A27 S/E Arundel Bypass	321.00	321.00	85.93	404.11	0.794	321.19	345.24	4.3	4.1	11.176	B
4 - Ford Road	61.00	61.00	337.14	230.95	0.264	61.16	69.98	0.5	0.4	5.390	A
5 - A27 Chichester Road	326.00	326.00	74.19	415.96	0.784	324.01	324.11	1.6	3.5	9.847	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 - A284 Arundel Bypass	73.00	73.00	318.49	257.72	0.283	72.95	28.13	0.3	0.4	4.912	A
2 - Maltravers Street	22.00	22.00	372.40	221.61	0.099	22.05	19.04	0.2	0.1	4.554	A
3 - A27 S/E Arundel Bypass	300.00	300.00	95.00	399.52	0.751	300.93	299.45	4.1	3.2	9.336	A
4 - Ford Road	60.00	60.00	333.74	232.47	0.258	60.01	62.20	0.4	0.4	5.367	A
5 - A27 Chichester Road	278.00	278.00	67.11	419.43	0.663	279.51	326.63	3.5	2.0	6.592	A

2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	15.13	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
D9	2031 DS	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	0.00	15.00	17.00	8.00
	2 - Maltravers Street	2.00	0.00	0.00	6.00	6.00
	3 - A27 S/E Arundel Bypass	46.00	0.00	0.00	17.00	293.00
	4 - Ford Road	27.00	22.00	58.00	0.00	14.00
	5 - A27 Chichester Road	0.00	14.00	256.00	4.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.14
	3 - A27 S/E Arundel Bypass	0.13
	4 - Ford Road	0.22
	5 - A27 Chichester Road	0.00

08:15 - 08:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	3.00	20.00	12.00	8.00
2 - Maltravers Street	2.00	0.00	0.00	12.00	8.00
3 - A27 S/E Arundel Bypass	46.00	0.00	0.00	23.00	299.00
4 - Ford Road	24.00	18.00	26.00	0.00	4.00
5 - A27 Chichester Road	0.00	10.00	276.00	6.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.09
3 - A27 S/E Arundel Bypass	0.13
4 - Ford Road	0.33
5 - A27 Chichester Road	0.00

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	21.00	14.00	11.00
2 - Maltravers Street	1.00	0.00	0.00	4.00	8.00
3 - A27 S/E Arundel Bypass	74.00	0.00	0.00	27.00	287.00
4 - Ford Road	28.00	15.00	49.00	0.00	10.00
5 - A27 Chichester Road	1.00	9.00	283.00	4.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.08
3 - A27 S/E Arundel Bypass	0.19
4 - Ford Road	0.27
5 - A27 Chichester Road	0.00

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	7.00	22.00	21.00	14.00
2 - Maltravers Street	3.00	0.00	0.00	9.00	10.00
3 - A27 S/E Arundel Bypass	45.00	0.00	0.00	18.00	283.00
4 - Ford Road	20.00	46.00	44.00	0.00	12.00
5 - A27 Chichester Road	0.00	29.00	255.00	6.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.14
3 - A27 S/E Arundel Bypass	0.13
4 - Ford Road	0.16
5 - A27 Chichester Road	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	0	2	1
2 - Maltravers Street	2	0	0	2	1
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	3
5 - A27 Chichester Road	1	3	2	2	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	2	0	1	1
2 - Maltravers Street	2	0	0	4	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	1	2	2	3	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	1
2 - Maltravers Street	1	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	2	2
4 - Ford Road	1	1	1	0	2
5 - A27 Chichester Road	3	2	2	2	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.014
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.042

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	4	0	2	1
2 - Maltravers Street	2	0	0	3	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	3	1	0	3
5 - A27 Chichester Road	2	6	2	3	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A284 Arundel Bypass	40.00	40.00
	2 - Maltravers Street	14.00	14.00
	3 - A27 S/E Arundel Bypass	356.00	356.00
	4 - Ford Road	121.00	121.00
	5 - A27 Chichester Road	274.00	274.00
08:15-08:30	1 - A284 Arundel Bypass	43.00	43.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	368.00	368.00
	4 - Ford Road	72.00	72.00
	5 - A27 Chichester Road	292.00	292.00
08:30-08:45	1 - A284 Arundel Bypass	48.00	48.00
	2 - Maltravers Street	13.00	13.00
	3 - A27 S/E Arundel Bypass	388.00	388.00
	4 - Ford Road	102.00	102.00
	5 - A27 Chichester Road	297.00	297.00
08:45-09:00	1 - A284 Arundel Bypass	64.00	64.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	346.00	346.00
	4 - Ford Road	122.00	122.00
	5 - A27 Chichester Road	290.00	290.00

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 - A284 Arundel Bypass	0.28	5.55	0.4	A	48.75	195.00
2 - Maltravers Street	0.10	4.58	0.1	A	17.75	71.00
3 - A27 S/E Arundel Bypass	0.91	20.99	8.6	C	364.50	1458.00
4 - Ford Road	0.55	9.21	1.2	A	104.25	417.00
5 - A27 Chichester Road	0.80	12.12	3.9	B	288.25	1153.00

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 - A284 Arundel Bypass	40.00	40.00	350.60	242.65	0.165	39.80	74.11	0.0	0.2	4.498	A
2 - Maltravers Street	14.00	14.00	354.74	229.83	0.061	13.93	35.65	0.0	0.1	4.259	A
3 - A27 S/E Arundel Bypass	356.00	356.00	42.77	425.95	0.836	351.19	325.90	0.0	4.8	11.669	B
4 - Ford Road	121.00	121.00	350.34	225.06	0.538	119.84	43.62	0.0	1.2	8.609	A
5 - A27 Chichester Road	274.00	274.00	153.34	377.16	0.726	271.36	316.84	0.0	2.6	8.551	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 - A284 Arundel Bypass	43.00	43.00	336.27	249.38	0.172	42.99	71.94	0.2	0.2	4.397	A
2 - Maltravers Street	22.00	22.00	348.15	232.89	0.094	21.96	31.11	0.1	0.1	4.450	A
3 - A27 S/E Arundel Bypass	368.00	368.00	47.97	423.32	0.869	366.64	322.14	4.8	6.2	15.753	C
4 - Ford Road	72.00	72.00	361.79	219.96	0.327	72.66	52.82	1.2	0.5	6.221	A
5 - A27 Chichester Road	292.00	292.00	116.40	395.27	0.739	291.81	318.04	2.6	2.8	8.919	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 - A284 Arundel Bypass	48.00	48.00	358.68	238.85	0.201	47.96	103.03	0.2	0.3	4.750	A
2 - Maltravers Street	13.00	13.00	380.66	217.77	0.060	13.04	25.97	0.1	0.1	4.496	A
3 - A27 S/E Arundel Bypass	388.00	388.00	42.01	426.33	0.910	385.53	351.69	6.2	8.6	20.989	C
4 - Ford Road	102.00	102.00	378.73	212.41	0.480	101.58	48.81	0.5	0.9	8.213	A
5 - A27 Chichester Road	297.00	297.00	165.77	371.07	0.800	295.94	314.54	2.8	3.9	12.119	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 - A284 Arundel Bypass	64.00	64.00	379.88	228.90	0.280	63.86	68.99	0.3	0.4	5.546	A
2 - Maltravers Street	22.00	22.00	362.35	226.29	0.097	21.95	81.39	0.1	0.1	4.579	A
3 - A27 S/E Arundel Bypass	346.00	346.00	62.85	415.79	0.832	349.19	321.46	8.6	5.5	14.441	B
4 - Ford Road	122.00	122.00	357.82	221.73	0.550	121.69	54.21	0.9	1.2	9.210	A
5 - A27 Chichester Road	290.00	290.00	158.65	374.56	0.774	290.22	320.86	3.9	3.7	11.083	B

2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	13.69	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	2.00	10.00	30.00	23.00
	2 - Maltravers Street	0.00	0.00	0.00	14.00	22.00
	3 - A27 S/E Arundel Bypass	17.00	0.00	0.00	26.00	293.00
	4 - Ford Road	15.00	5.00	34.00	0.00	6.00
	5 - A27 Chichester Road	0.00	12.00	354.00	15.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.00
	3 - A27 S/E Arundel Bypass	0.05
	4 - Ford Road	0.25
	5 - A27 Chichester Road	0.00

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	15.00	27.00	23.00
2 - Maltravers Street	0.00	0.00	0.00	12.00	14.00
3 - A27 S/E Arundel Bypass	23.00	0.00	0.00	26.00	274.00
4 - Ford Road	15.00	10.00	48.00	0.00	7.00
5 - A27 Chichester Road	1.00	9.00	222.00	12.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.19
5 - A27 Chichester Road	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	11.00	24.00	23.00
2 - Maltravers Street	0.00	0.00	0.00	10.00	19.00
3 - A27 S/E Arundel Bypass	22.00	0.00	0.00	27.00	272.00
4 - Ford Road	15.00	8.00	30.00	0.00	9.00
5 - A27 Chichester Road	1.00	10.00	307.00	9.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.24
5 - A27 Chichester Road	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	13.00	26.00	32.00
2 - Maltravers Street	0.00	0.00	0.00	7.00	15.00
3 - A27 S/E Arundel Bypass	17.00	0.00	0.00	15.00	269.00
4 - Ford Road	11.00	8.00	31.00	0.00	10.00
5 - A27 Chichester Road	0.00	10.00	255.00	14.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.06
4 - Ford Road	0.18
5 - A27 Chichester Road	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	2	1	2	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	2	0	2
5 - A27 Chichester Road	3	1	1	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.042

Heavy Vehicle Percentages

17:30 - 17:45

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	2	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	2
5 - A27 Chichester Road	2	1	2	1	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	1
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	2
5 - A27 Chichester Road	1	1	1	1	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A284 Arundel Bypass	65.00	65.00
	2 - Maltravers Street	36.00	36.00
	3 - A27 S/E Arundel Bypass	336.00	336.00
	4 - Ford Road	60.00	60.00
	5 - A27 Chichester Road	381.00	381.00
17:15-17:30	1 - A284 Arundel Bypass	66.00	66.00
	2 - Maltravers Street	26.00	26.00
	3 - A27 S/E Arundel Bypass	323.00	323.00
	4 - Ford Road	80.00	80.00
	5 - A27 Chichester Road	244.00	244.00
17:30-17:45	1 - A284 Arundel Bypass	60.00	60.00
	2 - Maltravers Street	29.00	29.00
	3 - A27 S/E Arundel Bypass	321.00	321.00
	4 - Ford Road	62.00	62.00
	5 - A27 Chichester Road	327.00	327.00
17:45-18:00	1 - A284 Arundel Bypass	72.00	72.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	301.00	301.00
	4 - Ford Road	60.00	60.00
	5 - A27 Chichester Road	279.00	279.00

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 - A284 Arundel Bypass	0.30	6.04	0.4	A	65.75	263.00
2 - Maltravers Street	0.20	6.33	0.3	A	28.25	113.00
3 - A27 S/E Arundel Bypass	0.85	13.35	5.2	B	320.25	1281.00
4 - Ford Road	0.34	6.05	0.5	A	65.50	262.00
5 - A27 Chichester Road	0.91	17.97	8.5	C	307.75	1231.00

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 - A284 Arundel Bypass	65.00	65.00	411.31	214.14	0.304	64.57	31.64	0.0	0.4	6.041	A
2 - Maltravers Street	36.00	36.00	457.19	182.17	0.198	35.75	18.69	0.0	0.3	6.327	A
3 - A27 S/E Arundel Bypass	336.00	336.00	103.06	395.44	0.850	330.76	389.87	0.0	5.2	13.352	B
4 - Ford Road	60.00	60.00	349.85	225.28	0.266	59.63	83.96	0.0	0.4	5.497	A
5 - A27 Chichester Road	381.00	381.00	70.41	417.81	0.912	372.55	339.08	0.0	8.5	17.967	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 - A284 Arundel Bypass	66.00	66.00	307.75	262.77	0.251	66.09	38.94	0.4	0.3	4.604	A
2 - Maltravers Street	26.00	26.00	353.66	230.33	0.113	26.12	20.18	0.3	0.1	4.506	A
3 - A27 S/E Arundel Bypass	323.00	323.00	88.47	402.82	0.802	323.88	291.31	5.2	4.4	11.841	B
4 - Ford Road	80.00	80.00	334.95	231.93	0.345	79.83	77.41	0.4	0.5	6.050	A
5 - A27 Chichester Road	244.00	244.00	95.80	405.37	0.602	250.89	318.98	8.5	1.6	6.167	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 - A284 Arundel Bypass	60.00	60.00	362.11	237.24	0.253	60.00	38.04	0.3	0.3	5.110	A
2 - Maltravers Street	29.00	29.00	402.15	207.77	0.140	28.96	19.96	0.1	0.2	5.195	A
3 - A27 S/E Arundel Bypass	321.00	321.00	84.93	404.61	0.793	321.28	346.18	4.4	4.1	11.132	B
4 - Ford Road	62.00	62.00	336.22	231.36	0.268	62.16	69.99	0.5	0.4	5.410	A
5 - A27 Chichester Road	327.00	327.00	75.20	415.46	0.787	324.95	323.18	1.6	3.6	9.993	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 - A284 Arundel Bypass	72.00	72.00	319.54	257.23	0.280	71.95	28.13	0.3	0.4	4.911	A
2 - Maltravers Street	22.00	22.00	372.45	221.59	0.099	22.05	19.04	0.2	0.1	4.617	A
3 - A27 S/E Arundel Bypass	301.00	301.00	94.00	400.02	0.752	301.85	300.50	4.1	3.2	9.492	A
4 - Ford Road	60.00	60.00	333.66	232.50	0.258	60.02	62.20	0.4	0.4	5.305	A
5 - A27 Chichester Road	279.00	279.00	67.12	419.42	0.665	280.55	326.56	3.6	2.1	6.644	A

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	19.13	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
D11	2038 DM	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	0.00	16.00	17.00	9.00
	2 - Maltravers Street	2.00	0.00	0.00	6.00	6.00
	3 - A27 S/E Arundel Bypass	42.00	0.00	0.00	20.00	309.00
	4 - Ford Road	26.00	18.00	57.00	0.00	13.00
	5 - A27 Chichester Road	0.00	19.00	262.00	4.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.14
	3 - A27 S/E Arundel Bypass	0.11
	4 - Ford Road	0.23
	5 - A27 Chichester Road	0.00

08:15 - 08:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	4.00	20.00	13.00	9.00
2 - Maltravers Street	2.00	0.00	0.00	12.00	8.00
3 - A27 S/E Arundel Bypass	42.00	0.00	0.00	27.00	316.00
4 - Ford Road	23.00	15.00	26.00	0.00	4.00
5 - A27 Chichester Road	0.00	14.00	283.00	7.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.09
3 - A27 S/E Arundel Bypass	0.11
4 - Ford Road	0.34
5 - A27 Chichester Road	0.00

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	22.00	15.00	12.00
2 - Maltravers Street	1.00	0.00	0.00	4.00	8.00
3 - A27 S/E Arundel Bypass	68.00	0.00	0.00	31.00	302.00
4 - Ford Road	27.00	12.00	48.00	0.00	10.00
5 - A27 Chichester Road	1.00	12.00	290.00	5.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.08
3 - A27 S/E Arundel Bypass	0.17
4 - Ford Road	0.28
5 - A27 Chichester Road	0.00

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	7.00	22.00	22.00	15.00
2 - Maltravers Street	3.00	0.00	0.00	9.00	10.00
3 - A27 S/E Arundel Bypass	41.00	0.00	0.00	21.00	299.00
4 - Ford Road	20.00	37.00	43.00	0.00	12.00
5 - A27 Chichester Road	0.00	40.00	261.00	7.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.14
3 - A27 S/E Arundel Bypass	0.11
4 - Ford Road	0.18
5 - A27 Chichester Road	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	0	0	2	1
2 - Maltravers Street	2	0	0	2	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	3
5 - A27 Chichester Road	1	3	2	2	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	2	0	1	1
2 - Maltravers Street	2	0	0	4	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	1	2	2	3	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

Heavy Vehicle Percentages

08:30 - 08:45

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	1
2 - Maltravers Street	1	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	2	1	1	0	3
5 - A27 Chichester Road	3	2	2	2	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.014
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.028
5 - A27 Chichester Road	1.042

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	4	0	2	1
2 - Maltravers Street	2	0	0	3	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	3	1	0	3
5 - A27 Chichester Road	2	6	2	3	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A284 Arundel Bypass	42.00	42.00
	2 - Maltravers Street	14.00	14.00
	3 - A27 S/E Arundel Bypass	371.00	371.00
	4 - Ford Road	114.00	114.00
	5 - A27 Chichester Road	285.00	285.00
08:15-08:30	1 - A284 Arundel Bypass	46.00	46.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	385.00	385.00
	4 - Ford Road	68.00	68.00
	5 - A27 Chichester Road	304.00	304.00
08:30-08:45	1 - A284 Arundel Bypass	51.00	51.00
	2 - Maltravers Street	13.00	13.00
	3 - A27 S/E Arundel Bypass	401.00	401.00
	4 - Ford Road	97.00	97.00
	5 - A27 Chichester Road	308.00	308.00
08:45-09:00	1 - A284 Arundel Bypass	66.00	66.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	361.00	361.00
	4 - Ford Road	112.00	112.00
	5 - A27 Chichester Road	308.00	308.00

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 - A284 Arundel Bypass	0.29	5.74	0.4	A	51.25	205.00
2 - Maltravers Street	0.10	4.66	0.1	A	17.75	71.00
3 - A27 S/E Arundel Bypass	0.94	29.11	12.4	D	379.50	1518.00
4 - Ford Road	0.52	8.89	1.1	A	97.75	391.00
5 - A27 Chichester Road	0.82	13.02	4.4	B	301.25	1205.00

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 - A284 Arundel Bypass	42.00	42.00	356.39	239.93	0.175	41.79	69.05	0.0	0.2	4.602	A
2 - Maltravers Street	14.00	14.00	361.54	226.66	0.062	13.93	36.64	0.0	0.1	4.348	A
3 - A27 S/E Arundel Bypass	371.00	371.00	43.76	425.45	0.872	364.84	331.71	0.0	6.2	14.033	B
4 - Ford Road	114.00	114.00	362.08	219.83	0.519	112.93	46.51	0.0	1.1	8.478	A
5 - A27 Chichester Road	285.00	285.00	143.34	382.07	0.746	282.10	331.67	0.0	2.9	9.019	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 - A284 Arundel Bypass	46.00	46.00	345.15	245.21	0.188	45.98	66.82	0.2	0.2	4.558	A
2 - Maltravers Street	22.00	22.00	358.04	228.29	0.096	21.96	33.09	0.1	0.1	4.548	A
3 - A27 S/E Arundel Bypass	385.00	385.00	50.95	421.81	0.913	382.33	329.05	6.2	8.8	21.591	C
4 - Ford Road	68.00	68.00	374.60	214.25	0.317	68.60	58.67	1.1	0.5	6.292	A
5 - A27 Chichester Road	304.00	304.00	108.24	399.27	0.761	303.73	334.96	2.9	3.2	9.643	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 - A284 Arundel Bypass	51.00	51.00	365.61	235.60	0.216	50.96	95.78	0.2	0.3	4.911	A
2 - Maltravers Street	13.00	13.00	390.59	213.15	0.061	13.04	25.98	0.1	0.1	4.600	A
3 - A27 S/E Arundel Bypass	401.00	401.00	45.01	424.82	0.944	397.47	358.62	8.8	12.4	29.111	D
4 - Ford Road	97.00	97.00	387.79	208.37	0.466	96.60	54.69	0.5	0.9	8.189	A
5 - A27 Chichester Road	308.00	308.00	154.54	376.58	0.818	306.85	329.86	3.2	4.3	13.019	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 - A284 Arundel Bypass	66.00	66.00	387.72	225.22	0.293	65.86	65.27	0.3	0.4	5.745	A
2 - Maltravers Street	22.00	22.00	370.26	222.61	0.099	21.95	83.32	0.1	0.1	4.663	A
3 - A27 S/E Arundel Bypass	361.00	361.00	65.84	414.28	0.871	365.62	326.37	12.4	7.7	20.372	C
4 - Ford Road	112.00	112.00	372.07	215.38	0.520	111.78	59.39	0.9	1.1	8.891	A
5 - A27 Chichester Road	308.00	308.00	145.02	381.24	0.808	307.97	338.83	4.3	4.4	12.712	B

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	13.40	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	2.00	11.00	29.00	35.00
	2 - Maltravers Street	0.00	0.00	0.00	14.00	22.00
	3 - A27 S/E Arundel Bypass	18.00	0.00	0.00	26.00	287.00
	4 - Ford Road	15.00	5.00	33.00	0.00	6.00
	5 - A27 Chichester Road	0.00	12.00	351.00	15.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.00
	3 - A27 S/E Arundel Bypass	0.05
	4 - Ford Road	0.25
	5 - A27 Chichester Road	0.00

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	18.00	26.00	35.00
2 - Maltravers Street	0.00	0.00	0.00	12.00	15.00
3 - A27 S/E Arundel Bypass	25.00	0.00	0.00	26.00	269.00
4 - Ford Road	15.00	10.00	47.00	0.00	7.00
5 - A27 Chichester Road	1.00	9.00	220.00	13.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.08
4 - Ford Road	0.19
5 - A27 Chichester Road	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	12.00	24.00	35.00
2 - Maltravers Street	0.00	0.00	0.00	10.00	19.00
3 - A27 S/E Arundel Bypass	23.00	0.00	0.00	27.00	267.00
4 - Ford Road	15.00	8.00	30.00	0.00	9.00
5 - A27 Chichester Road	1.00	10.00	304.00	9.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.24
5 - A27 Chichester Road	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	15.00	25.00	50.00
2 - Maltravers Street	0.00	0.00	0.00	7.00	15.00
3 - A27 S/E Arundel Bypass	19.00	0.00	0.00	15.00	264.00
4 - Ford Road	11.00	8.00	30.00	0.00	11.00
5 - A27 Chichester Road	0.00	10.00	252.00	14.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.06
4 - Ford Road	0.18
5 - A27 Chichester Road	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	3
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	2	1	2	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	2	0	2
5 - A27 Chichester Road	3	1	1	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.042

17:30 - 17:45

Heavy Vehicle Percentages

	To					
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0	2	0	1	0
	2 - Maltravers Street	0	0	0	1	3
	3 - A27 S/E Arundel Bypass	0	0	0	1	2
	4 - Ford Road	1	1	1	0	2
	5 - A27 Chichester Road	2	1	1	1	0

Average PCU Per Veh

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	1.000
	2 - Maltravers Street	1.000
	3 - A27 S/E Arundel Bypass	1.000
	4 - Ford Road	1.014
	5 - A27 Chichester Road	1.028

17:45 - 18:00

Heavy Vehicle Percentages

	To					
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0	1	0	1	0
	2 - Maltravers Street	0	0	0	1	2
	3 - A27 S/E Arundel Bypass	0	0	0	1	2
	4 - Ford Road	1	1	1	0	2
	5 - A27 Chichester Road	1	1	1	1	0

Average PCU Per Veh

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	1.000
	2 - Maltravers Street	1.000
	3 - A27 S/E Arundel Bypass	1.000
	4 - Ford Road	1.014
	5 - A27 Chichester Road	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A284 Arundel Bypass	77.00	77.00
	2 - Maltravers Street	36.00	36.00
	3 - A27 S/E Arundel Bypass	331.00	331.00
	4 - Ford Road	59.00	59.00
	5 - A27 Chichester Road	378.00	378.00
17:15-17:30	1 - A284 Arundel Bypass	80.00	80.00
	2 - Maltravers Street	27.00	27.00
	3 - A27 S/E Arundel Bypass	320.00	320.00
	4 - Ford Road	79.00	79.00
	5 - A27 Chichester Road	243.00	243.00
17:30-17:45	1 - A284 Arundel Bypass	73.00	73.00
	2 - Maltravers Street	29.00	29.00
	3 - A27 S/E Arundel Bypass	317.00	317.00
	4 - Ford Road	62.00	62.00
	5 - A27 Chichester Road	324.00	324.00
17:45-18:00	1 - A284 Arundel Bypass	91.00	91.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	298.00	298.00
	4 - Ford Road	60.00	60.00
	5 - A27 Chichester Road	276.00	276.00

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 - A284 Arundel Bypass	0.36	6.48	0.6	A	80.25	321.00
2 - Maltravers Street	0.20	6.50	0.3	A	28.50	114.00
3 - A27 S/E Arundel Bypass	0.85	13.60	5.3	B	316.50	1266.00
4 - Ford Road	0.35	6.19	0.5	A	65.00	260.00
5 - A27 Chichester Road	0.80	17.20	8.0	C	305.25	1221.00

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 - A284 Arundel Bypass	77.00	77.00	407.81	215.78	0.357	76.45	32.62	0.0	0.6	6.475	A
2 - Maltravers Street	36.00	36.00	465.56	178.27	0.202	35.74	18.70	0.0	0.3	6.497	A
3 - A27 S/E Arundel Bypass	331.00	331.00	113.97	389.92	0.849	325.74	387.33	0.0	5.3	13.603	B
4 - Ford Road	59.00	59.00	356.74	222.21	0.266	58.64	82.96	0.0	0.4	5.566	A
5 - A27 Chichester Road	378.00	378.00	70.39	417.82	0.905	370.05	344.99	0.0	8.0	17.201	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 - A284 Arundel Bypass	80.00	80.00	305.26	263.94	0.303	80.11	40.92	0.6	0.4	4.921	A
2 - Maltravers Street	27.00	27.00	365.20	224.96	0.120	27.12	20.17	0.3	0.1	4.652	A
3 - A27 S/E Arundel Bypass	320.00	320.00	101.47	396.24	0.808	320.74	290.85	5.3	4.5	12.360	B
4 - Ford Road	79.00	79.00	344.83	227.52	0.347	78.82	77.38	0.4	0.5	6.190	A
5 - A27 Chichester Road	243.00	243.00	96.77	404.89	0.600	249.41	326.89	8.0	1.5	6.107	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 - A284 Arundel Bypass	73.00	73.00	359.26	238.58	0.306	73.00	39.06	0.4	0.4	5.463	A
2 - Maltravers Street	29.00	29.00	412.30	203.05	0.143	28.97	19.96	0.1	0.2	5.336	A
3 - A27 S/E Arundel Bypass	317.00	317.00	96.94	398.54	0.795	317.38	344.33	4.5	4.2	11.445	B
4 - Ford Road	62.00	62.00	344.31	227.76	0.272	62.16	70.00	0.5	0.4	5.528	A
5 - A27 Chichester Road	324.00	324.00	76.22	414.96	0.781	322.10	330.25	1.5	3.4	9.634	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 - A284 Arundel Bypass	91.00	91.00	315.44	259.16	0.351	90.90	30.12	0.4	0.5	5.366	A
2 - Maltravers Street	22.00	22.00	387.30	214.68	0.102	22.05	19.04	0.2	0.1	4.785	A
3 - A27 S/E Arundel Bypass	298.00	298.00	110.96	391.44	0.761	298.75	298.39	4.2	3.4	10.052	B
4 - Ford Road	60.00	60.00	348.52	225.88	0.266	60.01	61.20	0.4	0.4	5.517	A
5 - A27 Chichester Road	276.00	276.00	68.11	418.94	0.659	277.45	340.42	3.4	2.0	6.516	A

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	20.52	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 (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	0.00	15.00	16.00	7.00
	2 - Maltravers Street	2.00	0.00	0.00	6.00	6.00
	3 - A27 S/E Arundel Bypass	40.00	0.00	0.00	20.00	314.00
	4 - Ford Road	26.00	22.00	56.00	0.00	13.00
	5 - A27 Chichester Road	0.00	16.00	279.00	4.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.14
	3 - A27 S/E Arundel Bypass	0.11
	4 - Ford Road	0.22
	5 - A27 Chichester Road	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	4.00	19.00	12.00	7.00
	2 - Maltravers Street	2.00	0.00	0.00	12.00	9.00
	3 - A27 S/E Arundel Bypass	40.00	0.00	0.00	27.00	320.00
	4 - Ford Road	23.00	18.00	25.00	0.00	4.00
	5 - A27 Chichester Road	0.00	11.00	301.00	7.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.09
	3 - A27 S/E Arundel Bypass	0.10
	4 - Ford Road	0.33
	5 - A27 Chichester Road	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	2.00	21.00	14.00	9.00
	2 - Maltravers Street	1.00	0.00	0.00	4.00	8.00
	3 - A27 S/E Arundel Bypass	65.00	0.00	0.00	31.00	307.00
	4 - Ford Road	27.00	15.00	47.00	0.00	10.00
	5 - A27 Chichester Road	1.00	10.00	309.00	5.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.08
	3 - A27 S/E Arundel Bypass	0.16
	4 - Ford Road	0.27
	5 - A27 Chichester Road	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	7.00	21.00	21.00	11.00
	2 - Maltravers Street	3.00	0.00	0.00	8.00	10.00
	3 - A27 S/E Arundel Bypass	39.00	0.00	0.00	21.00	303.00
	4 - Ford Road	20.00	45.00	43.00	0.00	12.00
	5 - A27 Chichester Road	0.00	32.00	278.00	7.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.14
	3 - A27 S/E Arundel Bypass	0.11
	4 - Ford Road	0.17
	5 - A27 Chichester Road	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0	0	0	2	1
	2 - Maltravers Street	2	0	0	2	2
	3 - A27 S/E Arundel Bypass	0	0	0	1	2
	4 - Ford Road	1	1	1	0	3
	5 - A27 Chichester Road	1	3	2	2	0

Average PCU Per Veh

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	1.000
	2 - Maltravers Street	1.028
	3 - A27 S/E Arundel Bypass	1.000
	4 - Ford Road	1.014
	5 - A27 Chichester Road	1.014

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0	2	0	1	1
	2 - Maltravers Street	2	0	0	4	2
	3 - A27 S/E Arundel Bypass	0	0	0	1	2
	4 - Ford Road	1	1	1	0	1
	5 - A27 Chichester Road	1	2	2	3	0

Average PCU Per Veh

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	1.000
	2 - Maltravers Street	1.028
	3 - A27 S/E Arundel Bypass	1.000
	4 - Ford Road	1.014
	5 - A27 Chichester Road	1.014

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	2	1
2 - Maltravers Street	1	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	2	1	1	0	2
5 - A27 Chichester Road	3	2	2	2	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.014
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.028
5 - A27 Chichester Road	1.042

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	4	0	2	1
2 - Maltravers Street	2	0	0	3	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	3	1	0	3
5 - A27 Chichester Road	2	6	2	3	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.028
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - A284 Arundel Bypass	38.00	38.00
	2 - Maltravers Street	14.00	14.00
	3 - A27 S/E Arundel Bypass	374.00	374.00
	4 - Ford Road	117.00	117.00
	5 - A27 Chichester Road	299.00	299.00
08:15-08:30	1 - A284 Arundel Bypass	42.00	42.00
	2 - Maltravers Street	23.00	23.00
	3 - A27 S/E Arundel Bypass	387.00	387.00
	4 - Ford Road	70.00	70.00
	5 - A27 Chichester Road	319.00	319.00
08:30-08:45	1 - A284 Arundel Bypass	46.00	46.00
	2 - Maltravers Street	13.00	13.00
	3 - A27 S/E Arundel Bypass	403.00	403.00
	4 - Ford Road	99.00	99.00
	5 - A27 Chichester Road	325.00	325.00
08:45-09:00	1 - A284 Arundel Bypass	60.00	60.00
	2 - Maltravers Street	21.00	21.00
	3 - A27 S/E Arundel Bypass	363.00	363.00
	4 - Ford Road	120.00	120.00
	5 - A27 Chichester Road	317.00	317.00

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 - A284 Arundel Bypass	0.28	5.82	0.4	A	46.50	186.00
2 - Maltravers Street	0.10	4.76	0.1	A	17.75	71.00
3 - A27 S/E Arundel Bypass	0.94	29.26	12.5	D	381.75	1527.00
4 - Ford Road	0.56	9.54	1.3	A	101.50	406.00
5 - A27 Chichester Road	0.86	16.52	5.8	C	315.00	1260.00

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 - A284 Arundel Bypass	38.00	38.00	372.71	232.26	0.164	37.80	67.06	0.0	0.2	4.689	A
2 - Maltravers Street	14.00	14.00	372.92	221.37	0.063	13.93	37.60	0.0	0.1	4.459	A
3 - A27 S/E Arundel Bypass	374.00	374.00	40.76	426.97	0.876	367.65	346.08	0.0	6.3	14.295	B
4 - Ford Road	117.00	117.00	362.92	219.46	0.533	115.86	45.50	0.0	1.1	8.743	A
5 - A27 Chichester Road	299.00	299.00	144.30	381.60	0.784	295.47	334.48	0.0	3.5	10.366	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A284 Arundel Bypass	42.00	42.00	362.07	237.26	0.177	41.98	64.83	0.2	0.2	4.649	A
2 - Maltravers Street	23.00	23.00	370.93	222.29	0.103	22.95	33.12	0.1	0.1	4.705	A
3 - A27 S/E Arundel Bypass	387.00	387.00	48.93	422.83	0.915	384.29	344.95	6.3	9.1	22.047	C
4 - Ford Road	70.00	70.00	375.56	213.82	0.327	70.64	57.66	1.1	0.5	6.403	A
5 - A27 Chichester Road	319.00	319.00	108.28	399.25	0.799	318.62	337.92	3.5	3.9	11.392	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A284 Arundel Bypass	46.00	46.00	383.90	227.01	0.203	45.96	92.83	0.2	0.3	5.027	A
2 - Maltravers Street	13.00	13.00	402.91	207.42	0.063	13.05	26.96	0.1	0.1	4.737	A
3 - A27 S/E Arundel Bypass	403.00	403.00	41.02	426.84	0.944	399.59	374.94	9.1	12.5	29.263	D
4 - Ford Road	99.00	99.00	386.92	208.76	0.474	98.59	53.70	0.5	0.9	8.296	A
5 - A27 Chichester Road	325.00	325.00	153.59	377.04	0.862	323.15	331.92	3.9	5.8	16.519	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 - A284 Arundel Bypass	60.00	60.00	404.81	217.19	0.276	59.87	63.24	0.3	0.4	5.821	A
2 - Maltravers Street	21.00	21.00	381.43	217.41	0.097	20.96	83.25	0.1	0.1	4.762	A
3 - A27 S/E Arundel Bypass	363.00	363.00	59.85	417.31	0.870	367.84	342.54	12.5	7.6	20.071	C
4 - Ford Road	120.00	120.00	370.28	216.17	0.555	119.65	57.41	0.9	1.3	9.539	A
5 - A27 Chichester Road	317.00	317.00	150.87	378.38	0.838	317.18	339.07	5.8	5.6	15.335	C

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - A27 Chichester Road - 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-A284 Ford Road Arundel	Standard Roundabout		1, 2, 3, 4, 5	19.36	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A284 Arundel Bypass		DIRECT	✓	100.000
2 - Maltravers Street		DIRECT	✓	100.000
3 - A27 S/E Arundel Bypass		DIRECT	✓	100.000
4 - Ford Road		DIRECT	✓	100.000
5 - A27 Chichester Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To				
		1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
From	1 - A284 Arundel Bypass	0.00	2.00	7.00	28.00	29.00
	2 - Maltravers Street	0.00	0.00	0.00	14.00	22.00
	3 - A27 S/E Arundel Bypass	18.00	0.00	0.00	26.00	316.00
	4 - Ford Road	15.00	5.00	33.00	0.00	7.00
	5 - A27 Chichester Road	0.00	13.00	375.00	16.00	0.00

Proportions

		1 - A284 Arundel Bypass
From	1 - A284 Arundel Bypass	0.00
	2 - Maltravers Street	0.00
	3 - A27 S/E Arundel Bypass	0.05
	4 - Ford Road	0.25
	5 - A27 Chichester Road	0.00

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	10.00	26.00	29.00
2 - Maltravers Street	0.00	0.00	0.00	12.00	15.00
3 - A27 S/E Arundel Bypass	25.00	0.00	0.00	26.00	296.00
4 - Ford Road	15.00	10.00	46.00	0.00	8.00
5 - A27 Chichester Road	1.00	9.00	235.00	13.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.19
5 - A27 Chichester Road	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	2.00	7.00	23.00	29.00
2 - Maltravers Street	0.00	0.00	0.00	10.00	20.00
3 - A27 S/E Arundel Bypass	23.00	0.00	0.00	27.00	294.00
4 - Ford Road	15.00	8.00	29.00	0.00	11.00
5 - A27 Chichester Road	1.00	10.00	324.00	10.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.07
4 - Ford Road	0.24
5 - A27 Chichester Road	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0.00	1.00	9.00	25.00	41.00
2 - Maltravers Street	0.00	0.00	0.00	7.00	15.00
3 - A27 S/E Arundel Bypass	19.00	0.00	0.00	15.00	291.00
4 - Ford Road	11.00	8.00	30.00	0.00	12.00
5 - A27 Chichester Road	0.00	10.00	269.00	15.00	0.00

Proportions

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	0.00
2 - Maltravers Street	0.00
3 - A27 S/E Arundel Bypass	0.06
4 - Ford Road	0.18
5 - A27 Chichester Road	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	1
5 - A27 Chichester Road	2	1	2	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	2	0	1
5 - A27 Chichester Road	3	1	1	1	0

Average PCU Per Veh

From \ To	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.042

17:30 - 17:45

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	2	0	1	0
2 - Maltravers Street	0	0	0	1	3
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	2
5 - A27 Chichester Road	2	1	1	1	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.028

17:45 - 18:00

Heavy Vehicle Percentages

From \ To	1 - A284 Arundel Bypass	2 - Maltravers Street	3 - A27 S/E Arundel Bypass	4 - Ford Road	5 - A27 Chichester Road
1 - A284 Arundel Bypass	0	1	0	1	0
2 - Maltravers Street	0	0	0	1	2
3 - A27 S/E Arundel Bypass	0	0	0	1	2
4 - Ford Road	1	1	1	0	2
5 - A27 Chichester Road	1	1	1	1	0

Average PCU Per Veh

From	1 - A284 Arundel Bypass
1 - A284 Arundel Bypass	1.000
2 - Maltravers Street	1.000
3 - A27 S/E Arundel Bypass	1.000
4 - Ford Road	1.014
5 - A27 Chichester Road	1.014

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - A284 Arundel Bypass	66.00	66.00
	2 - Maltravers Street	36.00	36.00
	3 - A27 S/E Arundel Bypass	360.00	360.00
	4 - Ford Road	60.00	60.00
	5 - A27 Chichester Road	404.00	404.00
17:15-17:30	1 - A284 Arundel Bypass	66.00	66.00
	2 - Maltravers Street	27.00	27.00
	3 - A27 S/E Arundel Bypass	347.00	347.00
	4 - Ford Road	79.00	79.00
	5 - A27 Chichester Road	258.00	258.00
17:30-17:45	1 - A284 Arundel Bypass	61.00	61.00
	2 - Maltravers Street	30.00	30.00
	3 - A27 S/E Arundel Bypass	344.00	344.00
	4 - Ford Road	63.00	63.00
	5 - A27 Chichester Road	345.00	345.00
17:45-18:00	1 - A284 Arundel Bypass	76.00	76.00
	2 - Maltravers Street	22.00	22.00
	3 - A27 S/E Arundel Bypass	325.00	325.00
	4 - Ford Road	61.00	61.00
	5 - A27 Chichester Road	294.00	294.00

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 - A284 Arundel Bypass	0.32	6.40	0.5	A	67.25	269.00
2 - Maltravers Street	0.21	6.67	0.3	A	28.75	115.00
3 - A27 S/E Arundel Bypass	0.92	19.29	8.6	C	344.00	1376.00
4 - Ford Road	0.36	6.60	0.6	A	65.75	263.00
5 - A27 Chichester Road	0.97	25.81	14.2	D	325.25	1301.00

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 - A284 Arundel Bypass	66.00	66.00	427.52	206.53	0.320	65.53	32.47	0.0	0.5	6.403	A
2 - Maltravers Street	36.00	36.00	473.56	174.55	0.206	35.73	19.50	0.0	0.3	6.672	A
3 - A27 S/E Arundel Bypass	360.00	360.00	107.77	393.06	0.916	351.36	401.53	0.0	8.6	19.287	C
4 - Ford Road	60.00	60.00	376.62	213.35	0.281	59.61	82.51	0.0	0.4	5.922	A
5 - A27 Chichester Road	404.00	404.00	70.22	417.90	0.967	389.77	366.00	0.0	14.2	25.806	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 - A284 Arundel Bypass	66.00	66.00	325.26	254.54	0.259	66.11	40.88	0.5	0.4	4.807	A
2 - Maltravers Street	27.00	27.00	371.01	222.26	0.121	27.12	20.36	0.3	0.1	4.715	A
3 - A27 S/E Arundel Bypass	347.00	347.00	95.70	399.16	0.869	348.18	302.43	8.6	7.5	18.673	C
4 - Ford Road	79.00	79.00	366.24	217.97	0.362	78.82	77.64	0.4	0.6	6.602	A
5 - A27 Chichester Road	258.00	258.00	95.73	405.40	0.636	270.42	349.34	14.2	1.8	7.383	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 - A284 Arundel Bypass	61.00	61.00	378.37	229.61	0.266	60.99	39.10	0.4	0.4	5.370	A
2 - Maltravers Street	30.00	30.00	419.42	199.74	0.150	29.96	19.94	0.1	0.2	5.471	A
3 - A27 S/E Arundel Bypass	344.00	344.00	91.91	401.08	0.858	344.81	357.48	7.5	6.7	16.759	C
4 - Ford Road	63.00	63.00	366.71	217.77	0.289	63.16	70.00	0.6	0.4	5.924	A
5 - A27 Chichester Road	345.00	345.00	75.26	415.43	0.830	342.21	354.60	1.8	4.6	12.028	B

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A284 Arundel Bypass	76.00	76.00	334.14	250.38	0.304	75.93	30.19	0.4	0.4	5.181	A
2 - Maltravers Street	22.00	22.00	391.01	212.95	0.103	22.06	19.06	0.2	0.1	4.827	A
3 - A27 S/E Arundel Bypass	325.00	325.00	103.00	395.47	0.822	326.61	310.07	6.7	5.0	13.740	B
4 - Ford Road	61.00	61.00	367.30	217.50	0.280	61.02	62.31	0.4	0.4	5.847	A
5 - A27 Chichester Road	294.00	294.00	68.17	418.91	0.702	296.16	360.14	4.6	2.4	7.559	A

Appendix Z A27 / The Causeway Roundabout, Arundel

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 20 - A27-The Causeway Arundel - DIRECT.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 20 - A27-The Causeway Arundel
Report generation date: 26/04/2021 11:56:39

»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 - The Causeway (N)	0.3	6.23	0.24	A	1.3	8.55	0.58	A
2 - A27 (The Causeway) South/East	3.2	6.91	0.75	A	4.0	7.84	0.80	A
3 - A27 West (Arundel Bypass)	9.3	22.16	0.91	C	2.2	6.58	0.69	A
2031 DM No Cala								
1 - The Causeway (N)	0.2	4.65	0.16	A	1.0	8.20	0.50	A
2 - A27 (The Causeway) South/East	2.9	6.35	0.74	A	1.6	4.11	0.61	A
3 - A27 West (Arundel Bypass)	2.9	7.74	0.74	A	3.5	8.46	0.78	A
2031 DM								
1 - The Causeway (N)	0.2	4.66	0.16	A	1.0	8.20	0.50	A
2 - A27 (The Causeway) South/East	2.9	6.31	0.74	A	1.6	4.13	0.61	A
3 - A27 West (Arundel Bypass)	2.9	7.80	0.75	A	3.5	8.46	0.78	A
2031 DS No Cala								
1 - The Causeway (N)	0.2	4.73	0.16	A	1.0	8.48	0.51	A
2 - A27 (The Causeway) South/East	3.0	6.39	0.75	A	1.7	4.34	0.63	A
3 - A27 West (Arundel Bypass)	3.2	8.21	0.76	A	3.6	8.72	0.79	A
2031 DS								
1 - The Causeway (N)	0.2	4.75	0.16	A	1.0	8.55	0.51	A
2 - A27 (The Causeway) South/East	3.0	6.39	0.75	A	1.7	4.35	0.63	A
3 - A27 West (Arundel Bypass)	3.2	8.21	0.76	A	3.6	8.72	0.79	A
2038 DM								
1 - The Causeway (N)	0.2	4.84	0.17	A	0.9	8.07	0.48	A
2 - A27 (The Causeway) South/East	3.7	7.58	0.79	A	1.7	4.28	0.62	A
3 - A27 West (Arundel Bypass)	3.5	9.14	0.78	A	3.5	8.57	0.78	A
2038 DS								
1 - The Causeway (N)	0.2	5.12	0.18	A	1.2	9.46	0.55	A
2 - A27 (The Causeway) South/East	3.8	7.75	0.79	A	2.1	4.90	0.67	A
3 - A27 West (Arundel Bypass)	4.4	10.82	0.82	B	4.2	9.73	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.

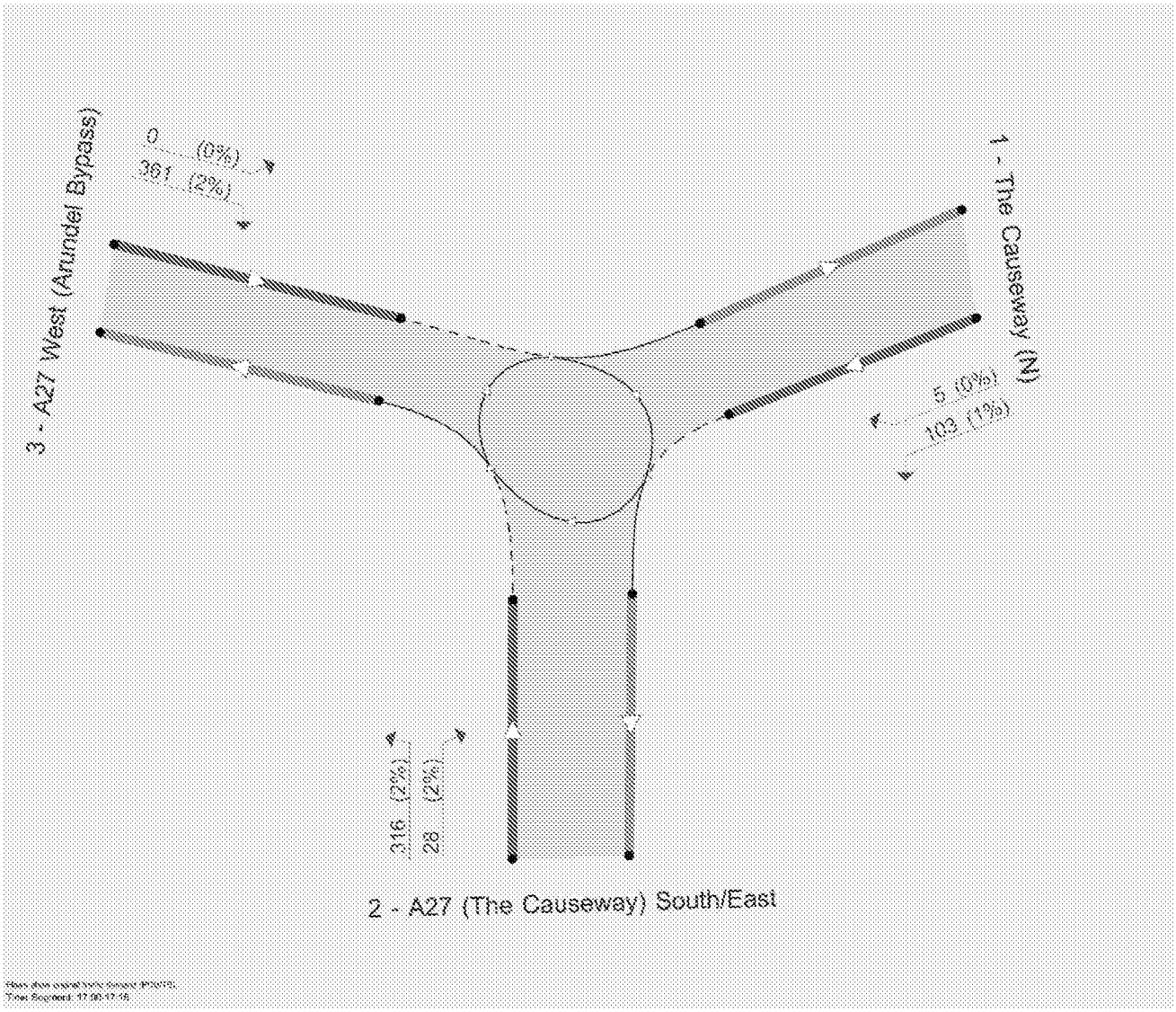
File summary

File Description

Title	A27-The Causeway Arundel
Location	A27-The Causeway Arundel
Site number	
Date	29/09/2020
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	13.97	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	The Causeway (N)	
2	A27 (The Causeway) South/East	
3	A27 West (Arundel Bypass)	

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 - The Causeway (N)	3.52	7.59	10.5	51.6	58.6	25.0	
2 - A27 (The Causeway) South/East	3.90	7.38	48.8	76.9	58.6	7.0	
3 - A27 West (Arundel Bypass)	3.54	7.43	15.9	37.1	58.6	4.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - The Causeway (N)	0.577	423.541
2 - A27 (The Causeway) South/East	0.697	569.190
3 - A27 West (Arundel Bypass)	0.634	481.414

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 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0.00	33.00	7.00
2 - A27 (The Causeway) South/East	31.00	4.00	362.00
3 - A27 West (Arundel Bypass)	6.00	411.00	0.00

Proportions

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	0.00
2 - A27 (The Causeway) South/East	0.08
3 - A27 West (Arundel Bypass)	0.01

08:15 - 08:30

Demand (PCU/TS)

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0.00	18.00	2.00
2 - A27 (The Causeway) South/East	39.00	6.00	371.00
3 - A27 West (Arundel Bypass)	3.00	383.00	1.00

Proportions

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	0.00
2 - A27 (The Causeway) South/East	0.09
3 - A27 West (Arundel Bypass)	0.01

08:30 - 08:45

Demand (PCU/TS)

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0.00	40.00	6.00
2 - A27 (The Causeway) South/East	57.00	17.00	340.00
3 - A27 West (Arundel Bypass)	6.00	390.00	0.00

Proportions

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	0.00
2 - A27 (The Causeway) South/East	0.14
3 - A27 West (Arundel Bypass)	0.02

08:45 - 09:00

Demand (PCU/TS)

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0.00	47.00	4.00
2 - A27 (The Causeway) South/East	52.00	5.00	370.00
3 - A27 West (Arundel Bypass)	10.00	364.00	0.00

Proportions

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	0.00
2 - A27 (The Causeway) South/East	0.12
3 - A27 West (Arundel Bypass)	0.03

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	3	0
2 - A27 (The Causeway) South/East	4	50	3
3 - A27 West (Arundel Bypass)	33	6	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.056
3 - A27 West (Arundel Bypass)	1.462

Heavy Vehicle Percentages

08:15 - 08:30

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	0	0
2 - A27 (The Causeway) South/East	0	0	5
3 - A27 West (Arundel Bypass)	0	7	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.000
3 - A27 West (Arundel Bypass)	1.000

Heavy Vehicle Percentages

08:30 - 08:45

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	0	0
2 - A27 (The Causeway) South/East	0	10	5
3 - A27 West (Arundel Bypass)	0	6	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.000
3 - A27 West (Arundel Bypass)	1.000

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	6	0
2 - A27 (The Causeway) South/East	2	0	6
3 - A27 West (Arundel Bypass)	14	7	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.196

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - The Causeway (N)	40.00	40.00
	2 - A27 (The Causeway) South/East	397.00	397.00
	3 - A27 West (Arundel Bypass)	417.00	417.00
08:15-08:30	1 - The Causeway (N)	20.00	20.00
	2 - A27 (The Causeway) South/East	416.00	416.00
	3 - A27 West (Arundel Bypass)	387.00	387.00
08:30-08:45	1 - The Causeway (N)	46.00	46.00
	2 - A27 (The Causeway) South/East	414.00	414.00
	3 - A27 West (Arundel Bypass)	396.00	396.00
08:45-09:00	1 - The Causeway (N)	51.00	51.00
	2 - A27 (The Causeway) South/East	427.00	427.00
	3 - A27 West (Arundel Bypass)	374.00	374.00

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 - The Causeway (N)	0.24	6.23	0.3	A	39.25	157.00
2 - A27 (The Causeway) South/East	0.75	6.91	3.2	A	413.50	1654.00
3 - A27 West (Arundel Bypass)	0.91	22.16	9.3	C	393.50	1574.00

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 - The Causeway (N)	40.00	40.00	406.40	189.18	0.211	39.73	36.68	0.0	0.3	6.217	A
2 - A27 (The Causeway) South/East	397.00	397.00	6.95	564.34	0.703	394.57	439.17	0.0	2.4	5.477	A
3 - A27 West (Arundel Bypass)	417.00	417.00	34.79	459.35	0.908	408.30	366.73	0.0	8.7	17.000	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 - The Causeway (N)	20.00	20.00	391.64	197.69	0.101	20.16	41.99	0.3	0.1	5.077	A
2 - A27 (The Causeway) South/East	416.00	416.00	3.02	567.09	0.734	415.58	408.78	2.4	2.9	6.289	A
3 - A27 West (Arundel Bypass)	387.00	387.00	44.91	452.93	0.854	388.73	373.69	8.7	7.0	15.860	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 - The Causeway (N)	46.00	46.00	404.72	190.15	0.242	45.80	62.78	0.1	0.3	6.225	A
2 - A27 (The Causeway) South/East	414.00	414.00	5.99	565.01	0.733	413.98	444.53	2.9	2.9	6.328	A
3 - A27 West (Arundel Bypass)	396.00	396.00	73.79	434.60	0.911	393.71	346.17	7.0	9.3	22.162	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 - The Causeway (N)	51.00	51.00	372.15	208.93	0.244	50.97	61.98	0.3	0.3	6.132	A
2 - A27 (The Causeway) South/East	427.00	427.00	4.01	566.39	0.754	426.67	419.10	2.9	3.2	6.909	A
3 - A27 West (Arundel Bypass)	374.00	374.00	57.09	445.20	0.840	377.04	373.60	9.3	6.2	15.157	C

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	7.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	1.00	125.00	15.00
	2 - A27 (The Causeway) South/East	54.00	9.00	382.00
	3 - A27 West (Arundel Bypass)	0.00	303.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.01	
	2 - A27 (The Causeway) South/East	0.12	
	3 - A27 West (Arundel Bypass)	0.00	

17:15 - 17:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	2.00	120.00	11.00
	2 - A27 (The Causeway) South/East	44.00	7.00	351.00
	3 - A27 West (Arundel Bypass)	2.00	270.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.02	
	2 - A27 (The Causeway) South/East	0.11	
	3 - A27 West (Arundel Bypass)	0.01	

17:30 - 17:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	2.00	132.00	10.00
	2 - A27 (The Causeway) South/East	44.00	11.00	360.00
	3 - A27 West (Arundel Bypass)	2.00	265.00	2.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.01	
	2 - A27 (The Causeway) South/East	0.11	
	3 - A27 West (Arundel Bypass)	0.01	

17:45 - 18:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	124.00	7.00
	2 - A27 (The Causeway) South/East	50.00	4.00	378.00
	3 - A27 West (Arundel Bypass)	4.00	265.00	1.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.12	
	3 - A27 West (Arundel Bypass)	0.01	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	4
	3 - A27 West (Arundel Bypass)	0	3	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	0	0
	2 - A27 (The Causeway) South/East	3	0	3
	3 - A27 West (Arundel Bypass)	0	3	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.042	
	3 - A27 West (Arundel Bypass)	1.000	

17:30 - 17:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	0	0
	2 - A27 (The Causeway) South/East	0	0	4
	3 - A27 West (Arundel Bypass)	0	5	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.000	
	3 - A27 West (Arundel Bypass)	1.000	

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	0	0
2 - A27 (The Causeway) South/East	0	0	4
3 - A27 West (Arundel Bypass)	0	6	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.000
3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - The Causeway (N)	141.00	141.00
	2 - A27 (The Causeway) South/East	445.00	445.00
	3 - A27 West (Arundel Bypass)	303.00	303.00
17:15-17:30	1 - The Causeway (N)	133.00	133.00
	2 - A27 (The Causeway) South/East	402.00	402.00
	3 - A27 West (Arundel Bypass)	272.00	272.00
17:30-17:45	1 - The Causeway (N)	144.00	144.00
	2 - A27 (The Causeway) South/East	415.00	415.00
	3 - A27 West (Arundel Bypass)	269.00	269.00
17:45-18:00	1 - The Causeway (N)	131.00	131.00
	2 - A27 (The Causeway) South/East	432.00	432.00
	3 - A27 West (Arundel Bypass)	270.00	270.00

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - The Causeway (N)	0.58	8.55	1.3	A	137.25	549.00
2 - A27 (The Causeway) South/East	0.80	7.84	4.0	A	423.50	1694.00
3 - A27 West (Arundel Bypass)	0.69	6.58	2.2	A	278.50	1114.00

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 - The Causeway (N)	141.00	141.00	309.69	244.95	0.576	139.66	54.51	0.0	1.3	8.549	A
2 - A27 (The Causeway) South/East	445.00	445.00	15.85	558.14	0.797	441.04	433.50	0.0	4.0	7.836	A
3 - A27 West (Arundel Bypass)	303.00	303.00	63.43	441.18	0.687	300.77	393.46	0.0	2.2	6.579	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 - The Causeway (N)	133.00	133.00	277.64	263.43	0.505	133.31	48.17	1.3	1.0	6.935	A
2 - A27 (The Causeway) South/East	402.00	402.00	13.05	560.09	0.718	403.25	397.90	4.0	2.7	6.024	A
3 - A27 West (Arundel Bypass)	272.00	272.00	53.21	447.66	0.608	272.60	363.09	2.2	1.6	5.375	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 - The Causeway (N)	144.00	144.00	277.96	263.25	0.547	143.85	47.98	1.0	1.2	7.525	A
2 - A27 (The Causeway) South/East	415.00	415.00	13.99	559.43	0.742	414.76	407.82	2.7	2.9	6.506	A
3 - A27 West (Arundel Bypass)	269.00	269.00	56.95	445.29	0.604	268.99	371.80	1.6	1.6	5.457	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 - The Causeway (N)	131.00	131.00	270.05	267.81	0.489	131.22	53.93	1.2	1.0	6.599	A
2 - A27 (The Causeway) South/East	432.00	432.00	8.05	563.57	0.767	431.60	393.21	2.9	3.3	7.124	A
3 - A27 West (Arundel Bypass)	270.00	270.00	53.99	447.17	0.604	269.99	385.66	1.6	1.7	5.499	A

2031 DM No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	6.87	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 (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	28.00	0.00
	2 - A27 (The Causeway) South/East	30.00	0.00	365.00
	3 - A27 West (Arundel Bypass)	0.00	344.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

08:15 - 08:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	15.00	0.00
	2 - A27 (The Causeway) South/East	39.00	0.00	374.00
	3 - A27 West (Arundel Bypass)	0.00	321.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.09	
	3 - A27 West (Arundel Bypass)	0.00	

08:30 - 08:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	34.00	0.00
	2 - A27 (The Causeway) South/East	56.00	0.00	343.00
	3 - A27 West (Arundel Bypass)	0.00	327.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.14	
	3 - A27 West (Arundel Bypass)	0.00	

08:45 - 09:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	40.00	0.00
	2 - A27 (The Causeway) South/East	51.00	0.00	373.00
	3 - A27 West (Arundel Bypass)	0.00	305.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.12	
	3 - A27 West (Arundel Bypass)	0.00	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	3	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.042	
	3 - A27 West (Arundel Bypass)	1.000	

08:15 - 08:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	3	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.042	
	3 - A27 West (Arundel Bypass)	1.000	

08:30 - 08:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	5	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.070	
	3 - A27 West (Arundel Bypass)	1.000	

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0	3	0
	2 - A27 (The Causeway) South/East	4	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

		To
		1 - The Causeway (N)
From	1 - The Causeway (N)	1.000
	2 - A27 (The Causeway) South/East	1.056
	3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - The Causeway (N)	28.00	28.00
	2 - A27 (The Causeway) South/East	395.00	395.00
	3 - A27 West (Arundel Bypass)	344.00	344.00
08:15-08:30	1 - The Causeway (N)	15.00	15.00
	2 - A27 (The Causeway) South/East	413.00	413.00
	3 - A27 West (Arundel Bypass)	321.00	321.00
08:30-08:45	1 - The Causeway (N)	34.00	34.00
	2 - A27 (The Causeway) South/East	399.00	399.00
	3 - A27 West (Arundel Bypass)	327.00	327.00
08:45-09:00	1 - The Causeway (N)	40.00	40.00
	2 - A27 (The Causeway) South/East	424.00	424.00
	3 - A27 West (Arundel Bypass)	305.00	305.00

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 - The Causeway (N)	0.16	4.65	0.2	A	29.25	117.00
2 - A27 (The Causeway) South/East	0.74	6.35	2.9	A	407.75	1631.00
3 - A27 West (Arundel Bypass)	0.74	7.74	2.9	A	324.25	1297.00

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 - The Causeway (N)	28.00	28.00	341.11	226.83	0.123	27.86	29.83	0.0	0.1	4.647	A
2 - A27 (The Causeway) South/East	395.00	395.00	0.00	569.19	0.694	392.71	368.97	0.0	2.3	5.183	A
3 - A27 West (Arundel Bypass)	344.00	344.00	29.83	462.49	0.744	341.11	362.88	0.0	2.9	7.455	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 - The Causeway (N)	15.00	15.00	321.40	238.19	0.063	15.08	38.92	0.1	0.1	4.093	A
2 - A27 (The Causeway) South/East	413.00	413.00	0.00	569.19	0.726	412.62	336.48	2.3	2.7	5.900	A
3 - A27 West (Arundel Bypass)	321.00	321.00	38.92	456.72	0.703	321.40	373.70	2.9	2.5	6.862	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 - The Causeway (N)	34.00	34.00	326.73	235.12	0.145	33.90	55.91	0.1	0.2	4.596	A
2 - A27 (The Causeway) South/East	399.00	399.00	0.00	569.19	0.701	399.20	360.63	2.7	2.5	5.482	A
3 - A27 West (Arundel Bypass)	327.00	327.00	55.91	445.95	0.733	326.73	343.29	2.5	2.8	7.736	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 - The Causeway (N)	40.00	40.00	305.53	247.35	0.162	39.97	50.99	0.2	0.2	4.522	A
2 - A27 (The Causeway) South/East	424.00	424.00	0.00	569.19	0.745	423.53	345.51	2.5	2.9	6.347	A
3 - A27 West (Arundel Bypass)	305.00	305.00	50.99	449.07	0.679	305.53	372.53	2.8	2.2	6.473	A

2031 DM No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	6.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	103.00	5.00
	2 - A27 (The Causeway) South/East	28.00	0.00	316.00
	3 - A27 West (Arundel Bypass)	0.00	361.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

17:15 - 17:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	99.00	4.00
	2 - A27 (The Causeway) South/East	23.00	0.00	291.00
	3 - A27 West (Arundel Bypass)	0.00	321.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.07	
	3 - A27 West (Arundel Bypass)	0.00	

17:30 - 17:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	108.00	3.00
	2 - A27 (The Causeway) South/East	23.00	0.00	298.00
	3 - A27 West (Arundel Bypass)	0.00	315.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.07	
	3 - A27 West (Arundel Bypass)	0.00	

17:45 - 18:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	102.00	2.00
	2 - A27 (The Causeway) South/East	26.00	0.00	313.00
	3 - A27 West (Arundel Bypass)	0.00	315.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

17:30 - 17:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	1	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - The Causeway (N)	108.00	108.00
	2 - A27 (The Causeway) South/East	344.00	344.00
	3 - A27 West (Arundel Bypass)	361.00	361.00
17:15-17:30	1 - The Causeway (N)	103.00	103.00
	2 - A27 (The Causeway) South/East	314.00	314.00
	3 - A27 West (Arundel Bypass)	321.00	321.00
17:30-17:45	1 - The Causeway (N)	111.00	111.00
	2 - A27 (The Causeway) South/East	321.00	321.00
	3 - A27 West (Arundel Bypass)	315.00	315.00
17:45-18:00	1 - The Causeway (N)	104.00	104.00
	2 - A27 (The Causeway) South/East	339.00	339.00
	3 - A27 West (Arundel Bypass)	315.00	315.00

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 - The Causeway (N)	0.50	8.20	1.0	A	106.50	426.00
2 - A27 (The Causeway) South/East	0.61	4.11	1.6	A	329.50	1318.00
3 - A27 West (Arundel Bypass)	0.78	8.46	3.5	A	328.00	1312.00

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 - The Causeway (N)	108.00	108.00	357.54	217.36	0.497	107.02	27.87	0.0	1.0	8.196	A
2 - A27 (The Causeway) South/East	344.00	344.00	4.95	565.74	0.608	342.42	459.60	0.0	1.6	4.115	A
3 - A27 West (Arundel Bypass)	361.00	361.00	27.87	463.73	0.778	357.54	319.51	0.0	3.5	8.458	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 - The Causeway (N)	103.00	103.00	322.18	237.75	0.433	103.20	23.03	1.0	0.8	6.788	A
2 - A27 (The Causeway) South/East	314.00	314.00	4.02	566.39	0.554	314.29	421.36	1.6	1.3	3.673	A
3 - A27 West (Arundel Bypass)	321.00	321.00	23.03	466.80	0.688	322.18	295.27	3.5	2.3	6.359	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 - The Causeway (N)	111.00	111.00	315.14	241.81	0.459	110.92	23.00	0.8	0.9	7.060	A
2 - A27 (The Causeway) South/East	321.00	321.00	3.01	567.09	0.566	320.96	423.06	1.3	1.3	3.758	A
3 - A27 West (Arundel Bypass)	315.00	315.00	23.00	466.82	0.675	315.14	300.97	2.3	2.1	6.026	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 - The Causeway (N)	104.00	104.00	315.00	241.89	0.430	104.09	25.98	0.9	0.8	6.625	A
2 - A27 (The Causeway) South/East	339.00	339.00	2.01	567.79	0.597	338.82	417.08	1.3	1.5	4.037	A
3 - A27 West (Arundel Bypass)	315.00	315.00	25.98	464.93	0.678	315.00	314.85	2.1	2.1	6.086	A

2031 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	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
D5	2031 DM	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	28.00	0.00
	2 - A27 (The Causeway) South/East	30.00	0.00	365.00
	3 - A27 West (Arundel Bypass)	0.00	345.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

08:15 - 08:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	15.00	0.00
	2 - A27 (The Causeway) South/East	39.00	0.00	374.00
	3 - A27 West (Arundel Bypass)	0.00	322.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.09	
	3 - A27 West (Arundel Bypass)	0.00	

08:30 - 08:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	34.00	0.00
	2 - A27 (The Causeway) South/East	56.00	0.00	343.00
	3 - A27 West (Arundel Bypass)	0.00	328.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.14	
	3 - A27 West (Arundel Bypass)	0.00	

08:45 - 09:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	40.00	0.00
	2 - A27 (The Causeway) South/East	51.00	0.00	372.00
	3 - A27 West (Arundel Bypass)	0.00	306.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.12	
	3 - A27 West (Arundel Bypass)	0.00	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	3	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.042	
	3 - A27 West (Arundel Bypass)	1.000	

08:15 - 08:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	3	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.042	
	3 - A27 West (Arundel Bypass)	1.000	

08:30 - 08:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	5	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.070	
	3 - A27 West (Arundel Bypass)	1.000	

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	3	0
2 - A27 (The Causeway) South/East	4	0	2
3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.056
3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - The Causeway (N)	28.00	28.00
	2 - A27 (The Causeway) South/East	395.00	395.00
	3 - A27 West (Arundel Bypass)	345.00	345.00
08:15-08:30	1 - The Causeway (N)	15.00	15.00
	2 - A27 (The Causeway) South/East	413.00	413.00
	3 - A27 West (Arundel Bypass)	322.00	322.00
08:30-08:45	1 - The Causeway (N)	34.00	34.00
	2 - A27 (The Causeway) South/East	399.00	399.00
	3 - A27 West (Arundel Bypass)	328.00	328.00
08:45-09:00	1 - The Causeway (N)	40.00	40.00
	2 - A27 (The Causeway) South/East	423.00	423.00
	3 - A27 West (Arundel Bypass)	306.00	306.00

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 - The Causeway (N)	0.16	4.66	0.2	A	29.25	117.00
2 - A27 (The Causeway) South/East	0.74	6.31	2.9	A	407.50	1630.00
3 - A27 West (Arundel Bypass)	0.75	7.80	2.9	A	325.25	1301.00

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 - The Causeway (N)	28.00	28.00	342.08	226.27	0.124	27.86	29.83	0.0	0.1	4.660	A
2 - A27 (The Causeway) South/East	395.00	395.00	0.00	569.19	0.694	392.71	369.94	0.0	2.3	5.183	A
3 - A27 West (Arundel Bypass)	345.00	345.00	29.83	462.49	0.746	342.08	362.88	0.0	2.9	7.512	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 - The Causeway (N)	15.00	15.00	322.41	237.62	0.063	15.08	38.92	0.1	0.1	4.102	A
2 - A27 (The Causeway) South/East	413.00	413.00	0.00	569.19	0.726	412.62	337.48	2.3	2.7	5.900	A
3 - A27 West (Arundel Bypass)	322.00	322.00	38.92	456.72	0.705	322.41	373.70	2.9	2.5	6.914	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 - The Causeway (N)	34.00	34.00	327.73	234.55	0.145	33.90	55.91	0.1	0.2	4.609	A
2 - A27 (The Causeway) South/East	399.00	399.00	0.00	569.19	0.701	399.20	361.62	2.7	2.5	5.482	A
3 - A27 West (Arundel Bypass)	328.00	328.00	55.91	445.95	0.736	327.73	343.29	2.5	2.8	7.800	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 - The Causeway (N)	40.00	40.00	306.54	246.77	0.162	39.97	50.99	0.2	0.2	4.534	A
2 - A27 (The Causeway) South/East	423.00	423.00	0.00	569.19	0.743	422.55	346.51	2.5	2.9	6.306	A
3 - A27 West (Arundel Bypass)	306.00	306.00	50.99	449.07	0.681	306.54	371.56	2.8	2.2	6.517	A

2031 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	6.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	103.00	5.00
	2 - A27 (The Causeway) South/East	28.00	0.00	317.00
	3 - A27 West (Arundel Bypass)	0.00	361.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

17:15 - 17:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	99.00	4.00
	2 - A27 (The Causeway) South/East	23.00	0.00	292.00
	3 - A27 West (Arundel Bypass)	0.00	321.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.07	
	3 - A27 West (Arundel Bypass)	0.00	

17:30 - 17:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	108.00	3.00
	2 - A27 (The Causeway) South/East	23.00	0.00	299.00
	3 - A27 West (Arundel Bypass)	0.00	315.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.07	
	3 - A27 West (Arundel Bypass)	0.00	

17:45 - 18:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	102.00	2.00
	2 - A27 (The Causeway) South/East	26.00	0.00	315.00
	3 - A27 West (Arundel Bypass)	0.00	315.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

17:30 - 17:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

Heavy Vehicle Percentages

17:45 - 18:00

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	1.000
	2 - A27 (The Causeway) South/East	1.028
	3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - The Causeway (N)	108.00	108.00
	2 - A27 (The Causeway) South/East	345.00	345.00
	3 - A27 West (Arundel Bypass)	361.00	361.00
17:15-17:30	1 - The Causeway (N)	103.00	103.00
	2 - A27 (The Causeway) South/East	315.00	315.00
	3 - A27 West (Arundel Bypass)	321.00	321.00
17:30-17:45	1 - The Causeway (N)	111.00	111.00
	2 - A27 (The Causeway) South/East	322.00	322.00
	3 - A27 West (Arundel Bypass)	315.00	315.00
17:45-18:00	1 - The Causeway (N)	104.00	104.00
	2 - A27 (The Causeway) South/East	341.00	341.00
	3 - A27 West (Arundel Bypass)	315.00	315.00

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 - The Causeway (N)	0.50	8.20	1.0	A	106.50	426.00
2 - A27 (The Causeway) South/East	0.61	4.13	1.6	A	330.75	1323.00
3 - A27 West (Arundel Bypass)	0.78	8.46	3.5	A	328.00	1312.00

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 - The Causeway (N)	108.00	108.00	357.54	217.36	0.497	107.02	27.87	0.0	1.0	8.196	A
2 - A27 (The Causeway) South/East	345.00	345.00	4.95	565.74	0.610	343.41	459.60	0.0	1.6	4.133	A
3 - A27 West (Arundel Bypass)	361.00	361.00	27.87	463.73	0.778	357.54	320.50	0.0	3.5	8.458	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 - The Causeway (N)	103.00	103.00	322.18	237.75	0.433	103.20	23.03	1.0	0.8	6.788	A
2 - A27 (The Causeway) South/East	315.00	315.00	4.02	566.39	0.556	315.29	421.36	1.6	1.3	3.688	A
3 - A27 West (Arundel Bypass)	321.00	321.00	23.03	466.80	0.688	322.18	296.27	3.5	2.3	6.362	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 - The Causeway (N)	111.00	111.00	315.14	241.81	0.459	110.92	23.00	0.8	0.9	7.060	A
2 - A27 (The Causeway) South/East	322.00	322.00	3.01	567.09	0.568	321.96	423.06	1.3	1.3	3.773	A
3 - A27 West (Arundel Bypass)	315.00	315.00	23.00	466.82	0.675	315.14	301.97	2.3	2.1	6.026	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 - The Causeway (N)	104.00	104.00	315.00	241.89	0.430	104.09	25.98	0.9	0.8	6.625	A
2 - A27 (The Causeway) South/East	341.00	341.00	2.01	567.79	0.601	340.81	417.08	1.3	1.5	4.072	A
3 - A27 West (Arundel Bypass)	315.00	315.00	25.98	464.93	0.678	315.00	316.84	2.1	2.1	6.086	A

2031 DS No Cala, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	7.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 DS No Cala	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	27.00	0.00
	2 - A27 (The Causeway) South/East	30.00	0.00	366.00
	3 - A27 West (Arundel Bypass)	0.00	352.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

08:15 - 08:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	15.00	0.00
	2 - A27 (The Causeway) South/East	39.00	0.00	375.00
	3 - A27 West (Arundel Bypass)	0.00	328.00	0.00

Proportions

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	0.00
	2 - A27 (The Causeway) South/East	0.09
	3 - A27 West (Arundel Bypass)	0.00

08:30 - 08:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	33.00	0.00
	2 - A27 (The Causeway) South/East	56.00	0.00	344.00
	3 - A27 West (Arundel Bypass)	0.00	334.00	0.00

Proportions

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	0.00
	2 - A27 (The Causeway) South/East	0.14
	3 - A27 West (Arundel Bypass)	0.00

08:45 - 09:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	39.00	0.00
	2 - A27 (The Causeway) South/East	51.00	0.00	374.00
	3 - A27 West (Arundel Bypass)	0.00	312.00	0.00

Proportions

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	0.00
	2 - A27 (The Causeway) South/East	0.12
	3 - A27 West (Arundel Bypass)	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	3	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	1.000
	2 - A27 (The Causeway) South/East	1.042
	3 - A27 West (Arundel Bypass)	1.000

08:15 - 08:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	3	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	1.000
	2 - A27 (The Causeway) South/East	1.042
	3 - A27 West (Arundel Bypass)	1.000

08:30 - 08:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	5	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	1.000
	2 - A27 (The Causeway) South/East	1.070
	3 - A27 West (Arundel Bypass)	1.000

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	3	0
2 - A27 (The Causeway) South/East	4	0	2
3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.056
3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - The Causeway (N)	27.00	27.00
	2 - A27 (The Causeway) South/East	396.00	396.00
	3 - A27 West (Arundel Bypass)	352.00	352.00
08:15-08:30	1 - The Causeway (N)	15.00	15.00
	2 - A27 (The Causeway) South/East	414.00	414.00
	3 - A27 West (Arundel Bypass)	328.00	328.00
08:30-08:45	1 - The Causeway (N)	33.00	33.00
	2 - A27 (The Causeway) South/East	400.00	400.00
	3 - A27 West (Arundel Bypass)	334.00	334.00
08:45-09:00	1 - The Causeway (N)	39.00	39.00
	2 - A27 (The Causeway) South/East	425.00	425.00
	3 - A27 West (Arundel Bypass)	312.00	312.00

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 - The Causeway (N)	0.16	4.73	0.2	A	28.50	114.00
2 - A27 (The Causeway) South/East	0.75	6.39	3.0	A	408.75	1635.00
3 - A27 West (Arundel Bypass)	0.76	8.21	3.2	A	331.50	1326.00

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 - The Causeway (N)	27.00	27.00	348.84	222.37	0.121	26.86	29.83	0.0	0.1	4.729	A
2 - A27 (The Causeway) South/East	396.00	396.00	0.00	569.19	0.696	393.69	375.70	0.0	2.3	5.211	A
3 - A27 West (Arundel Bypass)	352.00	352.00	29.83	462.49	0.761	348.84	363.87	0.0	3.2	7.936	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 - The Causeway (N)	15.00	15.00	328.47	234.12	0.064	15.07	38.92	0.1	0.1	4.169	A
2 - A27 (The Causeway) South/East	414.00	414.00	0.00	569.19	0.727	413.62	343.54	2.3	2.7	5.938	A
3 - A27 West (Arundel Bypass)	328.00	328.00	38.92	456.72	0.718	328.47	374.70	3.2	2.7	7.243	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 - The Causeway (N)	33.00	33.00	333.70	231.10	0.143	32.90	55.91	0.1	0.2	4.666	A
2 - A27 (The Causeway) South/East	400.00	400.00	0.00	569.19	0.703	400.20	366.60	2.7	2.5	5.513	A
3 - A27 West (Arundel Bypass)	334.00	334.00	55.91	445.95	0.749	333.70	344.30	2.7	3.0	8.212	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 - The Causeway (N)	39.00	39.00	312.59	243.28	0.160	38.97	50.99	0.2	0.2	4.590	A
2 - A27 (The Causeway) South/East	425.00	425.00	0.00	569.19	0.747	424.52	351.56	2.5	3.0	6.391	A
3 - A27 West (Arundel Bypass)	312.00	312.00	50.99	449.07	0.695	312.59	373.53	3.0	2.4	6.809	A

2031 DS No Cala, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	6.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS No Cala	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	103.00	6.00
	2 - A27 (The Causeway) South/East	28.00	0.00	327.00
	3 - A27 West (Arundel Bypass)	0.00	366.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0.00	99.00	5.00
2 - A27 (The Causeway) South/East	23.00	0.00	301.00
3 - A27 West (Arundel Bypass)	0.00	325.00	0.00

Proportions

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	0.00
2 - A27 (The Causeway) South/East	0.07
3 - A27 West (Arundel Bypass)	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0.00	109.00	4.00
2 - A27 (The Causeway) South/East	23.00	0.00	308.00
3 - A27 West (Arundel Bypass)	0.00	319.00	0.00

Proportions

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	0.00
2 - A27 (The Causeway) South/East	0.07
3 - A27 West (Arundel Bypass)	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0.00	103.00	3.00
2 - A27 (The Causeway) South/East	26.00	0.00	324.00
3 - A27 West (Arundel Bypass)	0.00	319.00	0.00

Proportions

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	0.00
2 - A27 (The Causeway) South/East	0.07
3 - A27 West (Arundel Bypass)	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	1	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	1	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

17:30 - 17:45

Heavy Vehicle Percentages

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	2	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	1	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - The Causeway (N)	109.00	109.00
	2 - A27 (The Causeway) South/East	355.00	355.00
	3 - A27 West (Arundel Bypass)	366.00	366.00
17:15-17:30	1 - The Causeway (N)	104.00	104.00
	2 - A27 (The Causeway) South/East	324.00	324.00
	3 - A27 West (Arundel Bypass)	325.00	325.00
17:30-17:45	1 - The Causeway (N)	113.00	113.00
	2 - A27 (The Causeway) South/East	331.00	331.00
	3 - A27 West (Arundel Bypass)	319.00	319.00
17:45-18:00	1 - The Causeway (N)	106.00	106.00
	2 - A27 (The Causeway) South/East	350.00	350.00
	3 - A27 West (Arundel Bypass)	319.00	319.00

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 - The Causeway (N)	0.51	8.48	1.0	A	108.00	432.00
2 - A27 (The Causeway) South/East	0.63	4.34	1.7	A	340.00	1360.00
3 - A27 West (Arundel Bypass)	0.79	8.72	3.6	A	332.25	1329.00

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 - The Causeway (N)	109.00	109.00	362.37	214.57	0.508	107.97	27.86	0.0	1.0	8.477	A
2 - A27 (The Causeway) South/East	355.00	355.00	5.94	565.05	0.628	353.28	464.41	0.0	1.7	4.335	A
3 - A27 West (Arundel Bypass)	366.00	366.00	27.86	463.74	0.789	362.37	331.36	0.0	3.6	8.716	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 - The Causeway (N)	104.00	104.00	326.25	235.40	0.442	104.21	23.04	1.0	0.8	6.965	A
2 - A27 (The Causeway) South/East	324.00	324.00	5.02	565.69	0.573	324.32	425.45	1.7	1.4	3.840	A
3 - A27 West (Arundel Bypass)	325.00	325.00	23.04	466.80	0.696	326.25	306.30	3.6	2.4	6.552	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 - The Causeway (N)	113.00	113.00	319.15	239.49	0.472	112.91	23.00	0.8	0.9	7.296	A
2 - A27 (The Causeway) South/East	331.00	331.00	4.01	566.40	0.584	330.96	428.05	1.4	1.4	3.928	A
3 - A27 West (Arundel Bypass)	319.00	319.00	23.00	466.82	0.683	319.15	311.97	2.4	2.2	6.187	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 - The Causeway (N)	106.00	106.00	319.00	239.58	0.442	106.09	25.98	0.9	0.8	6.838	A
2 - A27 (The Causeway) South/East	350.00	350.00	3.01	567.09	0.617	349.80	422.08	1.4	1.6	4.253	A
3 - A27 West (Arundel Bypass)	319.00	319.00	25.98	464.93	0.686	319.00	326.83	2.2	2.2	6.253	A

2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	7.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	28.00	0.00
	2 - A27 (The Causeway) South/East	30.00	0.00	366.00
	3 - A27 West (Arundel Bypass)	0.00	352.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

08:15 - 08:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	15.00	0.00
	2 - A27 (The Causeway) South/East	39.00	0.00	376.00
	3 - A27 West (Arundel Bypass)	0.00	328.00	0.00

Proportions

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	0.00
	2 - A27 (The Causeway) South/East	0.09
	3 - A27 West (Arundel Bypass)	0.00

08:30 - 08:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	33.00	0.00
	2 - A27 (The Causeway) South/East	56.00	0.00	344.00
	3 - A27 West (Arundel Bypass)	0.00	334.00	0.00

Proportions

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	0.00
	2 - A27 (The Causeway) South/East	0.14
	3 - A27 West (Arundel Bypass)	0.00

08:45 - 09:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	39.00	0.00
	2 - A27 (The Causeway) South/East	51.00	0.00	374.00
	3 - A27 West (Arundel Bypass)	0.00	312.00	0.00

Proportions

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	0.00
	2 - A27 (The Causeway) South/East	0.12
	3 - A27 West (Arundel Bypass)	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	3	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	1.000
	2 - A27 (The Causeway) South/East	1.042
	3 - A27 West (Arundel Bypass)	1.000

08:15 - 08:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	3	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	1.000
	2 - A27 (The Causeway) South/East	1.042
	3 - A27 West (Arundel Bypass)	1.000

08:30 - 08:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	5	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To	
From		1 - The Causeway (N)
	1 - The Causeway (N)	1.000
	2 - A27 (The Causeway) South/East	1.070
	3 - A27 West (Arundel Bypass)	1.000

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	3	0
2 - A27 (The Causeway) South/East	4	0	2
3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.056
3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - The Causeway (N)	28.00	28.00
	2 - A27 (The Causeway) South/East	396.00	396.00
	3 - A27 West (Arundel Bypass)	352.00	352.00
08:15-08:30	1 - The Causeway (N)	15.00	15.00
	2 - A27 (The Causeway) South/East	415.00	415.00
	3 - A27 West (Arundel Bypass)	328.00	328.00
08:30-08:45	1 - The Causeway (N)	33.00	33.00
	2 - A27 (The Causeway) South/East	400.00	400.00
	3 - A27 West (Arundel Bypass)	334.00	334.00
08:45-09:00	1 - The Causeway (N)	39.00	39.00
	2 - A27 (The Causeway) South/East	425.00	425.00
	3 - A27 West (Arundel Bypass)	312.00	312.00

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 - The Causeway (N)	0.16	4.75	0.2	A	28.75	115.00
2 - A27 (The Causeway) South/East	0.75	6.39	3.0	A	409.00	1636.00
3 - A27 West (Arundel Bypass)	0.76	8.21	3.2	A	331.50	1326.00

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 - The Causeway (N)	28.00	28.00	348.84	222.37	0.126	27.85	29.83	0.0	0.1	4.753	A
2 - A27 (The Causeway) South/East	396.00	396.00	0.00	569.19	0.696	393.69	376.70	0.0	2.3	5.211	A
3 - A27 West (Arundel Bypass)	352.00	352.00	29.83	462.49	0.761	348.84	363.87	0.0	3.2	7.936	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 - The Causeway (N)	15.00	15.00	328.47	234.12	0.064	15.08	38.92	0.1	0.1	4.169	A
2 - A27 (The Causeway) South/East	415.00	415.00	0.00	569.19	0.729	414.60	343.55	2.3	2.7	5.974	A
3 - A27 West (Arundel Bypass)	328.00	328.00	38.92	456.73	0.718	328.47	375.68	3.2	2.7	7.246	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 - The Causeway (N)	33.00	33.00	333.70	231.10	0.143	32.90	55.91	0.1	0.2	4.666	A
2 - A27 (The Causeway) South/East	400.00	400.00	0.00	569.19	0.703	400.22	366.60	2.7	2.5	5.514	A
3 - A27 West (Arundel Bypass)	334.00	334.00	55.91	445.95	0.749	333.70	344.32	2.7	3.0	8.212	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 - The Causeway (N)	39.00	39.00	312.59	243.28	0.160	38.97	50.99	0.2	0.2	4.590	A
2 - A27 (The Causeway) South/East	425.00	425.00	0.00	569.19	0.747	424.52	351.56	2.5	3.0	6.391	A
3 - A27 West (Arundel Bypass)	312.00	312.00	50.99	449.07	0.695	312.59	373.53	3.0	2.4	6.809	A

2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	6.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031 DS	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	104.00	6.00
	2 - A27 (The Causeway) South/East	28.00	0.00	328.00
	3 - A27 West (Arundel Bypass)	0.00	366.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

17:15 - 17:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	99.00	5.00
	2 - A27 (The Causeway) South/East	23.00	0.00	302.00
	3 - A27 West (Arundel Bypass)	0.00	326.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.07	
	3 - A27 West (Arundel Bypass)	0.00	

17:30 - 17:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	109.00	4.00
	2 - A27 (The Causeway) South/East	23.00	0.00	309.00
	3 - A27 West (Arundel Bypass)	0.00	319.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.07	
	3 - A27 West (Arundel Bypass)	0.00	

17:45 - 18:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	103.00	3.00
	2 - A27 (The Causeway) South/East	26.00	0.00	325.00
	3 - A27 West (Arundel Bypass)	0.00	320.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.07	
	3 - A27 West (Arundel Bypass)	0.00	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

17:30 - 17:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	1	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - The Causeway (N)	110.00	110.00
	2 - A27 (The Causeway) South/East	356.00	356.00
	3 - A27 West (Arundel Bypass)	366.00	366.00
17:15-17:30	1 - The Causeway (N)	104.00	104.00
	2 - A27 (The Causeway) South/East	325.00	325.00
	3 - A27 West (Arundel Bypass)	326.00	326.00
17:30-17:45	1 - The Causeway (N)	113.00	113.00
	2 - A27 (The Causeway) South/East	332.00	332.00
	3 - A27 West (Arundel Bypass)	319.00	319.00
17:45-18:00	1 - The Causeway (N)	106.00	106.00
	2 - A27 (The Causeway) South/East	351.00	351.00
	3 - A27 West (Arundel Bypass)	320.00	320.00

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 - The Causeway (N)	0.51	8.55	1.0	A	108.25	433.00
2 - A27 (The Causeway) South/East	0.63	4.35	1.7	A	341.00	1364.00
3 - A27 West (Arundel Bypass)	0.79	8.72	3.6	A	332.75	1331.00

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 - The Causeway (N)	110.00	110.00	362.37	214.57	0.513	108.95	27.86	0.0	1.0	8.553	A
2 - A27 (The Causeway) South/East	356.00	356.00	5.94	565.05	0.630	354.27	465.39	0.0	1.7	4.354	A
3 - A27 West (Arundel Bypass)	366.00	366.00	27.86	463.74	0.789	362.37	332.35	0.0	3.6	8.716	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 - The Causeway (N)	104.00	104.00	327.22	234.84	0.443	104.23	23.04	1.0	0.8	6.997	A
2 - A27 (The Causeway) South/East	325.00	325.00	5.02	565.69	0.575	325.33	426.44	1.7	1.4	3.854	A
3 - A27 West (Arundel Bypass)	326.00	326.00	23.04	466.80	0.698	327.22	307.31	3.6	2.4	6.597	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 - The Causeway (N)	113.00	113.00	319.17	239.48	0.472	112.91	23.00	0.8	0.9	7.296	A
2 - A27 (The Causeway) South/East	332.00	332.00	4.01	566.40	0.586	331.96	428.08	1.4	1.4	3.945	A
3 - A27 West (Arundel Bypass)	319.00	319.00	23.00	466.82	0.683	319.17	312.97	2.4	2.2	6.189	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 - The Causeway (N)	106.00	106.00	320.00	239.01	0.444	106.09	25.98	0.9	0.8	6.867	A
2 - A27 (The Causeway) South/East	351.00	351.00	3.01	567.09	0.619	350.79	423.08	1.4	1.7	4.272	A
3 - A27 West (Arundel Bypass)	320.00	320.00	25.98	464.94	0.688	320.00	327.82	2.2	2.2	6.295	A

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	8.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	28.00	0.00
	2 - A27 (The Causeway) South/East	35.00	0.00	381.00
	3 - A27 West (Arundel Bypass)	0.00	358.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

08:15 - 08:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	16.00	0.00
	2 - A27 (The Causeway) South/East	45.00	0.00	391.00
	3 - A27 West (Arundel Bypass)	0.00	334.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.10	
	3 - A27 West (Arundel Bypass)	0.00	

08:30 - 08:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	34.00	0.00
	2 - A27 (The Causeway) South/East	65.00	0.00	359.00
	3 - A27 West (Arundel Bypass)	0.00	340.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.15	
	3 - A27 West (Arundel Bypass)	0.00	

08:45 - 09:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	40.00	0.00
	2 - A27 (The Causeway) South/East	59.00	0.00	389.00
	3 - A27 West (Arundel Bypass)	0.00	318.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.13	
	3 - A27 West (Arundel Bypass)	0.00	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

08:15 - 08:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	3	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.042	
	3 - A27 West (Arundel Bypass)	1.000	

08:30 - 08:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	4	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.056	
	3 - A27 West (Arundel Bypass)	1.000	

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0	3	0
	2 - A27 (The Causeway) South/East	4	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

		To
		1 - The Causeway (N)
From	1 - The Causeway (N)	1.000
	2 - A27 (The Causeway) South/East	1.056
	3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - The Causeway (N)	28.00	28.00
	2 - A27 (The Causeway) South/East	416.00	416.00
	3 - A27 West (Arundel Bypass)	358.00	358.00
08:15-08:30	1 - The Causeway (N)	16.00	16.00
	2 - A27 (The Causeway) South/East	436.00	436.00
	3 - A27 West (Arundel Bypass)	334.00	334.00
08:30-08:45	1 - The Causeway (N)	34.00	34.00
	2 - A27 (The Causeway) South/East	424.00	424.00
	3 - A27 West (Arundel Bypass)	340.00	340.00
08:45-09:00	1 - The Causeway (N)	40.00	40.00
	2 - A27 (The Causeway) South/East	448.00	448.00
	3 - A27 West (Arundel Bypass)	318.00	318.00

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 - The Causeway (N)	0.17	4.84	0.2	A	29.50	118.00
2 - A27 (The Causeway) South/East	0.79	7.58	3.7	A	431.00	1724.00
3 - A27 West (Arundel Bypass)	0.78	9.14	3.5	A	337.50	1350.00

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 - The Causeway (N)	28.00	28.00	354.52	219.09	0.128	27.85	34.77	0.0	0.1	4.838	A
2 - A27 (The Causeway) South/East	416.00	416.00	0.00	569.19	0.731	413.28	382.37	0.0	2.7	5.835	A
3 - A27 West (Arundel Bypass)	358.00	358.00	34.77	459.36	0.779	354.52	378.50	0.0	3.5	8.564	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - The Causeway (N)	16.00	16.00	334.51	230.64	0.069	16.07	44.89	0.1	0.1	4.254	A
2 - A27 (The Causeway) South/East	436.00	436.00	0.00	569.19	0.766	435.45	350.58	2.7	3.3	6.895	A
3 - A27 West (Arundel Bypass)	334.00	334.00	44.89	452.94	0.737	334.51	390.56	3.5	3.0	7.851	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 - The Causeway (N)	34.00	34.00	339.60	227.70	0.149	33.90	64.87	0.1	0.2	4.772	A
2 - A27 (The Causeway) South/East	424.00	424.00	0.00	569.19	0.745	424.20	373.50	3.3	3.1	6.422	A
3 - A27 West (Arundel Bypass)	340.00	340.00	64.87	440.27	0.772	339.60	359.33	3.0	3.4	9.140	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 - The Causeway (N)	40.00	40.00	318.70	239.75	0.167	39.97	58.99	0.2	0.2	4.694	A
2 - A27 (The Causeway) South/East	448.00	448.00	0.00	569.19	0.787	447.39	358.68	3.1	3.7	7.576	A
3 - A27 West (Arundel Bypass)	318.00	318.00	58.99	444.00	0.716	318.70	388.40	3.4	2.7	7.430	A

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	6.62	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
D12	2038 DM	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	98.00	5.00
	2 - A27 (The Causeway) South/East	28.00	0.00	325.00
	3 - A27 West (Arundel Bypass)	0.00	364.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

17:15 - 17:30

Demand (PCU/TS)

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0.00	94.00	4.00
2 - A27 (The Causeway) South/East	23.00	0.00	299.00
3 - A27 West (Arundel Bypass)	0.00	324.00	0.00

Proportions

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	0.00
2 - A27 (The Causeway) South/East	0.07
3 - A27 West (Arundel Bypass)	0.00

17:30 - 17:45

Demand (PCU/TS)

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0.00	103.00	4.00
2 - A27 (The Causeway) South/East	23.00	0.00	306.00
3 - A27 West (Arundel Bypass)	0.00	318.00	0.00

Proportions

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	0.00
2 - A27 (The Causeway) South/East	0.07
3 - A27 West (Arundel Bypass)	0.00

17:45 - 18:00

Demand (PCU/TS)

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0.00	97.00	3.00
2 - A27 (The Causeway) South/East	26.00	0.00	322.00
3 - A27 West (Arundel Bypass)	0.00	318.00	0.00

Proportions

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	0.00
2 - A27 (The Causeway) South/East	0.07
3 - A27 West (Arundel Bypass)	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	2	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	1	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

17:30 - 17:45

Heavy Vehicle Percentages

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	2	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	2	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - The Causeway (N)	103.00	103.00
	2 - A27 (The Causeway) South/East	353.00	353.00
	3 - A27 West (Arundel Bypass)	364.00	364.00
17:15-17:30	1 - The Causeway (N)	98.00	98.00
	2 - A27 (The Causeway) South/East	322.00	322.00
	3 - A27 West (Arundel Bypass)	324.00	324.00
17:30-17:45	1 - The Causeway (N)	107.00	107.00
	2 - A27 (The Causeway) South/East	329.00	329.00
	3 - A27 West (Arundel Bypass)	318.00	318.00
17:45-18:00	1 - The Causeway (N)	100.00	100.00
	2 - A27 (The Causeway) South/East	348.00	348.00
	3 - A27 West (Arundel Bypass)	318.00	318.00

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 - The Causeway (N)	0.48	8.07	0.9	A	102.00	408.00
2 - A27 (The Causeway) South/East	0.62	4.28	1.7	A	338.00	1352.00
3 - A27 West (Arundel Bypass)	0.78	8.57	3.5	A	331.00	1324.00

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 - The Causeway (N)	103.00	103.00	360.46	215.67	0.478	102.08	27.87	0.0	0.9	8.070	A
2 - A27 (The Causeway) South/East	353.00	353.00	4.96	565.73	0.624	351.32	457.58	0.0	1.7	4.282	A
3 - A27 West (Arundel Bypass)	364.00	364.00	27.87	463.74	0.785	360.46	328.40	0.0	3.5	8.567	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 - The Causeway (N)	98.00	98.00	325.19	236.01	0.415	98.19	23.04	0.9	0.7	6.627	A
2 - A27 (The Causeway) South/East	322.00	322.00	4.02	566.39	0.569	322.32	419.37	1.7	1.4	3.797	A
3 - A27 West (Arundel Bypass)	324.00	324.00	23.04	466.80	0.694	325.19	303.30	3.5	2.4	6.500	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 - The Causeway (N)	107.00	107.00	318.15	240.07	0.446	106.91	23.00	0.7	0.8	6.935	A
2 - A27 (The Causeway) South/East	329.00	329.00	4.00	566.40	0.581	328.95	421.06	1.4	1.4	3.895	A
3 - A27 West (Arundel Bypass)	318.00	318.00	23.00	466.82	0.681	318.15	309.95	2.4	2.2	6.148	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 - The Causeway (N)	100.00	100.00	318.00	240.16	0.416	100.07	25.98	0.8	0.7	6.605	A
2 - A27 (The Causeway) South/East	348.00	348.00	3.01	567.09	0.614	347.80	415.07	1.4	1.6	4.214	A
3 - A27 West (Arundel Bypass)	318.00	318.00	25.98	464.93	0.684	318.00	324.83	2.2	2.2	6.213	A

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	8.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	29.00	0.00
	2 - A27 (The Causeway) South/East	35.00	0.00	383.00
	3 - A27 West (Arundel Bypass)	0.00	376.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.08	
	3 - A27 West (Arundel Bypass)	0.00	

08:15 - 08:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	16.00	0.00
	2 - A27 (The Causeway) South/East	45.00	0.00	393.00
	3 - A27 West (Arundel Bypass)	0.00	350.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.10	
	3 - A27 West (Arundel Bypass)	0.00	

08:30 - 08:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	35.00	0.00
	2 - A27 (The Causeway) South/East	65.00	0.00	360.00
	3 - A27 West (Arundel Bypass)	0.00	356.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.15	
	3 - A27 West (Arundel Bypass)	0.00	

08:45 - 09:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	41.00	0.00
	2 - A27 (The Causeway) South/East	59.00	0.00	392.00
	3 - A27 West (Arundel Bypass)	0.00	333.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.13	
	3 - A27 West (Arundel Bypass)	0.00	

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

08:15 - 08:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	3	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.042	
	3 - A27 West (Arundel Bypass)	1.000	

08:30 - 08:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	2	0
	2 - A27 (The Causeway) South/East	4	0	2
	3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.056	
	3 - A27 West (Arundel Bypass)	1.000	

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	3	0
2 - A27 (The Causeway) South/East	4	0	2
3 - A27 West (Arundel Bypass)	0	2	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.056
3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
08:00-08:15	1 - The Causeway (N)	29.00	29.00
	2 - A27 (The Causeway) South/East	418.00	418.00
	3 - A27 West (Arundel Bypass)	376.00	376.00
08:15-08:30	1 - The Causeway (N)	16.00	16.00
	2 - A27 (The Causeway) South/East	438.00	438.00
	3 - A27 West (Arundel Bypass)	350.00	350.00
08:30-08:45	1 - The Causeway (N)	35.00	35.00
	2 - A27 (The Causeway) South/East	425.00	425.00
	3 - A27 West (Arundel Bypass)	356.00	356.00
08:45-09:00	1 - The Causeway (N)	41.00	41.00
	2 - A27 (The Causeway) South/East	451.00	451.00
	3 - A27 West (Arundel Bypass)	333.00	333.00

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 - The Causeway (N)	0.18	5.12	0.2	A	30.25	121.00
2 - A27 (The Causeway) South/East	0.79	7.75	3.8	A	433.00	1732.00
3 - A27 West (Arundel Bypass)	0.82	10.82	4.4	B	353.75	1415.00

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 - The Causeway (N)	29.00	29.00	371.64	209.22	0.139	28.84	34.77	0.0	0.2	5.125	A
2 - A27 (The Causeway) South/East	418.00	418.00	0.00	569.19	0.734	415.23	400.48	0.0	2.8	5.908	A
3 - A27 West (Arundel Bypass)	376.00	376.00	34.77	459.36	0.819	371.64	380.46	0.0	4.4	10.099	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - The Causeway (N)	16.00	16.00	350.73	221.28	0.072	16.08	44.89	0.2	0.1	4.451	A
2 - A27 (The Causeway) South/East	438.00	438.00	0.00	569.19	0.770	437.43	366.82	2.8	3.3	6.997	A
3 - A27 West (Arundel Bypass)	350.00	350.00	44.89	452.94	0.773	350.73	392.55	4.4	3.6	9.127	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 - The Causeway (N)	35.00	35.00	355.48	218.54	0.160	34.88	64.87	0.1	0.2	5.034	A
2 - A27 (The Causeway) South/East	425.00	425.00	0.00	569.19	0.747	425.23	390.37	3.3	3.1	6.467	A
3 - A27 West (Arundel Bypass)	356.00	356.00	64.87	440.27	0.809	355.48	360.36	3.6	4.1	10.816	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 - The Causeway (N)	41.00	41.00	333.96	230.95	0.178	40.97	58.98	0.2	0.2	4.936	A
2 - A27 (The Causeway) South/East	451.00	451.00	0.00	569.19	0.792	450.31	374.93	3.1	3.8	7.755	A
3 - A27 West (Arundel Bypass)	333.00	333.00	58.98	444.00	0.750	333.96	391.33	4.1	3.2	8.485	A

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A27 (The Causeway) South/East - 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-The Causeway Arundel	Standard Roundabout		2, 3, 1	7.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2038 DS	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - The Causeway (N)		DIRECT	✓	100.000
2 - A27 (The Causeway) South/East		DIRECT	✓	100.000
3 - A27 West (Arundel Bypass)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
From	1 - The Causeway (N)	0.00	106.00	8.00
	2 - A27 (The Causeway) South/East	28.00	0.00	351.00
	3 - A27 West (Arundel Bypass)	0.00	378.00	0.00

Proportions

		To	
		1 - The Causeway (N)	
From	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.07	
	3 - A27 West (Arundel Bypass)	0.00	

17:15 - 17:30

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	102.00	6.00
	2 - A27 (The Causeway) South/East	23.00	0.00	323.00
	3 - A27 West (Arundel Bypass)	0.00	336.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.07	
	3 - A27 West (Arundel Bypass)	0.00	

17:30 - 17:45

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	111.00	6.00
	2 - A27 (The Causeway) South/East	23.00	0.00	331.00
	3 - A27 West (Arundel Bypass)	0.00	330.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.06	
	3 - A27 West (Arundel Bypass)	0.00	

17:45 - 18:00

Demand (PCU/TS)

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0.00	105.00	4.00
	2 - A27 (The Causeway) South/East	26.00	0.00	348.00
	3 - A27 West (Arundel Bypass)	0.00	330.00	0.00

Proportions

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	0.00	
	2 - A27 (The Causeway) South/East	0.07	
	3 - A27 West (Arundel Bypass)	0.00	

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

17:15 - 17:30

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

17:30 - 17:45

Heavy Vehicle Percentages

	To			
From		1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
	1 - The Causeway (N)	0	1	0
	2 - A27 (The Causeway) South/East	2	0	2
	3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

	To		
From		1 - The Causeway (N)	
	1 - The Causeway (N)	1.000	
	2 - A27 (The Causeway) South/East	1.028	
	3 - A27 West (Arundel Bypass)	1.000	

Heavy Vehicle Percentages

17:45 - 18:00

From \ To	1 - The Causeway (N)	2 - A27 (The Causeway) South/East	3 - A27 West (Arundel Bypass)
1 - The Causeway (N)	0	1	0
2 - A27 (The Causeway) South/East	2	0	2
3 - A27 West (Arundel Bypass)	0	1	0

Average PCU Per Veh

From \ To	1 - The Causeway (N)
1 - The Causeway (N)	1.000
2 - A27 (The Causeway) South/East	1.028
3 - A27 West (Arundel Bypass)	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/TS)	Demand in PCU (PCU/TS)
17:00-17:15	1 - The Causeway (N)	114.00	114.00
	2 - A27 (The Causeway) South/East	379.00	379.00
	3 - A27 West (Arundel Bypass)	378.00	378.00
17:15-17:30	1 - The Causeway (N)	108.00	108.00
	2 - A27 (The Causeway) South/East	346.00	346.00
	3 - A27 West (Arundel Bypass)	336.00	336.00
17:30-17:45	1 - The Causeway (N)	117.00	117.00
	2 - A27 (The Causeway) South/East	354.00	354.00
	3 - A27 West (Arundel Bypass)	330.00	330.00
17:45-18:00	1 - The Causeway (N)	109.00	109.00
	2 - A27 (The Causeway) South/East	374.00	374.00
	3 - A27 West (Arundel Bypass)	330.00	330.00

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 - The Causeway (N)	0.55	9.46	1.2	A	112.00	448.00
2 - A27 (The Causeway) South/East	0.67	4.90	2.1	A	363.25	1453.00
3 - A27 West (Arundel Bypass)	0.82	9.73	4.2	A	343.50	1374.00

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 - The Causeway (N)	114.00	114.00	373.79	207.99	0.548	112.80	27.85	0.0	1.2	9.465	A
2 - A27 (The Causeway) South/East	379.00	379.00	7.92	563.67	0.672	376.93	478.67	0.0	2.1	4.901	A
3 - A27 West (Arundel Bypass)	378.00	378.00	27.85	463.75	0.815	373.79	356.99	0.0	4.2	9.733	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 - The Causeway (N)	108.00	108.00	337.54	228.89	0.472	108.28	23.04	1.2	0.9	7.581	A
2 - A27 (The Causeway) South/East	346.00	346.00	6.03	564.98	0.612	346.43	439.79	2.1	1.6	4.241	A
3 - A27 West (Arundel Bypass)	336.00	336.00	23.04	466.80	0.720	337.54	329.42	4.2	2.7	7.142	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 - The Causeway (N)	117.00	117.00	330.18	233.13	0.502	116.91	23.00	0.9	1.0	7.839	A
2 - A27 (The Causeway) South/East	354.00	354.00	6.00	565.01	0.627	353.94	441.09	1.6	1.7	4.382	A
3 - A27 West (Arundel Bypass)	330.00	330.00	23.00	466.82	0.707	330.18	336.94	2.7	2.5	6.690	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 - The Causeway (N)	109.00	109.00	330.00	233.24	0.467	109.10	25.97	1.0	0.9	7.354	A
2 - A27 (The Causeway) South/East	374.00	374.00	4.02	566.39	0.660	373.74	435.09	1.7	2.0	4.795	A
3 - A27 West (Arundel Bypass)	330.00	330.00	25.97	464.94	0.710	330.00	351.78	2.5	2.5	6.763	A

Appendix AA Realigned A29/ Link to Woodgate Road Roundabout A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 26 - Realigned A29 through to Woodgate roundabout A 19-08-2021 layout.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 26 - Realigned A29 x Link to Woodgate Roundabout A
Report generation date: 02/09/2021 10:43:47

»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2038 DS														
1 - Realigned A29 (N)	D1	0.9	4.69	0.48	A	5.01	66 % [3 - Realigned A29 (S)]	D2	1.4	5.79	0.59	A	5.27	55 % [1 - Realigned A29 (N)]
2 - East connection		0.3	4.66	0.22	A				0.1	4.29	0.11	A		
3 - Realigned A29 (S)		1.1	5.48	0.53	A				1.0	4.86	0.50	A		
4 - West connection		0.1	4.45	0.08	A				0.1	4.01	0.06	A		

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

File summary

File Description

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

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2038 DS	AM	FLAT	08:00	09:00	60	15	✓
D2	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2038 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
26	Realigned A29 / Link Woodgate A	Standard Roundabout		1, 2, 3, 4	5.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	66	3 - Realigned A29 (S)

Arms

Arms

Arm	Name	Description
1	Realigned A29 (N)	
2	East connection	
3	Realigned A29 (S)	
4	West connection	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Realigned A29 (N)	3.65	6.80	6.4	29.2	50.0	16.0	
2 - East connection	3.00	6.53	7.1	26.6	50.0	17.5	
3 - Realigned A29 (S)	3.65	6.35	6.6	25.0	50.0	18.5	
4 - West connection	3.00	6.31	7.5	25.0	50.0	18.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Realigned A29 (N)	0.602	1571
2 - East connection	0.567	1396
3 - Realigned A29 (S)	0.591	1534
4 - West connection	0.565	1392

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	2038 DS	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Realigned A29 (N)		FLAT	✓	731	100.000
2 - East connection		FLAT	✓	223	100.000
3 - Realigned A29 (S)		FLAT	✓	754	100.000
4 - West connection		FLAT	✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Realigned A29 (N)	2 - East connection	3 - Realigned A29 (S)	4 - West connection
From	1 - Realigned A29 (N)	0	43	676	12
	2 - East connection	155	0	49	19
	3 - Realigned A29 (S)	686	55	0	13
	4 - West connection	46	11	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Realigned A29 (N)	2 - East connection	3 - Realigned A29 (S)	4 - West connection
From	1 - Realigned A29 (N)	0	1	3	1
	2 - East connection	0	0	1	0
	3 - Realigned A29 (S)	2	1	0	0
	4 - West connection	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Realigned A29 (N)	0.48	4.69	0.9	A	731	731
2 - East connection	0.22	4.66	0.3	A	223	223
3 - Realigned A29 (S)	0.53	5.48	1.1	A	754	754
4 - West connection	0.08	4.45	0.1	A	74	74

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	731	183	83	1521	0.481	727	882	0.0	0.9	4.644	A
2 - East connection	223	56	701	998	0.223	222	108	0.0	0.3	4.639	A
3 - Realigned A29 (S)	754	189	185	1424	0.529	749	738	0.0	1.1	5.401	A
4 - West connection	74	19	891	888	0.083	74	44	0.0	0.1	4.429	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	731	183	83	1521	0.481	731	887	0.9	0.9	4.688	A
2 - East connection	223	56	705	996	0.224	223	109	0.3	0.3	4.664	A
3 - Realigned A29 (S)	754	189	186	1424	0.530	754	742	1.1	1.1	5.476	A
4 - West connection	74	19	896	885	0.084	74	44	0.1	0.1	4.448	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	731	183	83	1521	0.481	731	887	0.9	0.9	4.688	A
2 - East connection	223	56	705	996	0.224	223	109	0.3	0.3	4.664	A
3 - Realigned A29 (S)	754	189	186	1424	0.530	754	742	1.1	1.1	5.476	A
4 - West connection	74	19	896	885	0.084	74	44	0.1	0.1	4.449	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	731	183	83	1521	0.481	731	887	0.9	0.9	4.688	A
2 - East connection	223	56	705	996	0.224	223	109	0.3	0.3	4.664	A
3 - Realigned A29 (S)	754	189	186	1424	0.530	754	742	1.1	1.1	5.476	A
4 - West connection	74	19	896	885	0.084	74	44	0.1	0.1	4.449	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
26	Realigned A29 / Link Woodgate A	Standard Roundabout		1, 2, 3, 4	5.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	55	1 - Realigned A29 (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Realigned A29 (N)		FLAT	✓	885	100.000
2 - East connection		FLAT	✓	102	100.000
3 - Realigned A29 (S)		FLAT	✓	734	100.000
4 - West connection		FLAT	✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Realigned A29 (N)	2 - East connection	3 - Realigned A29 (S)	4 - West connection
From	1 - Realigned A29 (N)	0	108	742	35
	2 - East connection	51	0	48	3
	3 - Realigned A29 (S)	646	65	0	23
	4 - West connection	14	18	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Realigned A29 (N)	2 - East connection	3 - Realigned A29 (S)	4 - West connection
From	1 - Realigned A29 (N)	0	0	0	0
	2 - East connection	0	0	0	0
	3 - Realigned A29 (S)	1	0	0	0
	4 - West connection	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Realigned A29 (N)	0.59	5.79	1.4	A	885	885
2 - East connection	0.11	4.29	0.1	A	102	102
3 - Realigned A29 (S)	0.50	4.86	1.0	A	734	734
4 - West connection	0.06	4.01	0.1	A	56	56

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	885	221	106	1507	0.587	879	707	0.0	1.4	5.691	A
2 - East connection	102	26	796	945	0.108	102	190	0.0	0.1	4.267	A
3 - Realigned A29 (S)	734	184	89	1481	0.495	730	809	0.0	1.0	4.809	A
4 - West connection	56	14	758	963	0.058	56	61	0.0	0.1	3.994	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	885	221	107	1506	0.588	885	711	1.4	1.4	5.794	A
2 - East connection	102	26	801	942	0.108	102	191	0.1	0.1	4.285	A
3 - Realigned A29 (S)	734	184	89	1481	0.496	734	814	1.0	1.0	4.860	A
4 - West connection	56	14	762	961	0.058	56	61	0.1	0.1	4.006	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	885	221	107	1506	0.588	885	711	1.4	1.4	5.794	A
2 - East connection	102	26	801	942	0.108	102	191	0.1	0.1	4.285	A
3 - Realigned A29 (S)	734	184	89	1481	0.496	734	814	1.0	1.0	4.860	A
4 - West connection	56	14	762	961	0.058	56	61	0.1	0.1	4.006	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	885	221	107	1506	0.588	885	711	1.4	1.4	5.794	A
2 - East connection	102	26	801	942	0.108	102	191	0.1	0.1	4.285	A
3 - Realigned A29 (S)	734	184	89	1481	0.496	734	814	1.0	1.0	4.860	A
4 - West connection	56	14	762	961	0.058	56	61	0.1	0.1	4.006	A

Appendix BB Woodgate Road/ Lidsey Road/ Southern Access

Junctions 9

PICADY 9 - Priority Intersection Module

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

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

Summary of junction performance

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

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

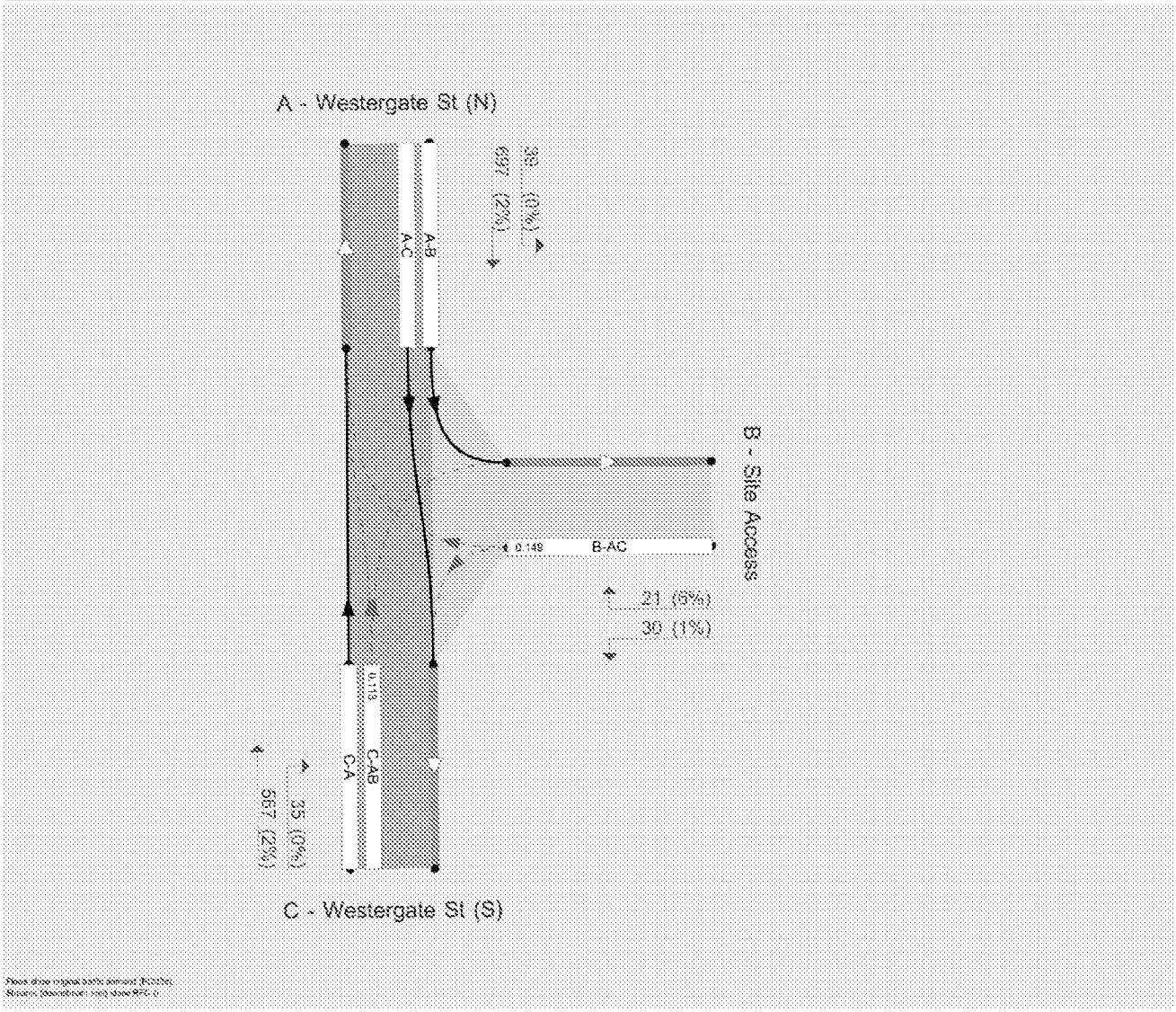
File summary

File Description

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

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

2031 DM No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Westergate St (N)		Major
B	Site Access		Minor
C	Westergate St (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Westergate St (S)	6.88			84.5	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.01	18	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

2031 DM No Cala, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

2031 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

2031 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

2031 DS No Cala, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		2.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

2031 DS No Cala, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		1.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

2031 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

2031 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

2038 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		1.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

2038 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

2038 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

2038 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Westergate St / Northern Access	T-Junction	Two-way		1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Proportions

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

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

Appendix CC Lidsey Road/ Site Access (Parcels R33 and R34)

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: J23 - Lidsey Road x Site Access.j9
Path: \\Lon-file-01\engineering\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 23 - Lidsey Road x Site Access (parcels R33 and R34)
Report generation date: 08/03/2021 10:10:54

»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2038 DS														
Stream B-C	D1	0.0	5.94	0.01	A	0.37	157 % [Stream B-A]	D2	0.0	6.65	0.01	A	0.24	178 % [Stream B-A]
Stream B-A		0.1	10.32	0.05	B				0.0	9.19	0.02	A		
Stream C-AB		0.0	4.41	0.01	A				0.0	4.83	0.02	A		

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

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

File summary

File Description

Title	
Location	
Site number	
Date	24/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\PAhrens
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2038 DS	AM	FLAT	00:00	01:00	60	15	✓
D2	2038 DS	PM	FLAT	00:00	01:00	60	15	✓

Analysis Set Details

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

2038 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
23	Lidsey Rd / Site Access	T-Junction	Two-way		0.37	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	157	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Lidsey Road (N)		Major
B	Site Access		Minor
C	Lidsey Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Lidsey Road (S)	6.52			153.3	✓	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 - Site Access	One lane plus flare	9.32	3.25	2.80	2.80	2.80	✓	1.00	18	14

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	507	0.090	0.228	0.143	0.326
B-C	717	0.107	0.271	-	-
C-B	663	0.251	0.251	-	-

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	2038 DS	AM	FLAT	00:00	01:00	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 - Lidsey Road (N)		FLAT	✓	358	100.000
B - Site Access		FLAT	✓	26	100.000
C - Lidsey Road (S)		FLAT	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Lidsey Road (N)	B - Site Access	C - Lidsey Road (S)
From	A - Lidsey Road (N)	0	5	353
	B - Site Access	20	0	6
	C - Lidsey Road (S)	386	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lidsey Road (N)	B - Site Access	C - Lidsey Road (S)
From	A - Lidsey Road (N)	0	0	6
	B - Site Access	0	0	0
	C - Lidsey Road (S)	3	0	0

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	0.01	5.94	0.0	A	6	6
B-A	0.05	10.32	0.1	B	20	20
C-AB	0.01	4.41	0.0	A	9	9
C-A					382	382
A-B					5	5
A-C					353	353

Main Results for each time segment

00:00 - 00:15

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	6	2	612	0.010	6	0.0	0.0	5.941	A
B-A	20	5	369	0.054	20	0.0	0.1	10.309	B
C-AB	9	2	836	0.011	9	0.0	0.0	4.413	A
C-A	382	95			382				
A-B	5	1			5				
A-C	353	88			353				

00:15 - 00:30

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	6	2	612	0.010	6	0.0	0.0	5.942	A
B-A	20	5	369	0.054	20	0.1	0.1	10.321	B
C-AB	9	2	836	0.011	9	0.0	0.0	4.415	A
C-A	382	95			382				
A-B	5	1			5				
A-C	353	88			353				

00:30 - 00:45

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	6	2	612	0.010	6	0.0	0.0	5.942	A
B-A	20	5	369	0.054	20	0.1	0.1	10.321	B
C-AB	9	2	836	0.011	9	0.0	0.0	4.413	A
C-A	382	95			382				
A-B	5	1			5				
A-C	353	88			353				

00:45 - 01:00

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	6	2	612	0.010	6	0.0	0.0	5.942	A
B-A	20	5	369	0.054	20	0.1	0.1	10.321	B
C-AB	9	2	836	0.011	9	0.0	0.0	4.415	A
C-A	382	95			382				
A-B	5	1			5				
A-C	353	88			353				

2038 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
23	Lidsey Rd / Site Access	T-Junction	Two-way		0.24	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	178	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	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	2038 DS	PM	FLAT	00:00	01:00	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 - Lidsey Road (N)		FLAT	✓	428	100.000
B - Site Access		FLAT	✓	13	100.000
C - Lidsey Road (S)		FLAT	✓	323	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Lidsey Road (N)	B - Site Access	C - Lidsey Road (S)
From	A - Lidsey Road (N)	0	15	413
	B - Site Access	6	0	7
	C - Lidsey Road (S)	313	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lidsey Road (N)	B - Site Access	C - Lidsey Road (S)
From	A - Lidsey Road (N)	0	0	2
	B - Site Access	0	0	0
	C - Lidsey Road (S)	3	0	0

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	0.01	6.65	0.0	A	7	7
B-A	0.02	9.19	0.0	A	6	6
C-AB	0.02	4.83	0.0	A	17	17
C-A					306	306
A-B					15	15
A-C					413	413

Main Results for each time segment

00:00 - 00:15

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	7	2	548	0.013	7	0.0	0.0	6.651	A
B-A	6	2	398	0.015	6	0.0	0.0	9.184	A
C-AB	17	4	772	0.022	17	0.0	0.0	4.825	A
C-A	306	77			306				
A-B	15	4			15				
A-C	413	103			413				

00:15 - 00:30

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	7	2	548	0.013	7	0.0	0.0	6.652	A
B-A	6	2	398	0.015	6	0.0	0.0	9.187	A
C-AB	17	4	772	0.022	17	0.0	0.0	4.827	A
C-A	306	77			306				
A-B	15	4			15				
A-C	413	103			413				

00:30 - 00:45

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	7	2	548	0.013	7	0.0	0.0	6.652	A
B-A	6	2	398	0.015	6	0.0	0.0	9.187	A
C-AB	17	4	772	0.022	17	0.0	0.0	4.825	A
C-A	306	77			306				
A-B	15	4			15				
A-C	413	103			413				

00:45 - 01:00

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	7	2	548	0.013	7	0.0	0.0	6.652	A
B-A	6	2	398	0.015	6	0.0	0.0	9.187	A
C-AB	17	4	772	0.022	17	0.0	0.0	4.825	A
C-A	306	77			306				
A-B	15	4			15				
A-C	413	103			413				

Appendix DD Realigned A29/ Lidsey Road (Hanbury Link)

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 27 - Realigned A27 Woodgate link B 19-08-2021 layout.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 27 - Realigned A29 x Link to Woodgate Roundabout B
Report generation date: 02/09/2021 09:32:09

»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2038 DS														
1 - Realigned A29 (N)	D1	1.1	5.18	0.52	A	5.11	79 % [1 - Realigned A29 (N)]	D2	1.1	5.06	0.52	A	5.33	70 % [2 - Realigned A29 (S)]
2 - Realigned A29 (S)		1.0	5.15	0.49	A				1.2	5.67	0.55	A		
3 - West connection		0.1	3.62	0.05	A				0.0	3.71	0.04	A		

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

File summary

File Description

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

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2038 DS	AM	FLAT	08:00	09:00	60	15	✓
D2	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2038 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
27	Realigned A29 Woodgate Rbt B	Standard Roundabout		1, 2, 3	5.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	79	1 - Realigned A29 (N)

Arms

Arms

Arm	Name	Description
1	Realigned A29 (N)	
2	Realigned A29 (S)	
3	West connection	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Realigned A29 (N)	3.66	5.81	9.0	40.0	50.0	34.0	
2 - Realigned A29 (S)	3.65	5.49	5.4	40.5	50.0	27.0	
3 - West connection	3.01	5.81	10.9	39.2	50.0	27.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Realigned A29 (N)	0.573	1494
2 - Realigned A29 (S)	0.566	1421
3 - West connection	0.566	1425

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	2038 DS	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Realigned A29 (N)		FLAT	✓	764	100.000
2 - Realigned A29 (S)		FLAT	✓	696	100.000
3 - West connection		FLAT	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Realigned A29 (N)	2 - Realigned A29 (S)	3 - West connection
From	1 - Realigned A29 (N)	0	743	21
	2 - Realigned A29 (S)	673	0	23
	3 - West connection	24	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Realigned A29 (N)	2 - Realigned A29 (S)	3 - West connection
From	1 - Realigned A29 (N)	0	3	0
	2 - Realigned A29 (S)	2	0	0
	3 - West connection	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Realigned A29 (N)	0.52	5.18	1.1	A	764	764
2 - Realigned A29 (S)	0.49	5.15	1.0	A	696	696
3 - West connection	0.05	3.62	0.1	A	50	50

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	764	191	26	1479	0.517	760	693	0.0	1.1	5.120	A
2 - Realigned A29 (S)	696	174	21	1409	0.494	692	765	0.0	1.0	5.091	A
3 - West connection	50	13	669	1046	0.048	50	44	0.0	0.0	3.613	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	764	191	26	1479	0.517	764	697	1.1	1.1	5.181	A
2 - Realigned A29 (S)	696	174	21	1409	0.494	696	769	1.0	1.0	5.145	A
3 - West connection	50	13	673	1044	0.048	50	44	0.0	0.1	3.621	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	764	191	26	1479	0.517	764	697	1.1	1.1	5.181	A
2 - Realigned A29 (S)	696	174	21	1409	0.494	696	769	1.0	1.0	5.145	A
3 - West connection	50	13	673	1044	0.048	50	44	0.1	0.1	3.621	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	764	191	26	1479	0.517	764	697	1.1	1.1	5.181	A
2 - Realigned A29 (S)	696	174	21	1409	0.494	696	769	1.0	1.0	5.145	A
3 - West connection	50	13	673	1044	0.048	50	44	0.1	0.1	3.621	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
27	Realigned A29 Woodgate Rbt B	Standard Roundabout		1, 2, 3	5.33	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	70	2 - Realigned A29 (S)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Realigned A29 (N)		FLAT	✓	767	100.000
2 - Realigned A29 (S)		FLAT	✓	776	100.000
3 - West connection		FLAT	✓	39	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Realigned A29 (N)	2 - Realigned A29 (S)	3 - West connection
From	1 - Realigned A29 (N)	0	760	7
	2 - Realigned A29 (S)	736	0	40
	3 - West connection	11	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Realigned A29 (N)	2 - Realigned A29 (S)	3 - West connection
From	1 - Realigned A29 (N)	0	0	0
	2 - Realigned A29 (S)	1	0	0
	3 - West connection	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Realigned A29 (N)	0.52	5.06	1.1	A	767	767
2 - Realigned A29 (S)	0.55	5.67	1.2	A	776	776
3 - West connection	0.04	3.71	0.0	A	39	39

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	767	192	28	1478	0.519	763	742	0.0	1.1	5.004	A
2 - Realigned A29 (S)	776	194	7	1417	0.548	771	784	0.0	1.2	5.587	A
3 - West connection	39	10	731	1011	0.039	39	47	0.0	0.0	3.703	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	767	192	28	1478	0.519	767	747	1.1	1.1	5.064	A
2 - Realigned A29 (S)	776	194	7	1417	0.548	776	788	1.2	1.2	5.669	A
3 - West connection	39	10	736	1008	0.039	39	47	0.0	0.0	3.713	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	767	192	28	1478	0.519	767	747	1.1	1.1	5.064	A
2 - Realigned A29 (S)	776	194	7	1417	0.548	776	788	1.2	1.2	5.669	A
3 - West connection	39	10	736	1008	0.039	39	47	0.0	0.0	3.713	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Realigned A29 (N)	767	192	28	1478	0.519	767	747	1.1	1.1	5.064	A
2 - Realigned A29 (S)	776	194	7	1417	0.548	776	788	1.2	1.2	5.669	A
3 - West connection	39	10	736	1008	0.039	39	47	0.0	0.0	3.713	A

Appendix EE Lidsey Road/ Site Access (Parcel R35)

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 24 - Lidsey Road x BEW parcel R35 Link.j9
Path: \\Lon-file-01\engineering\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 24 - Lidsey Road x Site Access (parcel R35)
Report generation date: 08/03/2021 10:36:59

»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2038 DS													
1 - Lidsey Road (N)	D1	0.4	3.56	0.25	A	3.45	270 % [1 - Lidsey Road (N)]	D2	0.4	3.66	0.29	A	3.46	218 % [1 - Lidsey Road (N)]
2 - BEW connection (Hanbury Link?)		0.1	3.28	0.07	A				0.0	3.12	0.02	A		
3 - Lidsey Road (S)		0.3	3.37	0.22	A				0.3	3.20	0.20	A		

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

File summary

File Description

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

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2038 DS	AM	FLAT	08:00	09:00	60	15	✓
D2	2038 DS	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2038 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
24	Lidsey Rd / Link nr pR35	Standard Roundabout		1, 2, 3	3.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	270	1 - Lidsey Road (N)

Arms

Arms

Arm	Name	Description
1	Lidsey Road (N)	
2	BEW connection (Hanbury Link?)	
3	Lidsey Road (S)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Lidsey Road (N)	3.38	4.87	15.5	26.0	28.2	21.0	
2 - BEW connection (Hanbury Link?)	2.81	4.78	25.9	37.9	28.2	24.0	
3 - Lidsey Road (S)	4.28	4.82	5.0	43.1	28.2	27.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Lidsey Road (N)	0.617	1428
2 - BEW connection (Hanbury Link?)	0.610	1390
3 - Lidsey Road (S)	0.624	1470

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	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 - Lidsey Road (N)		FLAT	✓	359	100.000
2 - BEW connection (Hanbury Link?)		FLAT	✓	86	100.000
3 - Lidsey Road (S)		FLAT	✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Lidsey Road (N)	2 - BEW connection (Hanbury Link?)	3 - Lidsey Road (S)
From	1 - Lidsey Road (N)	0	18	341
	2 - BEW connection (Hanbury Link?)	86	0	0
	3 - Lidsey Road (S)	305	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Lidsey Road (N)	2 - BEW connection (Hanbury Link?)	3 - Lidsey Road (S)
From	1 - Lidsey Road (N)	0	0	6
	2 - BEW connection (Hanbury Link?)	0	0	0
	3 - Lidsey Road (S)	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Lidsey Road (N)	0.25	3.56	0.4	A	359	359
2 - BEW connection (Hanbury Link?)	0.07	3.28	0.1	A	86	86
3 - Lidsey Road (S)	0.22	3.37	0.3	A	305	305

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 - Lidsey Road (N)	359	90	0	1428	0.251	358	390	0.0	0.4	3.551	A
2 - BEW connection (Hanbury Link?)	86	22	340	1183	0.073	86	18	0.0	0.1	3.281	A
3 - Lidsey Road (S)	305	76	86	1417	0.215	304	340	0.0	0.3	3.361	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 - Lidsey Road (N)	359	90	0	1428	0.251	359	391	0.4	0.4	3.559	A
2 - BEW connection (Hanbury Link?)	86	22	341	1182	0.073	86	18	0.1	0.1	3.283	A
3 - Lidsey Road (S)	305	76	86	1416	0.215	305	341	0.3	0.3	3.367	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 - Lidsey Road (N)	359	90	0	1428	0.251	359	391	0.4	0.4	3.559	A
2 - BEW connection (Hanbury Link?)	86	22	341	1182	0.073	86	18	0.1	0.1	3.283	A
3 - Lidsey Road (S)	305	76	86	1416	0.215	305	341	0.3	0.3	3.367	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 - Lidsey Road (N)	359	90	0	1428	0.251	359	391	0.4	0.4	3.559	A
2 - BEW connection (Hanbury Link?)	86	22	341	1182	0.073	86	18	0.1	0.1	3.283	A
3 - Lidsey Road (S)	305	76	86	1416	0.215	305	341	0.3	0.3	3.367	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
24	Lidsey Rd / Link nr pR35	Standard Roundabout		1, 2, 3	3.46	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	218	1 - Lidsey Road (N)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	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 - Lidsey Road (N)		FLAT	✓	419	100.000
2 - BEW connection (Hanbury Link?)		FLAT	✓	26	100.000
3 - Lidsey Road (S)		FLAT	✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Lidsey Road (N)	2 - BEW connection (Hanbury Link?)	3 - Lidsey Road (S)
From	1 - Lidsey Road (N)	0	71	348
	2 - BEW connection (Hanbury Link?)	26	0	0
	3 - Lidsey Road (S)	297	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Lidsey Road (N)	2 - BEW connection (Hanbury Link?)	3 - Lidsey Road (S)
From	1 - Lidsey Road (N)	0	0	3
	2 - BEW connection (Hanbury Link?)	0	0	0
	3 - Lidsey Road (S)	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Lidsey Road (N)	0.29	3.66	0.4	A	419	419
2 - BEW connection (Hanbury Link?)	0.02	3.12	0.0	A	26	26
3 - Lidsey Road (S)	0.20	3.20	0.3	A	297	297

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 - Lidsey Road (N)	419	105	0	1428	0.294	417	322	0.0	0.4	3.645	A
2 - BEW connection (Hanbury Link?)	26	7	347	1179	0.022	26	71	0.0	0.0	3.122	A
3 - Lidsey Road (S)	297	74	26	1454	0.204	296	347	0.0	0.3	3.199	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 - Lidsey Road (N)	419	105	0	1428	0.294	419	323	0.4	0.4	3.657	A
2 - BEW connection (Hanbury Link?)	26	7	348	1178	0.022	26	71	0.0	0.0	3.125	A
3 - Lidsey Road (S)	297	74	26	1454	0.204	297	348	0.3	0.3	3.204	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 - Lidsey Road (N)	419	105	0	1428	0.294	419	323	0.4	0.4	3.657	A
2 - BEW connection (Hanbury Link?)	26	7	348	1178	0.022	26	71	0.0	0.0	3.125	A
3 - Lidsey Road (S)	297	74	26	1454	0.204	297	348	0.3	0.3	3.204	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 - Lidsey Road (N)	419	105	0	1428	0.294	419	323	0.4	0.4	3.657	A
2 - BEW connection (Hanbury Link?)	26	7	348	1178	0.022	26	71	0.0	0.0	3.125	A
3 - Lidsey Road (S)	297	74	26	1454	0.204	297	348	0.3	0.3	3.204	A

Appendix FF Realigned A29/ Links to southernmost internal roundabout

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: J28 New internal roundabout model v1 19-08-2021 layout.j9
Path: P:\133--\A13394-VAA Barnham Eastergate Westergate\30 Technical\31 Modelling\Junction 28 - New internal roundabout
Report generation date: 02/09/2021 09:36:46

»2038 DS, AM
»2038 DS, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2038 DS														
1 - Northern arm	D1	1.7	6.84	0.63	A	6.84	45 % [1 - Northern arm]	D2	2.4	8.78	0.71	A	9.32	23 % [3 - Southern arm]
2 - Eastern arm		0.3	5.91	0.24	A				0.1	5.33	0.12	A		
3 - Southern arm		1.5	7.31	0.60	A				2.8	10.77	0.74	B		
4 - Western arm		0.2	5.63	0.19	A				0.2	5.90	0.18	A		

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

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

File summary

File Description

Title	
Location	
Site number	
Date	09/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\PAhrens
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2038 DS	AM	FLAT	00:00	01:00	60	15	✓
D2	2038 DS	PM	FLAT	00:00	01:00	60	15	✓

Analysis Set Details

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

2038 DS, AM

Data Errors and Warnings

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
28	New roundabout	Standard Roundabout		1, 2, 3, 4	6.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	45	1 - Northern arm

Arms

Arms

Arm	Name	Description
1	Northern arm	
2	Eastern arm	
3	Southern arm	
4	Western arm	

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 - Northern arm	3.67	4.79	24.3	20.2	31.0	17.0	
2 - Eastern arm	3.01	6.18	6.6	20.7	31.0	25.0	
3 - Southern arm	3.62	4.87	9.4	17.2	31.0	29.0	
4 - Western arm	3.15	4.74	10.2	20.3	31.0	29.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Northern arm	0.624	1472
2 - Eastern arm	0.584	1314
3 - Southern arm	0.585	1356
4 - Western arm	0.573	1281

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2038 DS	AM	FLAT	00:00	01:00	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 - Northern arm		FLAT	✓	892	100.000
2 - Eastern arm		FLAT	✓	191	100.000
3 - Southern arm		FLAT	✓	754	100.000
4 - Western arm		FLAT	✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Northern arm	2 - Eastern arm	3 - Southern arm	4 - Western arm
From	1 - Northern arm	0	47	809	36
	2 - Eastern arm	146	0	39	6
	3 - Southern arm	676	45	0	33
	4 - Western arm	105	5	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Northern arm	2 - Eastern arm	3 - Southern arm	4 - Western arm
From	1 - Northern arm	0	0	0	0
	2 - Eastern arm	0	0	0	0
	3 - Southern arm	0	0	0	0
	4 - Western arm	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Northern arm	0.63	6.84	1.7	A	892	892
2 - Eastern arm	0.24	5.91	0.3	A	191	191
3 - Southern arm	0.60	7.31	1.5	A	754	754
4 - Western arm	0.19	5.63	0.2	A	146	146

Main Results for each time segment

00:00 - 00:15

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 - Northern arm	892	223	85	1419	0.629	885	920	0.0	1.7	6.672	A
2 - Eastern arm	191	48	874	804	0.238	190	96	0.0	0.3	5.853	A
3 - Southern arm	754	189	187	1247	0.605	748	878	0.0	1.5	7.131	A
4 - Western arm	146	37	860	789	0.185	145	74	0.0	0.2	5.586	A

00:15 - 00:30

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 - Northern arm	892	223	86	1418	0.629	892	927	1.7	1.7	6.837	A
2 - Eastern arm	191	48	881	800	0.239	191	97	0.3	0.3	5.913	A
3 - Southern arm	754	189	188	1246	0.605	754	884	1.5	1.5	7.307	A
4 - Western arm	146	37	867	785	0.186	146	75	0.2	0.2	5.635	A

00:30 - 00:45

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 - Northern arm	892	223	86	1418	0.629	892	927	1.7	1.7	6.839	A
2 - Eastern arm	191	48	881	800	0.239	191	97	0.3	0.3	5.913	A
3 - Southern arm	754	189	188	1246	0.605	754	884	1.5	1.5	7.310	A
4 - Western arm	146	37	867	785	0.186	146	75	0.2	0.2	5.635	A

00:45 - 01:00

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 - Northern arm	892	223	86	1418	0.629	892	927	1.7	1.7	6.839	A
2 - Eastern arm	191	48	881	800	0.239	191	97	0.3	0.3	5.913	A
3 - Southern arm	754	189	188	1246	0.605	754	884	1.5	1.5	7.310	A
4 - Western arm	146	37	867	785	0.186	146	75	0.2	0.2	5.635	A

2038 DS, 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
28	New roundabout	Standard Roundabout		1, 2, 3, 4	9.32	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	23	3 - Southern arm

Traffic Demand

Demand Set Details

ID	Scenario name	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	2038 DS	PM	FLAT	00:00	01:00	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 - Northern arm		FLAT	✓	996	100.000
2 - Eastern arm		FLAT	✓	88	100.000
3 - Southern arm		FLAT	✓	934	100.000
4 - Western arm		FLAT	✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Northern arm	2 - Eastern arm	3 - Southern arm	4 - Western arm
From	1 - Northern arm	0	96	801	99
	2 - Eastern arm	52	0	36	0
	3 - Southern arm	831	49	0	54
	4 - Western arm	81	14	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Northern arm	2 - Eastern arm	3 - Southern arm	4 - Western arm
From	1 - Northern arm	0	0	0	0
	2 - Eastern arm	0	0	0	0
	3 - Southern arm	0	0	0	0
	4 - Western arm	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Northern arm	0.71	8.78	2.4	A	996	996
2 - Eastern arm	0.12	5.33	0.1	A	88	88
3 - Southern arm	0.74	10.77	2.8	B	934	934
4 - Western arm	0.18	5.90	0.2	A	138	138

Main Results for each time segment

00:00 - 00:15

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 - Northern arm	996	249	105	1406	0.708	987	954	0.0	2.4	8.398	A
2 - Eastern arm	88	22	934	769	0.114	87	157	0.0	0.1	5.282	A
3 - Southern arm	934	234	150	1269	0.736	923	872	0.0	2.7	10.131	B
4 - Western arm	138	35	922	753	0.183	137	151	0.0	0.2	5.832	A

00:15 - 00:30

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 - Northern arm	996	249	106	1406	0.709	996	964	2.4	2.4	8.772	A
2 - Eastern arm	88	22	943	764	0.115	88	159	0.1	0.1	5.328	A
3 - Southern arm	934	234	151	1268	0.737	934	880	2.7	2.7	10.748	B
4 - Western arm	138	35	932	748	0.185	138	153	0.2	0.2	5.904	A

00:30 - 00:45

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 - Northern arm	996	249	106	1406	0.709	996	964	2.4	2.4	8.779	A
2 - Eastern arm	88	22	943	764	0.115	88	159	0.1	0.1	5.328	A
3 - Southern arm	934	234	151	1268	0.737	934	880	2.7	2.8	10.761	B
4 - Western arm	138	35	932	748	0.185	138	153	0.2	0.2	5.905	A

00:45 - 01:00

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 - Northern arm	996	249	106	1406	0.709	996	964	2.4	2.4	8.781	A
2 - Eastern arm	88	22	943	764	0.115	88	159	0.1	0.1	5.328	A
3 - Southern arm	934	234	151	1268	0.737	934	880	2.8	2.8	10.767	B
4 - Western arm	138	35	932	748	0.185	138	153	0.2	0.2	5.905	A