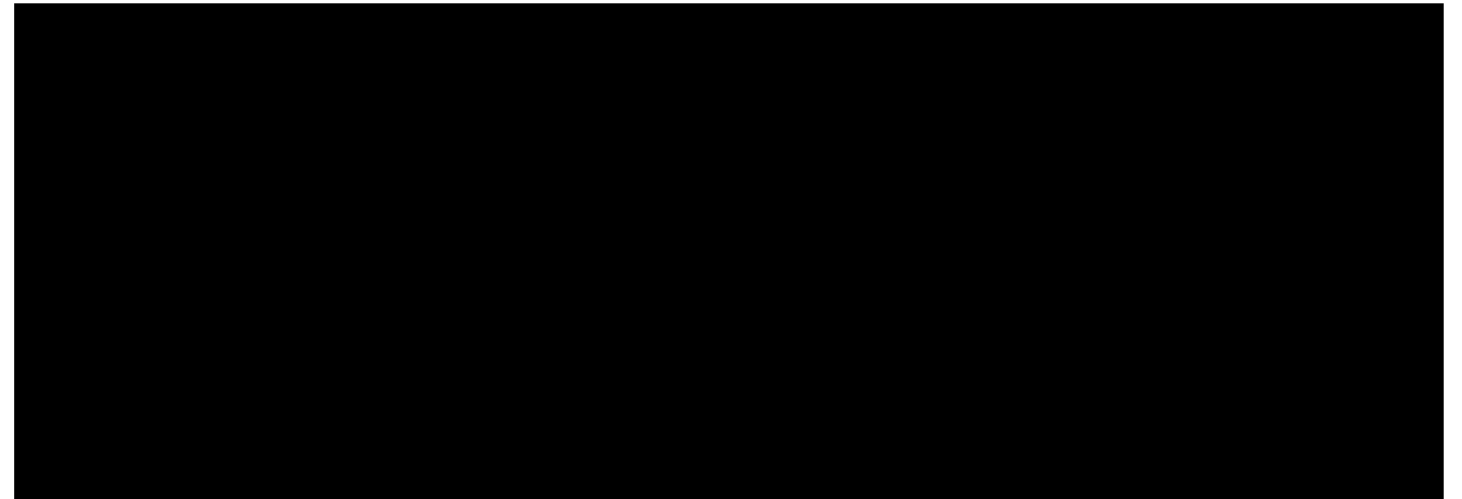
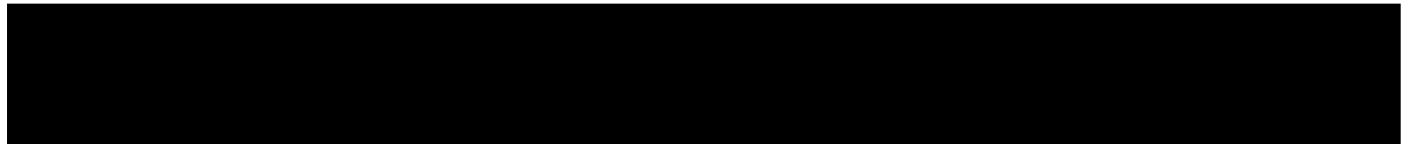


APPENDIX A. THE CONSULTATION RESPONSE



.....
From: Franklin, Richard [REDACTED]

Sent: 16 December 2020 12:33



Subject: Highways England Response (HE ref. 89793 #11944) re. BN/142/20/OUT - Land South of Barnham Station

For attention of:	Raymond Cole
Site:	Land south of Barnham Station, Barnham
Proposal:	Outline planning application with all matters reserved, other than principal means of access, for up to 200 No. dwellings, with access taken from Marshall Close, associated infrastructure & landscaping & demolition of existing buildings. This application is a Departure from the Development Plan, may affect the setting of listed buildings, may affect the Church Lane, Barnham Conservation Area & affects a Public Right of Way.
Your Reference:	BN/142/20/OUT

Highways England's Reference:	89793 #11944
--	--------------

Dear Mr Cole,

Thank you for your notification dated 26th November 2020 regarding the planning application referenced above, requiring a response by 2nd January 2021.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the strategic road network (SRN), in this case the A27.

Having reviewed the Transport Assessment, we do not agree with the traffic distribution/assignment and hence traffic impact assessment, while no consideration has been given to the impact on the A27 junctions.

The Arun Local Plan is now adopted and contains agreed highway mitigations for the impacted A27 junctions resulting from the strategic development sites with funding to be provided from developer contributions. Further housing development, even relatively small allocations, will have an additional cumulative impact on the A27 junctions as well as the local highway network and thus is likely to require further mitigation. Therefore, it is recommended that Arun District Council requests an appropriate proportional contribution from this particular site towards mitigation at the A27 junctions in Arun. The nearest strategic development site is the Barnham/Eastergate/Westergate (BEW) site. As such, a proportional contribution in line with this site is deemed appropriate. Reference to the Enterprise Bognor Regis Transport Review 2017 report shows that the BEW development is due to contribute £1,546,740 for the 3,000 dwellings, equating to £515.58 per dwelling. Therefore, provided that Arun District Council collects a contribution of £103,116.00 (200 x £515.58) from this particular site towards further mitigation of the A27 junctions in Arun, Highways England is satisfied that the proposals would not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and MHCLG NPPF2019, particularly paragraphs 108 and 109) in this location and our formal HEPR response of No Objection is attached.

If you have any queries regarding this response, please contact us at:



Regards,

Sent on behalf of Kevin Bown, Spatial Planning Manager Area 4

Richard Franklin

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: <http://www.highways.gov.uk>

Please note that for the foreseeable future we are all working from home. All meetings will be via telephone, Skype or similar. We will continue to seek to work to our statutory and other deadlines. In case of IT or other issues, as a precaution, please copy all emails to [REDACTED] Thank you.

From: planning.responses@arun.gov.uk [mailto:planning.responses@arun.gov.uk]

Sent: 26 November 2020 11:49

To: Planning SE [REDACTED]

Subject: #11944 Planning Consultation on: BN/142/20/OUT

To: Highways England
NOTIFICATION FROM ARUN DISTRICT COUNCIL

Town & Country Planning Act 1990 (as amended)
Town & country Planning (Development Management Procedure) (England) Order 2015 - Article 5 -
Articles 16 & 18 Consultation before the grant of permission

Outline Consent

Application No: BN/142/20/OUT
Registered: 24th November 2020
Site Address: Land south of Barnham Station Barnham
Grid Reference: 495741 104191
Description of Works: Outline planning application with all matters reserved, other than principal means of access, for up to 200 No. dwellings, with access taken from Marshall Close, associated infrastructure & landscaping & demolition of existing buildings. This application is a Departure from the Development Plan, may affect the setting of listed buildings, may affect the Church Lane, Barnham Conservation Area & affects a Public Right of Way.

The Council have received the above application.

[Click here to view the application details](#)

Should you have any comments to make, these should be sent by replying to this email by 2nd January 2021 . You can also monitor the progress of this application through the Council web site:

www.arun.gov.uk/planning.

Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

Should the application go to appeal the Planning Inspectorate will publish any comments made to the Council on their website: <https://www.planningportal.co.uk/info/200207/appeals> but they will protect personal details.

In the absence of a reply within the period stated, I shall assume that you have no observations to make

Yours sincerely

Raymond Cole

Planning Officer- Arun District Council

Telephone: 01903 737598

Email: raymond.cole@arun.gov.uk

PLCONSULT (CDB) 2020

<http://www.arun.gov.uk>

DX 57406 Littlehampton

You can view Arun District Council's Privacy Policy from <https://www.arun.gov.uk/privacy-policy>

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Highways England Company Limited | General enquiries: [REDACTED] | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |

<https://www.gov.uk/government/organisations/highways-england> [REDACTED]

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

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Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Nicola Bell (Regional Director, South East)
Operations Directorate
South East Region
Highways England
[REDACTED]

To: Arun District Council (FAO: Raymond Cole)
planning.responses@arun.gov.uk

CC: [REDACTED]

Council's Reference: BN/142/20/OUT

Location: Land south of Barnham Station, Barnham

Proposal: Outline planning application with all matters reserved, other than principal means of access, for up to 200 No. dwellings, with access taken from Marshall Close, associated infrastructure & landscaping & demolition of existing buildings. This application is a Departure from the Development Plan, may affect the setting of listed buildings, may affect the Church Lane, Barnham Conservation Area & affects a Public Right of Way.

Highways England Reference: 89793 #11944

Referring to the planning application referenced above received by Highways England on 26th November 2020, requesting a response by 2nd January 2021, in the vicinity of the A27 that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we:

a) offer no objection

**provided that Arun District Council collects an appropriate proportional contribution of £103,116 from this particular site towards further mitigation of the A27 junctions in Arun.*

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~

- ~~e) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B (covering new access to the SRN) is not relevant to this application.¹

HIGHWAYS ENGLAND (“we”) have been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This represents Highways England’s formal recommendation (prepared by the Area 5 Spatial Planning Team) and is made available to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority disagree with any recommendation made under b), c) or d) above, the application must not be determined before they have:

- i) informed Highways England; and
- ii) consulted the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via

[REDACTED]

Signature: [REDACTED]	Date: 16 th December 2020
Name: Kevin Bown	Position: Spatial Planning Manager
[REDACTED]	
Highways England: Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ	

¹ Where relevant, further information will be provided within Annex

APPENDIX B. WSCC CONSULTATION RESPONSE

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Raymond Cole
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	16 December 2020
LOCATION:	Land south of Barnham Station Barnham
SUBJECT:	BN/142/20/OUT Outline planning application with all matters reserved, other than principal means of access, for up to 200 No. dwellings, with access taken from Marshall Close, associated infrastructure & landscaping & demolition of existing buildings. This application is a Departure from the Development Plan, may affect the setting of listed buildings, may affect the Church Lane, Barnham Conservation Area & affects a Public Right of Way.
DATE OF SITE VISIT:	
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	

The application is for upto 200 dwellings at Land South of Barnham Station, Barnham.

Pre application advice was provided in October/November 2020.

Access

The site is to be accessed via an extension of Marshall Close. The access road is to measure 5.5m with a 2m wide pedestrian route into the site. Once within site 2m footways would be provided on both sides.

Marshall Close is currently subject to on street parking and as such off-carriageway laybys are proposed which would accommodate 12-15 vehicles. The remaining width of 5m would be sufficient for a large vehicle to pass a car.

Swept path analysis as been provided and shows 2 cars can pass along Marshall Close, whilst a refuge vehicle would not be able to pass a car around the bend this would be an infrequent movement and forward visibility of 19.1m is achievable commensurate to a 16mph design speed.

Following consultation with the WSCC fire and rescue access manager no emergency access is required provided a 3.7m clear width can be provided along Marshall Close to which the parking bays would allow a fire tender to pass.

No stage 1 RSA has been provided for the proposals and should be done so.

Sustainable Transport

Walking

The development access provides 2m wide footway which would connect into the existing footway provision of Marshall Close and in turn would allow access onto Yapton Road, Barnham Station and village centre.

The applicant should identify where tactile paving/drop kerbs are required between the site and Yapton Road.

PROW 323 crosses the site and links to Church Lane, the ROW crosses both the southcoast main line and Bognor Line. Arun DC should ensure both WSCC PROW team and network rail have been consulted on the proposals.

Cycling

Church Lane provides off road access to the A259 and Bognor Regis to the south to the north of Barnham an off route is provided to Walberton and signed to Fontwell (and provides access to the SDNP)

PT

The site is located in close proximity to Barnham Station and would allow onward travel to a number of destinations such as Chichester, Bognor, Littlehampton, Brighton and London.

Bus

The 66A and C can be accessed at the the Village Hall, Lake Lane and Barnham Road stops. Whilst limited in frequency the limitations are more than offset by the function of the rail network.

Development Impact

Trip Generation

TRICS – Whilst the Trip rate presented would be acceptable it is suggested that trip rates are further filtered based on number of dwellings.

Trip Distribution

The Census journey to work information would appear to be incorrect and does not reflect the MSOA census data which shows only 14% trips to

The Gravity model outputs are also requested.

Trip Assignment

The plots provided in TF1 to TF3 setting out the assignment contain errors at the Lake Lane junction.

Further narrative is also requested to identify the approach of attributing the 40.5% of non-work trips to the Barnham Network.

Junction Modelling

No review of this has taken place due to the issues identified with trip distribution and assignment.

At this stage I would identify that additional junctions may require modelling.

RM issues

Parking

Car parking is to be provided in line with the Arun SPD.

Layout

The layout will form part of a RM application. The indicative masterplan shows the site can be served by refuse vehicles and fire tenders.

Travel Plan

A framework travel plan has been provided and the following comments offered:

6.3 - The Plan Your Journey page URL has changed to

<https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/rail-air-and-ferry-travel/plan-your-train-journey/>

6.3/6.5 – WSCC no longer hosts a multi-modal journey planner. However the West Sussex Cycle Journey Planner should be promoted to residents. See

<https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycle-journey-planner/>

6.6 - Stagecoach may be able to supply free 'taster' tickets for each resident and discounted Megarider tickets. Contact [REDACTED] for details.

7.6 - The TP also needs to include a second £150 travel voucher offer to all households if the 5-year vehicle trip rate reduction target is missed.

Once the draft Framework TP has been amended to incorporate the above I shall be able to approve

Contributions

The development would be CIL liable.

Arun DC should consider how the cumulative impact of unallocated sites impact the local plan mitigation in line with Highways England comments to planning application BN/50/20.

Conclusion

Further information is requested upon

Stage 1 RSA and designers' response;

Review of additional pedestrian infrastructure required to link the site to Yapton Road;

Revised Trip Generation, Distribution and Assignment;

Agreement of junction modelling; and

Revised travel plan.

Stephen Gee

West Sussex County Council – Planning Services

APPENDIX C. STAGE 1 RSA AND DESIGNER RESPONSE

[REDACTED]

Sent: 16 February 2021 10:22
To: Dominic Smith
Subject: Stage 1 Road Safety Audit - Marshall Close, Barnham
Attachments: RSA-20-126-3.pdf

Importance: High

Dear Mr Smith

Thank you for your Design Team Response to the items raised within our Stage 1 Road Safety Audit of the proposed highway works along Marshall Close in Barnham, please find attached a PDF of the finalised and signed Audit, ref: RSA-20-126-3.

I can confirm that your responses, addresses the road safety concerns raised at this stage.

Thank you and kind regards

J amie

J amie Fenning
BSc (Hons), MIHE, MCIHT, MSoRSA, Highways England Certificate of Competency



Specialists in Road Safety Engineering

[REDACTED]

Fenley is a Trading Name of Fenley Road Safety Limited

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Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design; and
Design Organisation Response to items raised.



Proposed Continuation of and Highway Works along Marshall Close Barnham

Client:
i-Transport

Client reference:
ITB14160

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH



Report Status 3

Job no	RSA-20-126	Issue no	3	Date	February 2021
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-20/RSA-20-126-3				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	February 2021
Document reference and revision:	RSA-20-126-3
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	West Sussex County Council
Design Organisation:	i-Transport
Project Sponsor:	Gleeson Strategic Land

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	FB			2 nd December 2020
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	27 th January 2021
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			27 th January 2021
3	Design Organisation Response incorporated	Dominic Smith on behalf of i-Transport			15 th February 2021

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	3
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Traffic Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	11

Appendices:

Stage 1	A1 Documents and Drawings provided for this Road Safety Audit
	A2 Item Location Plan
	A3 Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of the proposed continuation of and provision of parking lay-bys and minor footway widening along Marshall Close in Barnham. The proposals are to facilitate access to a residential development of 200 dwellings on a parcel of land to the south of Barnham Station known as Tars Farm.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 The Road Safety Audit was undertaken during November, December and January 2020 in accordance with the Road Safety Audit Brief provided on the 11th November 2020 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Gleeson Strategic Land. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in Appendix A1. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency
Road Safety / Highway Engineer

Audit Team Member

Farouk Bhatti MCIHT
Road Safety Auditor

2.5 The site visit associated with this Road Safety Audit was undertaken by the Audit Team Leader and Audit Team Member, during the early afternoon of Monday 23rd November 2020 between 2:30pm and 3:30pm. The site visit involved walking and driving around the local highway network for a 60-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was overcast, the road surface was dry and visibility was good. A number of pedestrians but no cyclists were observed during the site visit. Vehicular traffic to include cars and light goods vehicles were also observed.

2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced

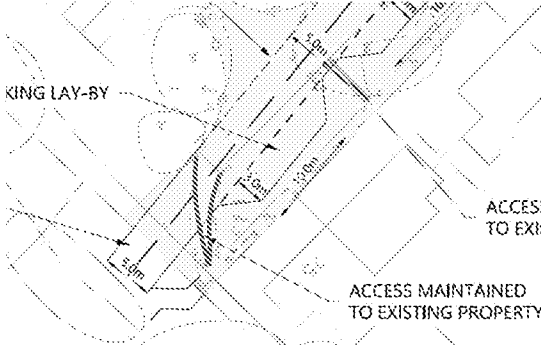
to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at Appendix A2.

Design Organisation Response

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
Name: Dominic Smith
Position / Organisation: Associate Partner, i-Transport
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at Appendix A3, if applicable.
- 3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS
- 3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the proposals.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	Marshall Close
Summary:	Parking bays are provided where an embanked verge is present
Acc Type:	Vehicle infrastructure knock
Marshall Close is a residential cul-de-sac that is at a lower level than the surrounding properties / footway and accommodates a verge either side that rises away from the carriageway. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of 3 metre wide parking lay-bys along sections of the carriageway whilst retaining the existing carriageway width. No cross sections have been provided with the Audit Brief and as such, the Audit Team is not aware of the proposed treatment that will accommodate the level difference. Should a retaining wall be formed along the back edge of the parking bays, it is likely that it would be struck by the door of vehicles within the lay-bys. Furthermore, pedestrians travelling along the adjacent footway may trip and fall into the parking bay resulting in a personal injury.	
RECOMMENDATION:	
It is recommended that the width of the proposed parking bays, is reduced and the ground is suitably regraded	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th February following formal issue of this Stage 1 Road Safety Audit on the 27th January 2021 Accepted - the width of the parking bays have been reduced to 2.0m (see drawing ITB14160-GA-010 Rev B) and, where there are level differences, the land will be suitably regraded as part of the detailed design process or a retaining feature will be provided. If a retaining feature is provided, then it will be set back from the edge of the layby to enable a car door to be opened and guardrail incorporated at the top of the retaining feature - see note 4 added to drawing ITB14160-GA-010 Rev B.	

A.1.2	PROBLEM
Location:	Marshall Close
Summary:	Existing level difference will generate a step
Acc Type:	Vehicle collisions and loss of control
Marshall's Close is a residential cul-de-sac that is set at a level below the associated footways and dwellings. The proposals widen and continue the existing carriageway to the south to facilitate access to a development of 200 dwellings. The verge, drive and footway link to the east of the section of carriageway that is to be widened, rises away from the carriageway and therefore the widening will result in a step, raising the risk of a loss of control type incident.	
RECOMMENDATION:	
It is recommended that the verge, drive and footway link are regraded	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th February 2021 following formal issue of this Stage 1 Road Safety Audit on the 27th January 2021 Accepted – the verge, drive connection and footway link which fall within the highway will be regarded as part of the detailed design. In addition, further footway provision has been included within the design to provide an alternative pedestrian connection with a reduced gradient. The amendments are presented in Drawing ITB14160-GA-010 Rev B.	
A.2	GENERAL
A.2.1	PROBLEM
Location:	Marshall Close
Summary:	Insufficient space is available for a car to pass an HGV on approach to the bend in the road
Acc Type:	Sideswipes
Marshall Close is a residential cul-de-sac that forms a T-junction serving 7 properties along the straight and 4 properties as well as a set of 12 garages accessed off the carriageway to the south and 12 properties off the north. The existing cul-de-sac observes on-street parking. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of 3 metre wide parking lay-bys along sections of the carriageway to ensure that two cars can pass one another in order to facilitate access to a development of circa 200 dwellings via a continuation of the southern carriageway. As part of the works, a priority junction is to be formed where the northern section	

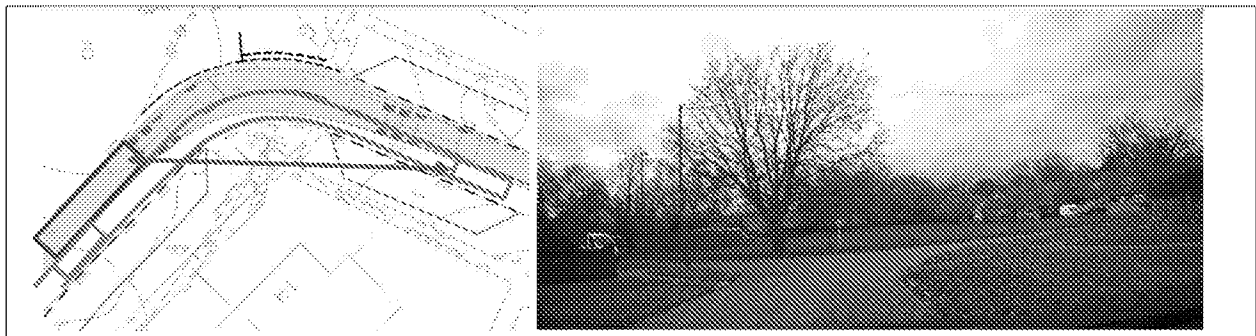
of Marshall Close meets the existing bend in the carriageway that is formed with a 12 metre centreline radius. The scheme drawings provided with the Audit Brief, illustrate that an 11.21 metre large refuse / recycling collection vehicle (RCV) can manoeuvre along Marshall Close as can two opposing cars, however, the wing mirrors don't appear to be detailed and the swept path of a RCV encroaches the opposing lane along the majority of the carriageway and as such, may not be able to pass an opposing car. Furthermore, it is noted that an 11.21 metre large refuse / recycling collection vehicle (RCV) can manoeuvre around the bend in the road by encroaching the opposing lane and that forward visibility of 19.1 metre is achievable, however, this achievable forward visibility may not be sufficient for the vehicles to become aware of each other at a safe distance where one is required to stop. Insufficient carriageway width to accommodate a RCV and domestic vehicle, could give rise to sideswipe type collisions during the weekly collections.

RECOMMENDATION:

It is recommended that the width of the carriageway is increased by reducing the width of the proposed parking bays and that the give-way road markings of the priority junction are amended to allow a RCV to continue further north where clear visibility is achievable, prior to the need to commence the manoeuvre around the bend in the road.

Location Plan:





DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th February 2021 following formal issue of this Stage 1 Road Safety Audit on the 27th January 2021

The road is not a through route so will not be accommodating buses or large numbers of larger vehicles, and RCV movements are infrequent – i.e., weekly collections. Manual for Street makes it clear that the design of local roads should accommodate service vehicles without allowing their requirements to dominate street layout. On streets with low traffic flows and speeds (such as Marshall Close) it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. A RCV already accesses Marshall Close and the proposed improvements provide a betterment to existing conditions. By its very nature, speeds along Marshall Close will be low, there is adequate forward visibility and beyond the bend a large vehicle, such as a RCV, can pass a car. Forward visibility is shown in Drawing ITB14160-GA-018.

Notwithstanding this, it is accepted that the design could be further improved through relocating the give way markings to the north and carriageway widening to allow a RCV to continue further north - this improves intervisibility between a RCV and a car in both directions at the bend. The amendments are presented in Drawing ITB14160-GA-010 Rev B.

A.2.2	PROBLEM
Location:	Marshall Close
Summary:	Vehicles are likely to park along the carriageway restricting HGV's from continuing safely
Acc Type:	Sideswipes
Marshall Close is a residential cul-de-sac which is serviced by a Refuse/Recycling Collection Vehicle (RCV) on a weekly basis and provides unrestricted parking along both sides of the carriageway which was observed. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of 3 metre wide parking lay-bys along sections of the carriageway to ensure that two cars can pass one another to facilitate access to a development of circa 200 dwellings via a continuation of the southern carriageway. Although lay-bys are to be provided, there remains sections of the carriageway where parking could take place. Any on-street parking may restrict the flow of traffic and could render the carriageway insufficient to accommodate the expected vehicles which could lead to sideswipe type incidents. Further, the 3 metre width of the proposed lay-bys are adequate to accommodate a vehicles parallel to the carriageway, however	

observations made during site visit at another site, show that the wider bays are utilised for chevron parking in order to increase the capacity of the bay, with the vehicles encroaching the carriageway. Parked vehicles encroaching the carriageway reduce the width available for vehicles to pass which could give rise to sideswipe type incidents.

RECOMMENDATION:

It is recommended that the carriageway width is increased in locations and the width of the parking lay-bys are reduced.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th February 2021 following formal issue of this Stage 1 Road Safety Audit on the 27th January 2021

A RCV already accesses Marshall Close so the proposed laybys represent an improvement on the existing situation. The number of lay-bys proposed are sufficient for the on-street parking that has been observed on Marshall Close. Additionally, it is an offence under Section 137 Highways Act (1980) to wilfully obstruct free passage along a highway, and this includes drivers parking motor vehicles that create an obstruction.

Notwithstanding the above, and as set out in response to 2.1 it is accepted that the design could be further improved through sections of carriageway widening and reducing the width of the laybys to 2.0m. The amendments are presented in Drawing ITB14160-GA-010 Rev B.

A.2.3 PROBLEM

Location: Marshall Close

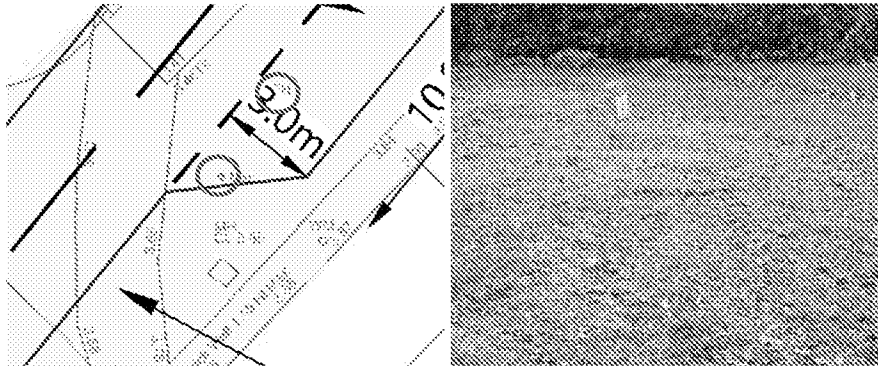
Summary: Existing utility covers will be an obstruction to vehicles

Acc Type: Vehicle collisions and loss of control

Marshall Close accommodates a number of utility covers within the existing verge, as well as, the carriageway. The proposals retain the existing carriageway, however, provide a series of 3.0-metre wide parking lay-bys at various locations. A number of the utility covers will be located within the lay-bys following the works and will become an obstruction or could fail due to inadequate strength, if not relocated or adjusted adequately.

RECOMMENDATION:

It is recommended that existing utility covers and marker posts are relocated / adjusted appropriately.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th February 2021 following formal issue of this Stage 1 Road Safety Audit on the 27th January 2021

Accepted - utility covers and marker posts will be addressed as part of the detailed design. A note has been added to drawing IT B14160-GA-010 Rev B.

A.2.4 PROBLEM

Location: Scheme

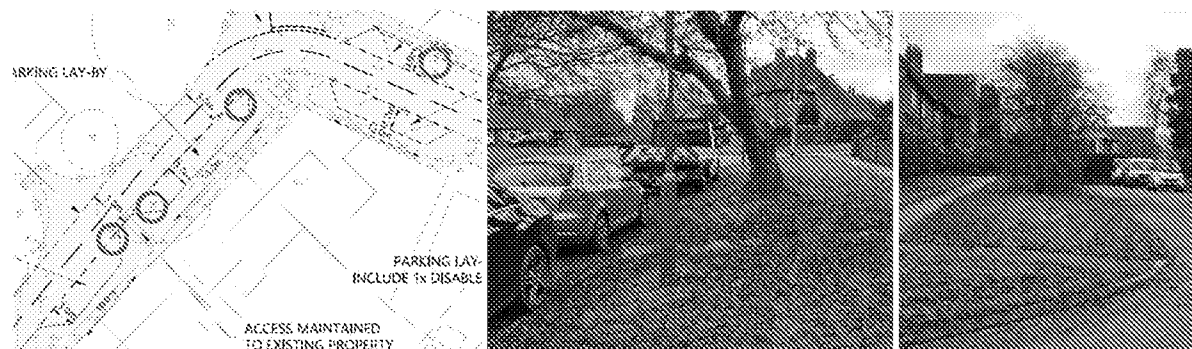
Summary: Street furniture and trees within the verge will become an obstruction

Acc Type: Vehicle collisions and loss of control

A number of trees and items of street furniture to include telegraph poles and street lighting columns are situated within the existing verge of Marshall Close. The proposals provide a number of parking lay-bys along each side of the carriageway that are to be 3.0 metres wide. Following implementation of the proposals, several trees as well as streetlights that are within the verge will be within the lay-bys and become an obstruction.

RECOMMENDATION:

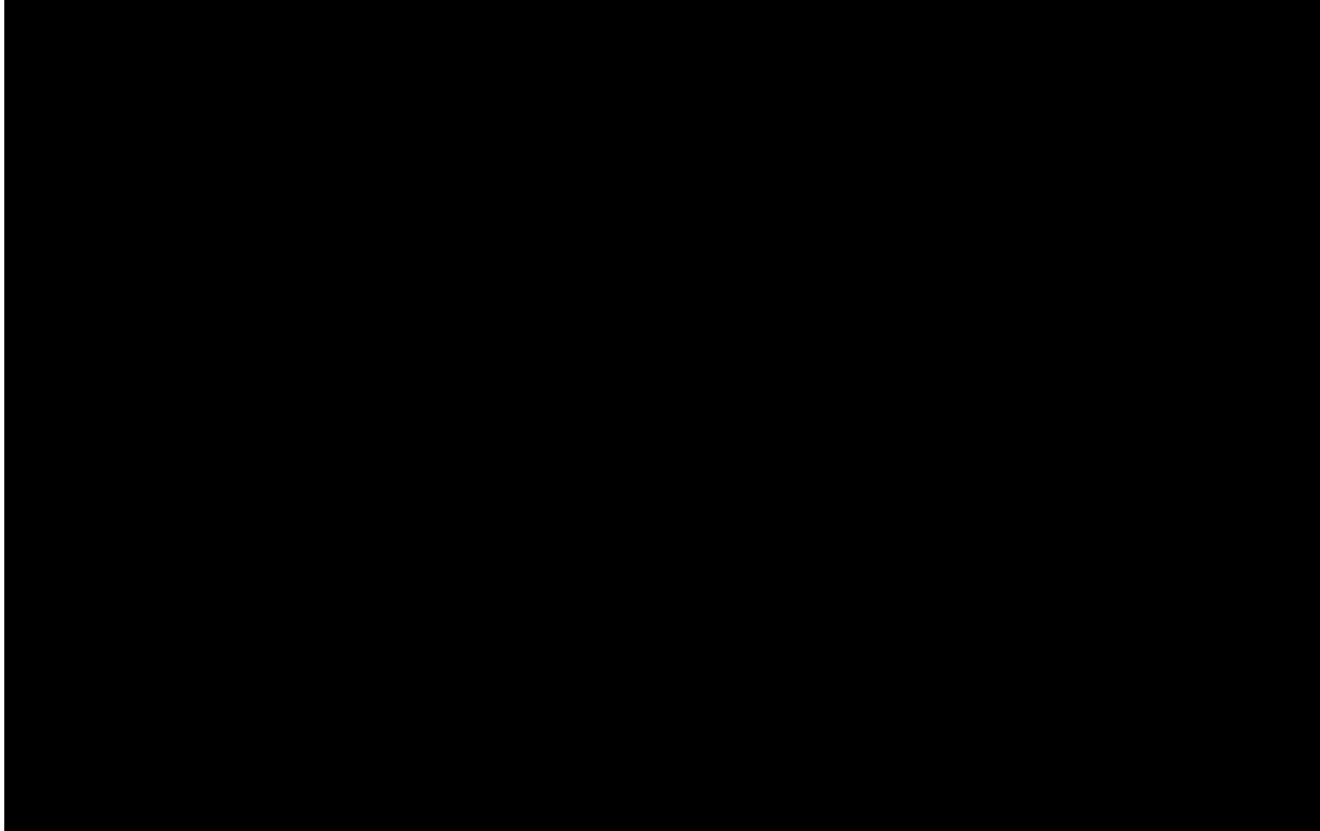
It is recommended that all obstructions are relocated accordingly whilst retaining sufficient lighting.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15 th February 2021 following formal issue of this Stage 1 Road Safety Audit on the 27 th January 2021	
Accepted – relocation of street furniture and lighting will be addressed as part of the detailed design. A note has been added to Drawing ITB14160-GA-010 Rev B.	
A.3	JUNCTIONS
	No Road Safety Concerns regarding JUNCTIONS have been raised at this stage
A.4	WALKING, CYCLING AND HORSE RIDING
	No Road Safety Concerns regarding WALKING, CYCLING AND HORSE RIDING have been raised at this stage
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.



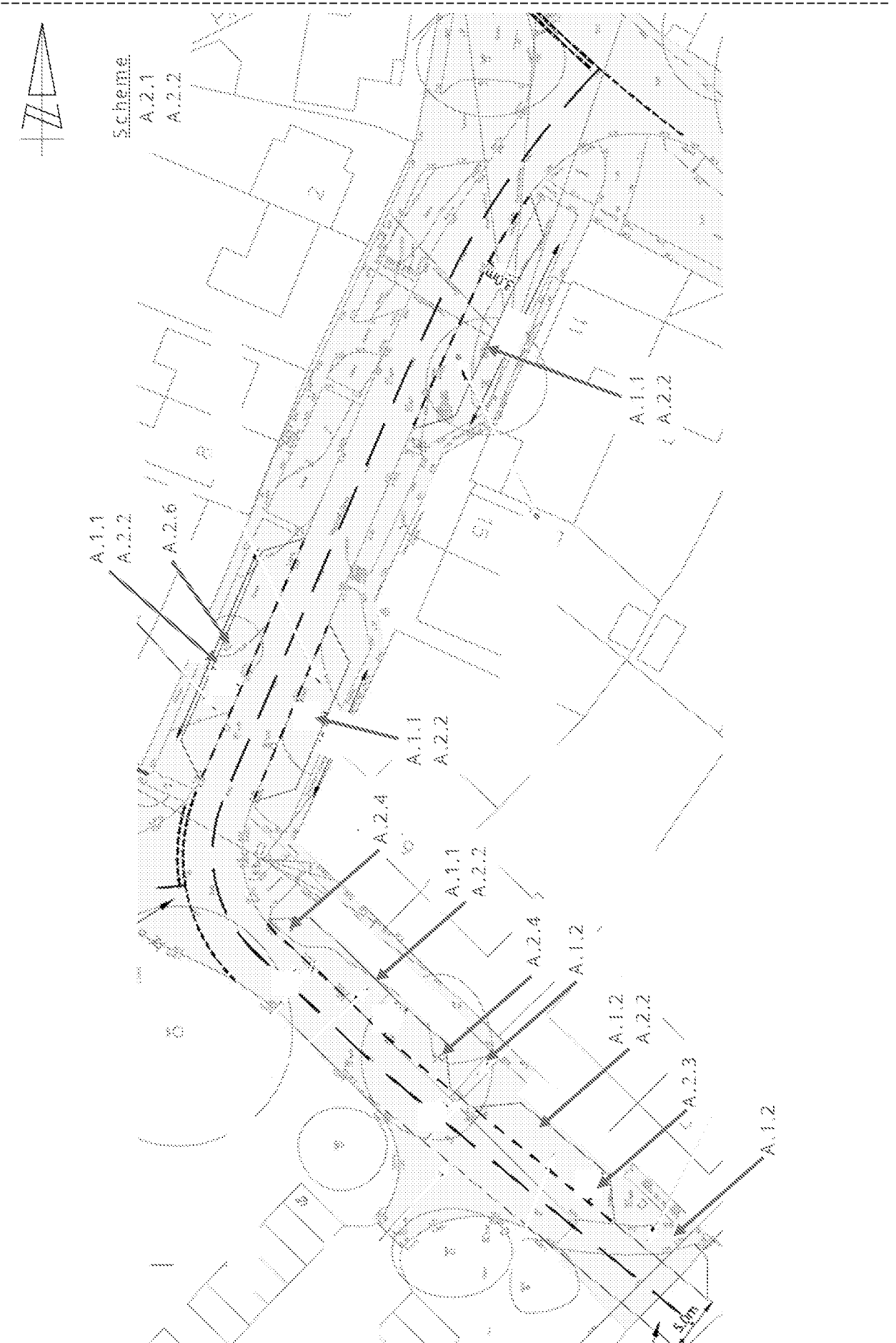
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB4160-006	-	Road Safety Audit Brief
	ITB14160-003	A	Transport Assessment
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB14160-GA-010	A	Potential Improvements to Marshall Close - Parking Lay-bys
	ITB14160-GA-011	B	Swept Path Analysis - Refuse Vehicle
	ITB14160-GA-013	A	Swept Path Analysis - Estate Car
	ITB14160-GA-005	C	Proposed Site Access from Marshall Close
	SOR018155	-	Tars farm Topographical Survey

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	IT B14160-GA-010	B	Potential Improvements to Marshall Close ~ Parking Lay-bys
	IT B14160-GA-011	C	Swept Path Analysis ~ Refuse Vehicle
	IT B14160-GA-013	B	Swept Path Analysis ~ Estate Car
	IT B14160-GA-018	-	Proposed Improvements to Marshall Close Forward Visibility

fenley

APPENDIX D. GG119 APPENDIX F TEMPLATE

Technical Note

Project No: ITB14160
Project Title: Land South of Barnham Station
Title: Stage 1 Road Safety Audit – GG119 Response Format
Ref: MG/DS/ITB14160-008
Date: 15 February 2021

SECTION 1 SUMMARY

- 1.1 Gleeson Strategic Land has submitted an outline planning application (ref: BN/142/20) to Arun District Council (ADC) for the development of up to 200 No. dwellings, with all matters reserved other than the principal means of off access. Access to the site is to be taken from Marshall Close.
- 1.2 West Sussex County Council (WSCC), as the local highway authority, provided a consultation response to the proposed development dated 16 December 2020. As part of this response a Stage 1 Road Safety Audit was requested in accordance with the WSCC Road Safety Audit Policy.
- 1.3 The RSA has been undertaken in accordance with the adopted WSCC Road Safety Audit Policy by an independent Auditor. The audit is summarised within this Technical Note in accordance with Appendix F of GG 119 Revision 2, as required by WSCC.

SECTION 2 ROAD SAFETY AUDIT RESPONSE

2.1 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	December 2020
Document Reference and Revision:	RSA-20-126-3
Prepared by:	Fenley Road Safety Limited
On behalf of:	West Sussex County Council

2.2 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Land South of Barnham Station
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Dominic Smith
Position:	Associate Partner
Signed:	
Organisation:	i-Transport LLP
Date:	15 February 2021
Approved by (Overseeing Organisation)	
Name:	Stephen Gee
Position:	Principal Transport Planner
Signed:	
Organisation:	West Sussex County Council
Date:	

Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Fenley Road Safety Limited
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1.1: Marshall Close is a residential cul-de-sac that is at a lower level than the surrounding properties / footway and accommodates a verge either side that rises away from the carriageway. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of 3 metre wide parking lay-bys along sections of the carriageway whilst retaining the existing carriageway width. No cross sections have been provided with the Audit Brief and as such, the Audit Team is not aware of the proposed treatment that will accommodate the level difference. Should a retaining wall be formed along the back edge of the parking bays, it is likely that it would be struck by the door of vehicles within the lay-bys. Furthermore, pedestrians travelling along the adjacent footway may trip and fall into the parking bay resulting in a personal injury.	It is recommended that the width of the proposed parking bays is reduced and the ground is suitably regraded	Accepted – the widths of the parking bays have been reduced to 2.0m (see drawing ITB14160-GA-010 Rev B) and, where there are level differences, the land will be suitably regraded as part of the detailed design process or a retaining feature will be provided. If a retaining feature is provided, then it will be set back from the edge of the layby to enable a car door to be opened and guardrail incorporated at the top of the retaining feature - see note 4 added to drawing ITB14160-GA-010 Rev B		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1.3 Marshalls Close is a residential cul-de-sac that is set at a level below the associated footways and dwellings. The proposals widen and continue the existing carriageway to the south to facilitate access to a development of 200 dwellings. The verge, drive and footway link to the east of the section of carriageway that is to be widened will result in a step raising the risk of a loss of control type incident.	It is recommended that the verge, drive and footway link are regraded	Accepted – the verge, drive connection and footway link which fall within the highway will be regarded as part of the detailed design. In addition, further footway provision has been included within the design to provide an alternative pedestrian connection with a reduced gradient. The amendments are presented in Drawing ITB14160-GA-010 Rev B.		

2.1 Marshall Close is a residential cul-de-sac that forms a 'T' serving 7 properties along the straight and 4 properties as well as a set of 12 garages accessed off the carriageway to the south and 12 properties off the north. The existing cul-de-sac observes on-street parking. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of 3 metre wide parking lay-bys along sections of the carriageway to ensure that two cars can pass one another in order to facilitate access to a development of circa 200 dwellings via a continuation of the southern carriageway. As part of the works, a priority junction is to be formed where the northern section of Marshall Close meets the existing bend in the carriageway that is formed with a 12 metre centreline radius. The scheme drawings provided with the Audit Brief, illustrate that an 11.21 metre large refuse / recycling collection vehicle (RCV) can manoeuvre along Marshall Close as can two opposing cars, however, the wing mirrors don't appear to be detailed and the swept path of a RCV encroaches the opposing lane along the majority of the carriageway and as such, may not be able to pass an opposing car. Furthermore, it is noted that an 11.21 metre large refuse / recycling collection vehicle (RCV) can	It is recommended that the width of the carriageway is increased by reducing the width of the proposed parking bays and that the give-way road markings of the priority junction are amended to allow a RCV to continue further north where clear visibility is achievable, prior to the need to commence the manoeuvre around the bend in the road	The road is not a through route so will not be accommodating buses or large numbers of larger vehicles, and RCV movements are infrequent – i.e., weekly collections. Manual for Street makes is clear that the design of local roads should accommodate service vehicles without allowing their requirements to dominate street layout. On streets with low traffic flows and speeds (such as Marshall Close) it may be assumed that they will be able to use the full width of the carriageway to the manoeuvre. A RCV already accesses Marshall Close and the proposed improvements provide a betterment to existing conditions. By its very nature, speeds along Marshall Close will be low, there is adequate forward visibility and beyond the bend a large vehicle, such as		
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RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
manoeuvre around the bend in the road by encroaching the opposing lane and that forward visibility of 19.1 metre is achievable, however, this achievable forward visibility may not be sufficient for the vehicles to become aware of each other at a safe distance where one is required to stop. Insufficient carriageway width to accommodate a RCV and domestic vehicle, could give rise to sideswipe type collisions during the weekly collections		a RCV, can pass a car. Forward visibility is shown in Drawing ITB14160-GA-018. Notwithstanding this, it is accepted that the design could be further improved through relocating the give way markings to the north and carriageway widening to allow a RCV to continue further north - this improves intervisibility between a RCV and a car in both directions at the bend. The amendments are presented in Drawing ITB14160-GA-010 Rev B.		

2.2 Marshall Close is a residential cul-de-sac which is serviced by a Refuse/Recycling Collection Vehicle (RCV) on a weekly basis and provides unrestricted parking along both sides of the carriageway. There is existing on-street parking along the cul-de-sac. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of 3 metre wide parking lay-bys along sections of the carriageway to ensure that two cars can pass one another to facilitate access to a development of circa 200 dwellings via a continuation of the southern carriageway. Although lay-bys are to be provided, there remains sections of the carriageway where parking could take place. Any on-street parking may restrict the flow of traffic and could render the carriageway insufficient to accommodate the expected vehicles which could lead to sideswipe type incidents. Further, the 3 metre width of the proposed lay-bys are adequate to accommodate a vehicles parallel to the carriageway, however observations made during site visit at another site, show that the wider bays are utilised for chevron parking in order to increase the capacity of the bay, with the vehicles encroaching the carriageway. Parked vehicles encroaching the carriageway reduce the width available for	It is recommended that the carriageway width is increased by reducing the width of the parking lay-bys.	A RCV already accesses Marshall Close so the proposed layby's represent an improvement on the existing situation. The number of lay-bys proposed are sufficient for the on-street parking that has been observed on Marshall Close. Additionally, it is an offence under Section 137 Highways Act (1980) to wilfully obstruct free passage along a highway, and this include drivers parking motor vehicles that create an obstruction. Notwithstanding the above, and as set out in response to 2.1 it is accepted that the design could be further improved through sections of carriageway widening and reducing the width of the laybys to 2.0m. The amendments are presented in Drawing ITB14160-GA-010 Rev B		
---	--	--	--	--

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
vehicles to pass which could give rise to sideswipe type incidents.				
2.3: Marshall Close accommodates a number of utility covers within the existing verge, as well as, the carriageway. The proposals retain the existing carriageway, however, provide a series of 3.0-metre wide parking lay-bys at various locations. A number of the utility covers will be located within the lay-bys following the works and will become an obstruction or could fail due to inadequate strength, if not relocated or adjusted adequately.	It is recommended that existing utility covers and marker posts are relocated /adjusted appropriately.	Accepted – utility covers and marker posts will be addressed at the detailed S278 design. A note has been added to drawing ITB14160-GA-010 Rev B.		
2.4: A number of trees and items of street furniture to include telegraph poles and street lighting columns are situated within the existing verge of Marshall Close. The proposals provide a number of parking lay-bys along each side of the carriageway that are to be 3.0 metres wide. Following implementation of the proposals, several trees as well as streetlights that are within the verge will be within the lay-bys and become an obstruction.	It is recommended that all obstructions are relocated accordingly whilst retaining sufficient lighting.	Accepted – relocation of street furniture and lighting will be addressed as part of the detailed S278 design. A note has been added to drawing ITB14160-GA-010 Rev B.		

2.3 Design Organisation and Overseeing Organisation Statements

Table F.5: Design Organisation Statement

On behalf of the design organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Dominic Smith
Signed:	
Position:	Associate Partner
Organisation:	i-Transport LLP
Date:	

Table F.6: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name:	Stephen Gee
Signed:	
Position:	Principal Transport Planner
Organisation:	West Sussex County Council
Date:	

APPENDIX E. TRICS OUTPUTS

Calculation Reference: AUDIT-236601-210122-0128

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 116 to 288 (units:)
 Range Selected by User: 100 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	6 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
2	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
3	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
4	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD HERNE BAY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
5	NF-03-A-16	MIXED HOUSES & FLATS	NORFOLK
	NORWICH COMMON WYMONDHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	138	
	Survey date: TUESDAY	20/10/15	Survey Type: DIRECTIONAL ATC COUNT
6	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
7	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	176	0.100	7	176	0.283	7	176	0.383
08:00 - 09:00	7	176	0.148	7	176	0.330	7	176	0.478
09:00 - 10:00	7	176	0.136	7	176	0.160	7	176	0.296
10:00 - 11:00	7	176	0.134	7	176	0.179	7	176	0.313
11:00 - 12:00	7	176	0.118	7	176	0.157	7	176	0.275
12:00 - 13:00	7	176	0.158	7	176	0.150	7	176	0.308
13:00 - 14:00	7	176	0.163	7	176	0.140	7	176	0.303
14:00 - 15:00	7	176	0.190	7	176	0.177	7	176	0.367
15:00 - 16:00	7	176	0.261	7	176	0.172	7	176	0.433
16:00 - 17:00	7	176	0.266	7	176	0.184	7	176	0.450
17:00 - 18:00	7	176	0.338	7	176	0.161	7	176	0.499
18:00 - 19:00	7	176	0.270	7	176	0.189	7	176	0.459
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.282			2.282			4.564

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP * FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 116 - 288 (units:)
 Survey date range: 01/01/12 - 08/10/20
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX F. CHURCH LANE / YAPTON ROAD JUNCTIONS 9 OUTPUTS

Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.1.7462 © Copyright TRL Limited, 2019		
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: Church Lane-Yapton Road.j9

Path: T:\Projects\14000 Series\14160\ITB Tars Farm, Barnham\Tech\Junction Assessments\Picady

Report generation date: 20/01/2021 11:15:14

»2020, AM
 »2020, PM
 »2023 + CD, AM
 »2023 + CD, PM
 »2025 + CD, AM
 »2025 + CD, PM
 »2031 + CD, AM
 »2031 + CD, PM
 »2023 + CD + D, AM
 »2023 + CD + D, PM
 »2025 + CD + D, AM
 »2025 + CD + D, PM
 »2031 + CD + D, AM
 »2031 + CD + D, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2020						
Stream B-AC	0.1	9.65	0.13	0.1	9.29	0.12
Stream C-AB	0.1	5.26	0.07	0.2	4.75	0.10
2023 + CD						
Stream B-AC	0.2	10.03	0.13	0.1	9.58	0.13
Stream C-AB	0.1	5.26	0.08	0.2	4.68	0.11
2025 + CD						
Stream B-AC	0.2	10.12	0.14	0.2	9.67	0.13
Stream C-AB	0.1	5.25	0.08	0.2	4.66	0.11
2031 + CD						
Stream B-AC	0.2	10.38	0.14	0.2	9.91	0.14
Stream C-AB	0.2	5.24	0.09	0.3	4.64	0.12
2023 + CD + D						
Stream B-AC	0.6	14.46	0.36	0.3	11.22	0.22
Stream C-AB	0.3	5.42	0.12	0.6	5.14	0.23
2025 + CD + D						
Stream B-AC	0.6	14.66	0.36	0.3	11.33	0.23
Stream C-AB	0.3	5.41	0.13	0.6	5.14	0.23
2031 + CD + D						
Stream B-AC	0.6	15.23	0.38	0.3	11.67	0.24
Stream C-AB	0.3	5.40	0.13	0.7	5.15	0.25

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

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

File summary

File Description

Title	
Location	
Site number	
Date	22/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2023	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2025	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2025	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	2031	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G5
D8	2031	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G6
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D17	Dev	AM	ONE HOUR	07:45	09:15	15			
D18	Dev	PM	ONE HOUR	16:45	18:15	15			
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2020 - 2023 AM		1.0230
G2	2020 - 2023 PM		1.0230
G3	2020 - 2025 AM		1.0380
G4	2020 - 2025 PM		1.0390
G5	2020 - 2031 AM		1.0790
G6	2020 - 2031 PM		1.0830

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

Analysis Set Details

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

2020, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Yapton Road E		Major
B	Church Lane		Minor
C	Yapton Road W		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 - Yapton Road W	6.26			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Church Lane	One lane	2.67	24	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	494	0.089	0.225	0.141	0.321
B-C	635	0.096	0.243	-	-
C-B	632	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	513	100.000
B - Church Lane		ONE HOUR	✓	49	100.000
C - Yapton Road W		ONE HOUR	✓	365	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	10	503
	B - Church Lane	11	0	38
	C - Yapton Road W	339	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	3
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	9.65	0.1	A	45	67
C-AB	0.07	5.26	0.1	A	42	63
C-A					293	439
AB					9	14
AC					462	692

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	478	0.077	37	0.0	0.1	8.148	A
C-AB	30	8	716	0.043	30	0.0	0.1	5.250	A
C-A	244	61			244				
AB	8	2			8				
AC	379	95			379				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	457	0.096	44	0.1	0.1	8.716	A
C-AB	40	10	735	0.054	40	0.1	0.1	5.179	A
C-A	288	72			288				
AB	9	2			9				
AC	452	113			452				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	427	0.126	54	0.1	0.1	9.639	A
C-AB	56	14	764	0.074	56	0.1	0.1	5.088	A
C-A	346	86			346				
AB	11	3			11				
AC	554	138			554				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	427	0.126	54	0.1	0.1	9.647	A
C-AB	56	14	764	0.074	56	0.1	0.1	5.092	A
C-A	346	86			346				
AB	11	3			11				
AC	554	138			554				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	457	0.096	44	0.1	0.1	8.727	A
C-AB	40	10	735	0.055	40	0.1	0.1	5.184	A
C-A	288	72			288				
AB	9	2			9				
AC	452	113			452				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	478	0.077	37	0.1	0.1	8.163	A
C-AB	31	8	716	0.043	31	0.1	0.1	5.259	A
C-A	244	61			244				
AB	8	2			8				
AC	379	95			379				

2020, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	348	100.000
B - Church Lane		ONE HOUR	✓	50	100.000
C - Yapton Road W		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	16	332
	B - Church Lane	17	0	33
	C - Yapton Road W	460	35	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	9.29	0.1	A	46	69
C-AB	0.10	4.75	0.2	A	66	99
C-A					388	582
A-B					15	22
A-C					305	457

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	488	0.077	37	0.0	0.1	7.989	A
C-AB	46	12	805	0.057	46	0.0	0.1	4.742	A
C-A	326	82			326				
A-B	12	3			12				
A-C	250	62			250				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	469	0.096	45	0.1	0.1	8.486	A
C-AB	62	16	841	0.074	62	0.1	0.1	4.621	A
C-A	383	96			383				
A-B	14	4			14				
A-C	298	75			298				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	443	0.124	55	0.1	0.1	9.284	A
C-AB	89	22	893	0.100	89	0.1	0.2	4.479	A
C-A	456	114			456				
A-B	18	4			18				
A-C	366	91			366				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	443	0.124	55	0.1	0.1	9.290	A
C-AB	89	22	894	0.100	89	0.2	0.2	4.482	A
C-A	456	114			456				
A-B	18	4			18				
A-C	366	91			366				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	469	0.096	45	0.1	0.1	8.498	A
C-AB	62	16	842	0.074	63	0.2	0.1	4.626	A
C-A	383	96			383				
A-B	14	4			14				
A-C	298	75			298				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	488	0.077	38	0.1	0.1	8.004	A
C-AB	46	12	805	0.058	47	0.1	0.1	4.748	A
C-A	326	82			326				
A-B	12	3			12				
A-C	250	62			250				

2023 + CD, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.77	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 segment length (min)	Run automatically	Relationship type	Relationship
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	557	100.000
B - Church Lane		ONE HOUR	✓	50	100.000
C - Yapton Road W		ONE HOUR	✓	381	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	10	547
	B - Church Lane	11	0	39
	C - Yapton Road W	355	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	3
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	10.03	0.2	B	46	69
C-AB	0.08	5.26	0.1	A	45	67
C-A					305	458
A-B					9	14
A-C					502	752

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	470	0.080	37	0.0	0.1	8.324	A
C-AB	32	8	717	0.044	32	0.0	0.1	5.250	A
C-A	255	64			255				
A-B	8	2			8				
A-C	411	103			411				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	447	0.101	45	0.1	0.1	8.962	A
C-AB	42	11	737	0.057	42	0.1	0.1	5.176	A
C-A	301	75			301				
A-B	9	2			9				
A-C	491	123			491				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	414	0.133	55	0.1	0.2	10.019	B
C-AB	60	15	767	0.078	60	0.1	0.1	5.087	A
C-A	360	90			360				
A-B	11	3			11				
A-C	602	150			602				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	414	0.133	55	0.2	0.2	10.027	B
C-AB	60	15	767	0.078	60	0.1	0.1	5.094	A
C-A	360	90			360				
A-B	11	3			11				
A-C	602	150			602				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	447	0.101	45	0.2	0.1	8.974	A
C-AB	42	11	738	0.057	43	0.1	0.1	5.185	A
C-A	301	75			301				
A-B	9	2			9				
A-C	491	123			491				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	469	0.080	38	0.1	0.1	8.343	A
C-AB	32	8	717	0.045	32	0.1	0.1	5.257	A
C-A	255	64			255				
A-B	8	2			8				
A-C	411	103			411				

2023 + CD, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	373	100.000
B - Church Lane		ONE HOUR	✓	51	100.000
C - Yapton Road W		ONE HOUR	✓	532	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	16	357
	B - Church Lane	17	0	34
	C - Yapton Road W	497	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	9.58	0.1	A	47	70
C-AB	0.11	4.68	0.2	A	72	108
C-A					417	625
A-B					15	23
A-C					327	491

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	481	0.080	38	0.0	0.1	8.128	A
C-AB	50	12	820	0.060	49	0.0	0.1	4.669	A
C-A	351	88			351				
A-B	12	3			12				
A-C	268	67			268				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	461	0.100	46	0.1	0.1	8.679	A
C-AB	67	17	860	0.078	67	0.1	0.1	4.540	A
C-A	411	103			411				
A-B	15	4			15				
A-C	321	80			321				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	432	0.130	56	0.1	0.1	9.576	A
C-AB	98	25	917	0.107	98	0.1	0.2	4.398	A
C-A	488	122			488				
A-B	18	5			18				
A-C	393	98			393				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	432	0.130	56	0.1	0.1	9.585	A
C-AB	98	25	917	0.107	98	0.2	0.2	4.399	A
C-A	488	122			488				
A-B	18	5			18				
A-C	393	98			393				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	461	0.100	46	0.1	0.1	8.690	A
C-AB	67	17	860	0.078	68	0.2	0.1	4.547	A
C-A	411	103			411				
AB	15	4			15				
AC	321	80			321				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	481	0.080	39	0.1	0.1	8.145	A
C-AB	50	12	820	0.061	50	0.1	0.1	4.677	A
C-A	351	88			351				
AB	12	3			12				
AC	268	67			268				

2025 + CD, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	564	100.000
B - Church Lane		ONE HOUR	✓	51	100.000
C - Yapton Road W		ONE HOUR	✓	387	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	10	554
	B - Church Lane	11	0	39
	C - Yapton Road W	360	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	3
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	10.12	0.2	B	47	70
C-AB	0.08	5.25	0.1	A	46	69
C-A					309	464
A-B					10	14
A-C					508	763

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	468	0.082	38	0.0	0.1	8.366	A
C-AB	33	8	719	0.045	32	0.0	0.1	5.244	A
C-A	259	65			259				
A-B	8	2			8				
A-C	417	104			417				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	445	0.103	46	0.1	0.1	9.022	A
C-AB	43	11	739	0.059	43	0.1	0.1	5.170	A
C-A	305	76			305				
A-B	9	2			9				
A-C	498	125			498				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	412	0.136	56	0.1	0.2	10.111	B
C-AB	61	15	770	0.080	61	0.1	0.1	5.083	A
C-A	364	91			364				
A-B	11	3			11				
A-C	610	153			610				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	412	0.136	56	0.2	0.2	10.120	B
C-AB	62	15	770	0.080	62	0.1	0.1	5.086	A
C-A	364	91			364				
A-B	11	3			11				
A-C	610	153			610				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	445	0.103	46	0.2	0.1	9.033	A
C-AB	43	11	739	0.059	44	0.1	0.1	5.180	A
C-A	304	76			304				
A-B	9	2			9				
A-C	498	125			498				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	468	0.082	38	0.1	0.1	8.386	A
C-AB	33	8	719	0.046	33	0.1	0.1	5.251	A
C-A	259	65			259				
A-B	8	2			8				
A-C	417	104			417				

2025 + CD, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	379	100.000
B - Church Lane		ONE HOUR	✓	52	100.000
C - Yapton Road W		ONE HOUR	✓	540	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	17	362
	B - Church Lane	18	0	34
	C - Yapton Road W	504	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	9.67	0.2	A	48	72
C-AB	0.11	4.66	0.2	A	74	111
C-A					422	633
A-B					15	23
A-C					332	498

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	479	0.082	39	0.0	0.1	8.161	A
C-AB	51	13	823	0.062	50	0.0	0.1	4.658	A
C-A	356	89			356				
A-B	13	3			13				
A-C	272	68			272				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	459	0.102	47	0.1	0.1	8.734	A
C-AB	69	17	864	0.080	69	0.1	0.1	4.529	A
C-A	417	104			417				
A-B	15	4			15				
A-C	325	81			325				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	430	0.133	57	0.1	0.2	9.660	A
C-AB	101	25	922	0.110	101	0.1	0.2	4.389	A
C-A	494	123			494				
A-B	18	5			18				
A-C	399	100			399				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	430	0.133	57	0.2	0.2	9.668	A
C-AB	101	25	922	0.110	101	0.2	0.2	4.391	A
C-A	494	123			494				
A-B	18	5			18				
A-C	399	100			399				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	459	0.102	47	0.2	0.1	8.747	A
C-AB	69	17	864	0.080	70	0.2	0.2	4.535	A
C-A	417	104			417				
AB	15	4			15				
AC	325	81			325				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	479	0.082	39	0.1	0.1	8.186	A
C-AB	51	13	823	0.062	51	0.2	0.1	4.664	A
C-A	356	89			356				
AB	13	3			13				
AC	272	68			272				

2031 + CD, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.80	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 segment length (min)	Run automatically	Relationship type	Relationship
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	586	100.000
B - Church Lane		ONE HOUR	✓	53	100.000
C - Yapton Road W		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Yapton Road E	B - Church Lane	C - Yapton Road W
	A - Yapton Road E	0	11	575
	B - Church Lane	12	0	41
	C - Yapton Road W	374	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Yapton Road E	B - Church Lane	C - Yapton Road W
	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	3
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	10.38	0.2	B	49	73
C-AB	0.09	5.24	0.2	A	49	73
C-A					320	480
A-B					10	15
A-C					527	791

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	463	0.086	39	0.0	0.1	8.484	A
C-AB	35	9	723	0.048	34	0.0	0.1	5.228	A
C-A	268	67			268				
A-B	8	2			8				
A-C	433	108			433				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	439	0.108	47	0.1	0.1	9.188	A
C-AB	46	12	745	0.062	46	0.1	0.1	5.155	A
C-A	315	79			315				
A-B	10	2			10				
A-C	517	129			517				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	405	0.144	58	0.1	0.2	10.373	B
C-AB	66	16	777	0.085	66	0.1	0.2	5.064	A
C-A	376	94			376				
A-B	12	3			12				
A-C	633	158			633				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	405	0.144	58	0.2	0.2	10.384	B
C-AB	66	17	777	0.085	66	0.2	0.2	5.071	A
C-A	376	94			376				
A-B	12	3			12				
A-C	633	158			633				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	439	0.108	48	0.2	0.1	9.201	A
C-AB	46	12	745	0.062	46	0.2	0.1	5.161	A
C-A	315	79			315				
A-B	10	2			10				
A-C	517	129			517				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	463	0.086	40	0.1	0.1	8.505	A
C-AB	35	9	723	0.048	35	0.1	0.1	5.237	A
C-A	268	67			268				
A-B	8	2			8				
A-C	433	108			433				

2031 + CD, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	394	100.000
B - Church Lane		ONE HOUR	✓	54	100.000
C - Yapton Road W		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	17	377
	B - Church Lane	18	0	36
	C - Yapton Road W	524	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	9.91	0.2	A	50	75
C-AB	0.12	4.64	0.3	A	80	119
C-A					436	654
A-B					16	24
A-C					346	518

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	475	0.086	40	0.0	0.1	8.277	A
C-AB	54	14	831	0.065	54	0.0	0.1	4.630	A
C-A	369	92			369				
A-B	13	3			13				
A-C	283	71			283				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	454	0.107	49	0.1	0.1	8.888	A
C-AB	74	19	874	0.085	74	0.1	0.2	4.503	A
C-A	431	108			431				
A-B	16	4			16				
A-C	339	85			339				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	15	423	0.141	59	0.1	0.2	9.899	A
C-AB	110	27	935	0.117	109	0.2	0.3	4.365	A
C-A	509	127			509				
A-B	19	5			19				
A-C	415	104			415				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	15	423	0.141	60	0.2	0.2	9.908	A
C-AB	110	27	935	0.117	110	0.3	0.3	4.370	A
C-A	509	127			509				
A-B	19	5			19				
A-C	415	104			415				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	453	0.107	49	0.2	0.1	8.902	A
C-AB	74	19	874	0.085	75	0.3	0.2	4.508	A
C-A	431	108			431				
A-B	16	4			16				
A-C	339	85			339				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	475	0.086	41	0.1	0.1	8.297	A
C-AB	55	14	832	0.066	55	0.2	0.1	4.638	A
C-A	369	92			369				
A-B	13	3			13				
A-C	283	71			283				

2023 + CD + D, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	568	100.000
B - Church Lane		ONE HOUR	✓	126	100.000
C - Yapton Road W		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	21	547
	B - Church Lane	43	0	83
	C - Yapton Road W	355	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	1
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	14.46	0.6	B	116	174
C-AB	0.12	5.42	0.3	A	70	105
C-A					294	440
A-B					19	29
A-C					502	752

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	449	0.212	94	0.0	0.3	10.115	B
C-AB	50	12	716	0.070	49	0.0	0.1	5.404	A
C-A	248	62			248				
A-B	16	4			16				
A-C	411	103			411				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	423	0.268	113	0.3	0.4	11.582	B
C-AB	66	17	736	0.090	66	0.1	0.2	5.380	A
C-A	290	73			290				
A-B	19	5			19				
A-C	491	123			491				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	388	0.358	138	0.4	0.5	14.375	B
C-AB	94	24	765	0.123	94	0.2	0.3	5.365	A
C-A	342	86			342				
A-B	23	6			23				
A-C	602	150			602				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	388	0.358	139	0.5	0.6	14.457	B
C-AB	94	24	765	0.123	94	0.3	0.3	5.375	A
C-A	342	86			342				
A-B	23	6			23				
A-C	602	150			602				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	423	0.268	114	0.6	0.4	11.666	E
C-AB	66	17	736	0.090	67	0.3	0.2	5.392	A
C-A	290	72			290				
AB	19	5			19				
AC	491	123			491				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	449	0.212	95	0.4	0.3	10.203	E
C-AB	50	13	716	0.070	50	0.2	0.1	5.417	A
C-A	248	62			248				
AB	16	4			16				
AC	411	103			411				

2023 + CD + D, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	402	100.000
B - Church Lane		ONE HOUR	✓	83	100.000
C - Yapton Road W		ONE HOUR	✓	572	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	45	357
	B - Church Lane	30	0	53
	C - Yapton Road W	497	76	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	11.22	0.3	B	76	114
C-AB	0.23	5.14	0.6	A	153	230
C-A					372	558
A-B					42	62
A-C					327	491

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	467	0.134	62	0.0	0.2	8.869	A
C-AB	105	26	816	0.129	104	0.0	0.3	5.057	A
C-A	326	81			326				
A-B	34	9			34				
A-C	268	67			268				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	445	0.168	75	0.2	0.2	9.720	A
C-AB	143	36	856	0.167	143	0.3	0.4	5.058	A
C-A	371	93			371				
A-B	41	10			41				
A-C	321	80			321				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	413	0.222	91	0.2	0.3	11.191	B
C-AB	210	52	912	0.230	209	0.4	0.6	5.129	A
C-A	420	105			420				
A-B	50	12			50				
A-C	393	98			393				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	412	0.222	92	0.3	0.3	11.217	B
C-AB	210	53	912	0.230	210	0.6	0.6	5.144	A
C-A	420	105			420				
A-B	50	12			50				
A-C	393	98			393				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	445	0.168	75	0.3	0.2	9.752	A
C-AB	144	36	856	0.168	145	0.6	0.4	5.073	A
C-A	371	93			371				
AB	41	10			41				
AC	321	80			321				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	467	0.134	63	0.2	0.2	8.909	A
C-AB	106	26	817	0.130	106	0.4	0.3	5.081	A
C-A	325	81			325				
AB	34	9			34				
AC	268	67			268				

2025 + CD + D, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	575	100.000
B - Church Lane		ONE HOUR	✓	127	100.000
C - Yapton Road W		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	21	554
	B - Church Lane	43	0	83
	C - Yapton Road W	360	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	1
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	14.66	0.6	B	116	175
C-AB	0.13	5.41	0.3	A	72	107
C-A					297	446
A-B					20	29
A-C					508	763

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	447	0.214	94	0.0	0.3	10.179	B
C-AB	51	13	717	0.071	50	0.0	0.1	5.398	A
C-A	252	63			252				
A-B	16	4			16				
A-C	417	104			417				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	29	421	0.271	114	0.3	0.4	11.680	B
C-AB	68	17	737	0.092	67	0.1	0.2	5.373	A
C-A	294	73			294				
A-B	19	5			19				
A-C	498	125			498				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	385	0.363	139	0.4	0.6	14.567	B
C-AB	96	24	768	0.125	96	0.2	0.3	5.363	A
C-A	346	87			346				
A-B	24	6			24				
A-C	610	153			610				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	385	0.363	140	0.6	0.6	14.656	B
C-AB	96	24	768	0.125	96	0.3	0.3	5.369	A
C-A	346	87			346				
A-B	24	6			24				
A-C	610	153			610				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	29	421	0.271	115	0.6	0.4	11.770	E
C-AB	68	17	738	0.092	68	0.3	0.2	5.387	A
C-A	294	73			294				
AB	19	5			19				
AC	498	125			498				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	447	0.214	96	0.4	0.3	10.268	E
C-AB	51	13	717	0.071	51	0.2	0.1	5.412	A
C-A	251	63			251				
AB	16	4			16				
AC	417	104			417				

2025 + CD + D, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	408	100.000
B - Church Lane		ONE HOUR	✓	84	100.000
C - Yapton Road W		ONE HOUR	✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	46	362
	B - Church Lane	31	0	53
	C - Yapton Road W	504	76	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	11.33	0.3	B	77	116
C-AB	0.23	5.14	0.6	A	156	234
C-A					376	565
A-B					42	63
A-C					332	498

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	466	0.136	63	0.0	0.2	8.916	A
C-AB	107	27	819	0.131	106	0.0	0.3	5.048	A
C-A	330	82			330				
A-B	34	9			34				
A-C	272	68			272				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	443	0.170	75	0.2	0.2	9.789	A
C-AB	146	36	859	0.170	145	0.3	0.4	5.051	A
C-A	376	94			376				
A-B	41	10			41				
A-C	325	81			325				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	410	0.225	92	0.2	0.3	11.307	B
C-AB	214	54	917	0.234	213	0.4	0.6	5.129	A
C-A	425	106			425				
A-B	50	13			50				
A-C	399	100			399				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	410	0.225	92	0.3	0.3	11.333	B
C-AB	215	54	917	0.234	215	0.6	0.6	5.142	A
C-A	424	106			424				
A-B	50	13			50				
A-C	399	100			399				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	443	0.170	76	0.3	0.2	9.820	A
C-AB	146	37	860	0.170	147	0.6	0.4	5.067	A
C-A	375	94			375				
A-B	41	10			41				
A-C	325	81			325				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	466	0.136	63	0.2	0.2	8.958	A
C-AB	108	27	820	0.132	108	0.4	0.3	5.073	A
C-A	329	82			329				
A-B	34	9			34				
A-C	272	68			272				

2031 + CD + D, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.11	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 segment length (min)	Run automatically	Relationship type	Relationship
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	597	100.000
B - Church Lane		ONE HOUR	✓	129	100.000
C - Yapton Road W		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	22	575
	B - Church Lane	44	0	85
	C - Yapton Road W	374	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	1
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	15.23	0.6	C	118	177
C-AB	0.13	5.40	0.3	A	75	113
C-A					307	461
A-B					20	30
A-C					527	791

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	443	0.219	96	0.0	0.3	10.353	B
C-AB	53	13	721	0.074	53	0.0	0.1	5.384	A
C-A	261	65			261				
A-B	16	4			16				
A-C	433	108			433				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	416	0.279	115	0.3	0.4	11.964	B
C-AB	71	18	743	0.096	71	0.1	0.2	5.361	A
C-A	304	76			304				
A-B	20	5			20				
A-C	517	129			517				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	35	378	0.375	141	0.4	0.6	15.125	C
C-AB	102	25	774	0.131	101	0.2	0.3	5.353	A
C-A	357	89			357				
A-B	24	6			24				
A-C	633	158			633				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	35	378	0.375	142	0.6	0.6	15.230	C
C-AB	102	25	775	0.132	102	0.3	0.3	5.362	A
C-A	357	89			357				
A-B	24	6			24				
A-C	633	158			633				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	416	0.279	117	0.6	0.4	12.064	E
C-AB	71	18	743	0.096	72	0.3	0.2	5.374	A
C-A	304	76			304				
AB	20	5			20				
AC	517	129			517				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	442	0.219	97	0.4	0.3	10.449	E
C-AB	53	13	721	0.074	54	0.2	0.1	5.400	A
C-A	260	65			260				
AB	16	4			16				
AC	433	108			433				

2031 + CD + D, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	423	100.000
B - Church Lane		ONE HOUR	✓	86	100.000
C - Yapton Road W		ONE HOUR	✓	602	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	46	377
	B - Church Lane	31	0	55
	C - Yapton Road W	524	78	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	11.67	0.3	B	79	119
C-AB	0.25	5.15	0.7	A	165	247
C-A					388	582
A-B					43	64
A-C					346	518

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	462	0.141	64	0.0	0.2	9.046	A
C-AB	112	28	827	0.136	111	0.0	0.3	5.025	A
C-A	341	85			341				
A-B	35	9			35				
A-C	283	71			283				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	438	0.177	77	0.2	0.2	9.984	A
C-AB	154	38	870	0.177	153	0.3	0.4	5.032	A
C-A	388	97			388				
A-B	42	10			42				
A-C	339	85			339				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	403	0.235	94	0.2	0.3	11.636	B
C-AB	228	57	930	0.245	227	0.4	0.7	5.133	A
C-A	435	109			435				
A-B	51	13			51				
A-C	415	104			415				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	403	0.235	95	0.3	0.3	11.669	B
C-AB	228	57	930	0.245	228	0.7	0.7	5.147	A
C-A	435	109			435				
A-B	51	13			51				
A-C	415	104			415				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	437	0.177	78	0.3	0.2	10.020	S
C-AB	154	39	870	0.177	155	0.7	0.4	5.051	A
C-A	387	97			387				
AB	42	10			42				
AC	339	85			339				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	461	0.141	65	0.2	0.2	9.091	A
C-AB	113	28	828	0.136	113	0.4	0.3	5.050	A
C-A	340	85			340				
AB	35	9			35				
AC	283	71			283				

Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.1.7462 © Copyright TRL Limited, 2019		
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Filename: Yapton Road - Barnham Road - Lake Lane.j9

Path: T:\Projects\14000 Series\14160\ITB Tars Farm, Barnham\Tech\Junction Assessments\Picady

Report generation date: 20/01/2021 11:24:03

»2020, AM
 »2020, PM
 »2023 + CD, AM
 »2023 + CD, PM
 »2025 + CD, AM
 »2025 + CD, PM
 »2031 + CD, AM
 »2031 + CD, PM
 »2023 + CD + D, AM
 »2023 + CD + D, PM
 »2025 + CD + D, AM
 »2025 + CD + D, PM
 »2031 + CD + D, AM
 »2031 + CD + D, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2020						
Stream B-AC	0.9	14.05	0.47	1.0	14.29	0.50
Stream C-AB	1.0	6.75	0.37	0.3	5.90	0.16
2023 + CD						
Stream B-AC	1.0	15.12	0.49	1.1	15.61	0.52
Stream C-AB	1.1	6.80	0.39	0.4	5.87	0.17
2025 + CD						
Stream B-AC	1.0	15.57	0.50	1.1	16.12	0.54
Stream C-AB	1.2	6.88	0.40	0.4	5.88	0.18
2031 + CD						
Stream B-AC	1.1	16.93	0.53	1.3	17.71	0.57
Stream C-AB	1.3	7.11	0.43	0.4	5.92	0.19
2023 + CD + D						
Stream B-AC	1.0	15.96	0.51	1.2	16.75	0.54
Stream C-AB	1.3	6.82	0.41	0.4	5.86	0.18
2025 + CD + D						
Stream B-AC	1.1	16.46	0.52	1.2	17.34	0.56
Stream C-AB	1.3	6.90	0.42	0.4	5.87	0.18
2031 + CD + D						
Stream B-AC	1.2	18.00	0.55	1.4	19.20	0.59
Stream C-AB	1.5	7.17	0.45	0.5	5.91	0.20

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

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

File summary

File Description

Title	
Location	
Site number	
Date	22/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2023	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2025	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2025	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	2031	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G5
D8	2031	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G6
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D17	Dev	AM	ONE HOUR	07:45	09:15	15			
D18	Dev	PM	ONE HOUR	16:45	18:15	15			
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2020 - 2023 AM		1.0230
G2	2020 - 2023 PM		1.0230
G3	2020 - 2025 AM		1.0380
G4	2020 - 2025 PM		1.0390
G5	2020 - 2031 AM		1.0790
G6	2020 - 2031 PM		1.0830

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

Analysis Set Details

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

2020, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.95	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	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Yapton Road	7.90			81.3	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Lake Lane	One lane	4.52	31	146

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	645	0.108	0.272	0.171	0.389
B-C	825	0.116	0.293	-	-
C-B	621	0.221	0.221	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	412	100.000
B - Lake Lane		ONE HOUR	✓	205	100.000
C - Yapton Road		ONE HOUR	✓	548	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	127	285
	B - Lake Lane	126	0	79
	C - Yapton Road	420	128	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.47	14.05	0.9	E	188	282
C-AB	0.37	6.75	1.0	A	232	347
C-A					271	407
AB					117	175
AC					262	392

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	154	39	552	0.280	153	0.0	0.4	8.990	A
C-AB	163	41	770	0.212	162	0.0	0.4	5.914	A
C-A	249	62			249				
AB	96	24			96				
AC	215	54			215				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	523	0.353	184	0.4	0.5	10.599	B
C-AB	218	55	802	0.272	218	0.4	0.6	6.166	A
C-A	274	69			274				
AB	114	29			114				
AC	256	64			256				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	226	56	482	0.468	224	0.5	0.9	13.900	B
C-AB	312	78	848	0.368	310	0.6	1.0	6.708	A
C-A	292	73			292				
AB	140	35			140				
AC	314	78			314				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	226	56	482	0.469	226	0.9	0.9	14.050	B
C-AB	313	78	849	0.368	313	1.0	1.0	6.748	A
C-A	291	73			291				
AB	140	35			140				
AC	314	78			314				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	522	0.353	186	0.9	0.6	10.732	B
C-AB	219	55	803	0.273	221	1.0	0.6	6.217	A
C-A	273	68			273				
AB	114	29			114				
AC	256	64			256				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	154	39	551	0.280	155	0.6	0.4	9.100	A
C-AB	164	41	771	0.213	165	0.6	0.4	5.966	A
C-A	248	62			248				
AB	96	24			96				
AC	215	54			215				

2020, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	506	100.000
B - Lake Lane		ONE HOUR	✓	226	100.000
C - Yapton Road		ONE HOUR	✓	363	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Barnham Road	B - Lake Lane	C - Yapton Road
	A - Barnham Road	0	104	402
	B - Lake Lane	131	0	95
	C - Yapton Road	304	59	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	14.29	1.0	E	207	311
C-AB	0.16	5.90	0.3	A	91	137
C-A					242	363
A-B					95	143
A-C					369	553

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	43	566	0.301	168	0.0	0.4	9.028	A
C-AB	67	17	688	0.097	66	0.0	0.2	5.786	A
C-A	207	52			207				
A-B	78	20			78				
A-C	303	76			303				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	538	0.377	202	0.4	0.6	10.692	E
C-AB	87	22	706	0.123	87	0.2	0.2	5.822	A
C-A	239	60			239				
A-B	93	23			93				
A-C	361	90			361				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	501	0.497	247	0.6	1.0	14.130	E
C-AB	120	30	732	0.164	120	0.2	0.3	5.893	A
C-A	279	70			279				
A-B	115	29			115				
A-C	443	111			443				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	501	0.497	249	1.0	1.0	14.289	E
C-AB	120	30	732	0.164	120	0.3	0.3	5.897	A
C-A	279	70			279				
A-B	115	29			115				
A-C	443	111			443				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	538	0.377	205	1.0	0.6	10.832	S
C-AB	87	22	706	0.123	87	0.3	0.2	5.823	A
C-A	239	60			239				
A-B	93	23			93				
A-C	361	90			361				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	43	565	0.301	171	0.6	0.4	9.141	A
C-AB	67	17	688	0.097	67	0.2	0.2	5.798	A
C-A	206	52			206				
A-B	78	20			78				
A-C	303	76			303				

2023 + CD, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.11	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 segment length (min)	Run automatically	Relationship type	Relationship
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	429	100.000
B - Lake Lane		ONE HOUR	✓	210	100.000
C - Yapton Road		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	130	300
	B - Lake Lane	129	0	81
	C - Yapton Road	462	131	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.49	15.12	1.0	C	192	289
C-AB	0.39	6.80	1.1	A	253	380
C-A					290	435
A-B					119	179
A-C					275	412

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	39	543	0.291	156	0.0	0.4	9.265	A
C-AB	176	44	790	0.223	174	0.0	0.5	5.846	A
C-A	270	68			270				
A-B	98	24			98				
A-C	226	56			226				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	189	47	512	0.368	188	0.4	0.6	11.068	B
C-AB	238	59	826	0.288	237	0.5	0.7	6.123	A
C-A	295	74			295				
A-B	117	29			117				
A-C	269	67			269				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	469	0.492	229	0.6	0.9	14.928	B
C-AB	345	86	878	0.393	343	0.7	1.1	6.752	A
C-A	308	77			308				
A-B	143	36			143				
A-C	330	82			330				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	469	0.493	231	0.9	1.0	15.124	C
C-AB	346	86	879	0.394	346	1.1	1.1	6.803	A
C-A	307	77			307				
A-B	143	36			143				
A-C	330	82			330				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	189	47	512	0.368	190	1.0	0.6	11.232	S
C-AB	239	60	827	0.289	241	1.1	0.7	6.182	A
C-A	294	73			294				
A-B	117	29			117				
A-C	269	67			269				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	39	543	0.291	159	0.6	0.4	9.389	A
C-AB	177	44	791	0.224	178	0.7	0.5	5.902	A
C-A	269	67			269				
A-B	98	24			98				
A-C	226	56			226				

2023 + CD, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	544	100.000
B - Lake Lane		ONE HOUR	✓	231	100.000
C - Yapton Road		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	106	437
	B - Lake Lane	134	0	97
	C - Yapton Road	328	60	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.52	15.61	1.1	C	212	318
C-AB	0.17	5.87	0.4	A	98	147
C-A					259	388
A-B					98	146
A-C					401	602

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	44	555	0.314	172	0.0	0.4	9.358	A
C-AB	70	18	695	0.101	70	0.0	0.2	5.753	A
C-A	222	55			222				
A-B	80	20			80				
A-C	329	82			329				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	526	0.395	207	0.4	0.6	11.263	B
C-AB	93	23	715	0.130	92	0.2	0.2	5.787	A
C-A	256	64			256				
A-B	96	24			96				
A-C	393	98			393				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	485	0.525	253	0.6	1.1	15.390	C
C-AB	130	32	744	0.174	129	0.2	0.4	5.867	A
C-A	298	74			298				
A-B	117	29			117				
A-C	481	120			481				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	485	0.525	254	1.1	1.1	15.609	C
C-AB	130	32	744	0.175	130	0.4	0.4	5.871	A
C-A	298	74			298				
A-B	117	29			117				
A-C	481	120			481				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	526	0.395	210	1.1	0.7	11.445	S
C-AB	93	23	716	0.130	93	0.4	0.3	5.794	A
C-A	256	64			256				
A-B	96	24			96				
A-C	393	98			393				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	44	555	0.314	175	0.7	0.5	9.492	A
C-AB	71	18	696	0.102	71	0.3	0.2	5.768	A
C-A	222	55			222				
A-B	80	20			80				
A-C	329	82			329				

2025 + CD, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	436	100.000
B - Lake Lane		ONE HOUR	✓	213	100.000
C - Yapton Road		ONE HOUR	✓	601	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	132	304
	B - Lake Lane	131	0	82
	C - Yapton Road	468	133	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	15.57	1.0	C	195	293
C-AB	0.40	6.88	1.2	A	260	390
C-A					291	437
A-B					121	181
A-C					279	418

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	541	0.296	159	0.0	0.4	9.370	A
C-AB	180	45	792	0.227	178	0.0	0.5	5.862	A
C-A	272	68			272				
A-B	99	25			99				
A-C	229	57			229				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	510	0.375	191	0.4	0.6	11.256	B
C-AB	244	61	829	0.294	243	0.5	0.7	6.153	A
C-A	296	74			296				
A-B	119	30			119				
A-C	273	68			273				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	234	59	466	0.503	233	0.6	1.0	15.349	C
C-AB	355	89	882	0.402	353	0.7	1.2	6.827	A
C-A	307	77			307				
A-B	145	36			145				
A-C	335	84			335				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	234	59	465	0.504	234	1.0	1.0	15.569	C
C-AB	356	89	883	0.403	356	1.2	1.2	6.880	A
C-A	306	76			306				
A-B	145	36			145				
A-C	335	84			335				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	509	0.376	193	1.0	0.6	11.435	S
C-AB	245	61	830	0.295	247	1.2	0.7	6.214	A
C-A	295	74			295				
A-B	119	30			119				
A-C	273	68			273				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	540	0.296	161	0.6	0.4	9.505	A
C-AB	181	45	793	0.229	182	0.7	0.5	5.922	A
C-A	271	68			271				
A-B	99	25			99				
A-C	229	57			229				

2025 + CD, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.77	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 segment length (min)	Run automatically	Relationship type	Relationship
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	552	100.000
B - Lake Lane		ONE HOUR	✓	235	100.000
C - Yapton Road		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	108	444
	B - Lake Lane	136	0	99
	C - Yapton Road	333	61	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	16.12	1.1	C	215	323
C-AB	0.18	5.88	0.4	A	100	150
C-A					261	392
A-B					99	149
A-C					407	611

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	177	44	553	0.320	175	0.0	0.5	9.478	A
C-AB	72	18	697	0.103	71	0.0	0.2	5.754	A
C-A	225	56			225				
A-B	81	20			81				
A-C	334	84			334				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	211	53	523	0.403	210	0.5	0.7	11.475	B
C-AB	95	24	717	0.132	95	0.2	0.3	5.793	A
C-A	259	65			259				
A-B	97	24			97				
A-C	399	100			399				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	259	65	482	0.537	257	0.7	1.1	15.872	C
C-AB	133	33	746	0.179	133	0.3	0.4	5.880	A
C-A	301	75			301				
A-B	119	30			119				
A-C	488	122			488				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	259	65	482	0.537	258	1.1	1.1	16.119	C
C-AB	133	33	747	0.179	133	0.4	0.4	5.885	A
C-A	301	75			301				
A-B	119	30			119				
A-C	488	122			488				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	211	53	523	0.404	213	1.1	0.7	11.674	S
C-AB	95	24	717	0.133	96	0.4	0.3	5.796	A
C-A	259	65			259				
A-B	97	24			97				
A-C	399	100			399				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	177	44	553	0.320	178	0.7	0.5	9.619	A
C-AB	72	18	697	0.104	73	0.3	0.2	5.767	A
C-A	224	56			224				
A-B	81	20			81				
A-C	334	84			334				

2031 + CD, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	453	100.000
B - Lake Lane		ONE HOUR	✓	221	100.000
C - Yapton Road		ONE HOUR	✓	623	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	137	316
	B - Lake Lane	136	0	85
	C - Yapton Road	485	138	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.53	16.93	1.1	C	203	304
C-AB	0.43	7.11	1.3	A	279	418
C-A					293	440
A-B					126	189
A-C					290	434

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	535	0.311	165	0.0	0.4	9.675	A
C-AB	192	48	799	0.240	190	0.0	0.5	5.905	A
C-A	278	69			278				
A-B	103	26			103				
A-C	238	59			238				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	199	50	502	0.396	198	0.4	0.6	11.799	B
C-AB	261	65	837	0.311	260	0.5	0.8	6.244	A
C-A	300	75			300				
A-B	123	31			123				
A-C	284	71			284				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	456	0.534	242	0.6	1.1	16.630	C
C-AB	382	95	893	0.428	380	0.8	1.3	7.045	A
C-A	304	76			304				
A-B	151	38			151				
A-C	347	87			347				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	456	0.534	243	1.1	1.1	16.933	C
C-AB	383	96	894	0.429	383	1.3	1.3	7.110	A
C-A	303	76			303				
A-B	151	38			151				
A-C	347	87			347				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	199	50	502	0.396	201	1.1	0.7	12.030	S
C-AB	262	65	839	0.312	264	1.3	0.8	6.315	A
C-A	298	75			298				
A-B	123	31			123				
A-C	284	71			284				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	534	0.312	167	0.7	0.5	9.831	A
C-AB	193	48	800	0.241	194	0.8	0.5	5.970	A
C-A	276	69			276				
A-B	103	26			103				
A-C	238	59			238				

2031 + CD, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.11	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 segment length (min)	Run automatically	Relationship type	Relationship
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	574	100.000
B - Lake Lane		ONE HOUR	✓	245	100.000
C - Yapton Road		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	113	461
	B - Lake Lane	142	0	103
	C - Yapton Road	346	64	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.57	17.71	1.3	C	225	337
C-AB	0.19	5.92	0.4	A	107	161
C-A					269	404
A-B					103	155
A-C					423	635

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	547	0.337	182	0.0	0.5	9.824	A
C-AB	77	19	701	0.109	76	0.0	0.2	5.762	A
C-A	232	58			232				
A-B	85	21			85				
A-C	347	87			347				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	220	55	516	0.427	219	0.5	0.7	12.095	B
C-AB	101	25	722	0.140	101	0.2	0.3	5.804	A
C-A	267	67			267				
A-B	101	25			101				
A-C	415	104			415				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	269	67	472	0.570	267	0.7	1.3	17.362	C
C-AB	143	36	753	0.190	143	0.3	0.4	5.910	A
C-A	308	77			308				
A-B	124	31			124				
A-C	508	127			508				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	269	67	472	0.571	269	1.3	1.3	17.714	C
C-AB	143	36	753	0.190	143	0.4	0.4	5.916	A
C-A	308	77			308				
A-B	124	31			124				
A-C	508	127			508				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	220	55	516	0.427	222	1.3	0.8	12.355	S
C-AB	102	25	723	0.141	102	0.4	0.3	5.810	A
C-A	267	67			267				
A-B	101	25			101				
A-C	415	104			415				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	547	0.337	185	0.8	0.5	9.989	A
C-AB	77	19	701	0.110	77	0.3	0.2	5.773	A
C-A	232	58			232				
A-B	85	21			85				
A-C	347	87			347				

2023 + CD + D, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	444	100.000
B - Lake Lane		ONE HOUR	✓	210	100.000
C - Yapton Road		ONE HOUR	✓	637	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	130	315
	B - Lake Lane	129	0	81
	C - Yapton Road	505	132	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.51	15.96	1.0	C	192	289
C-AB	0.41	6.82	1.3	A	274	411
C-A					310	466
A-B					119	179
A-C					289	433

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	39	535	0.295	156	0.0	0.4	9.456	A
C-AB	187	47	810	0.231	185	0.0	0.5	5.757	A
C-A	292	73			292				
A-B	98	24			98				
A-C	237	59			237				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	189	47	503	0.375	188	0.4	0.6	11.408	B
C-AB	256	64	851	0.300	255	0.5	0.7	6.048	A
C-A	317	79			317				
A-B	117	29			117				
A-C	283	71			283				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	457	0.506	229	0.6	1.0	15.719	C
C-AB	377	94	909	0.414	374	0.7	1.3	6.755	A
C-A	324	81			324				
A-B	143	36			143				
A-C	346	87			346				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	456	0.506	231	1.0	1.0	15.955	C
C-AB	378	94	910	0.415	378	1.3	1.3	6.815	A
C-A	323	81			323				
A-B	143	36			143				
A-C	346	87			346				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	189	47	502	0.376	190	1.0	0.6	11.598	S
C-AB	257	64	853	0.301	259	1.3	0.8	6.113	A
C-A	315	79			315				
AB	117	29			117				
AC	283	71			283				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	39	535	0.295	159	0.6	0.4	9.592	A
C-AB	188	47	811	0.232	189	0.8	0.5	5.816	A
C-A	291	73			291				
AB	98	24			98				
AC	237	59			237				

2023 + CD + D, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	583	100.000
B - Lake Lane		ONE HOUR	✓	232	100.000
C - Yapton Road		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	106	476
	B - Lake Lane	134	0	98
	C - Yapton Road	346	60	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	16.75	1.2	C	213	320
C-AB	0.18	5.86	0.4	A	101	152
C-A					271	407
A-B					98	146
A-C					437	656

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	546	0.320	173	0.0	0.5	9.613	A
C-AB	72	18	700	0.103	72	0.0	0.2	5.732	A
C-A	234	58			234				
A-B	80	20			80				
A-C	359	90			359				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	514	0.406	208	0.5	0.7	11.715	B
C-AB	96	24	721	0.133	96	0.2	0.3	5.769	A
C-A	269	67			269				
A-B	96	24			96				
A-C	428	107			428				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64	470	0.543	254	0.7	1.1	16.467	C
C-AB	136	34	751	0.180	135	0.3	0.4	5.855	A
C-A	312	78			312				
A-B	117	29			117				
A-C	524	131			524				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64	470	0.544	256	1.1	1.2	16.746	C
C-AB	136	34	752	0.181	136	0.4	0.4	5.861	A
C-A	312	78			312				
A-B	117	29			117				
A-C	524	131			524				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	52	514	0.406	211	1.2	0.7	11.935	S
C-AB	96	24	721	0.133	97	0.4	0.3	5.772	A
C-A	269	67			269				
AB	96	24			96				
AC	428	107			428				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	175	44	545	0.321	176	0.7	0.5	9.761	A
C-AB	73	18	700	0.104	73	0.3	0.2	5.748	A
C-A	233	58			233				
AB	80	20			80				
AC	359	90			359				

2025 + CD + D, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	451	100.000
B - Lake Lane		ONE HOUR	✓	213	100.000
C - Yapton Road		ONE HOUR	✓	645	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	132	319
	B - Lake Lane	131	0	82
	C - Yapton Road	511	134	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.52	16.46	1.1	C	195	293
C-AB	0.42	6.90	1.3	A	281	421
C-A					311	466
A-B					121	181
A-C					293	439

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	533	0.300	159	0.0	0.4	9.567	A
C-AB	191	48	813	0.236	189	0.0	0.5	5.774	A
C-A	294	74			294				
A-B	99	25			99				
A-C	240	60			240				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	500	0.383	191	0.4	0.6	11.609	B
C-AB	262	65	854	0.307	261	0.5	0.8	6.082	A
C-A	318	79			318				
A-B	119	30			119				
A-C	287	72			287				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	234	59	453	0.517	233	0.6	1.0	16.188	C
C-AB	387	97	913	0.424	385	0.8	1.3	6.841	A
C-A	323	81			323				
A-B	145	36			145				
A-C	351	88			351				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	234	59	453	0.517	234	1.0	1.1	16.457	C
C-AB	388	97	915	0.425	388	1.3	1.3	6.904	A
C-A	322	80			322				
A-B	145	36			145				
A-C	351	88			351				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	499	0.383	193	1.1	0.6	11.818	S
C-AB	263	66	856	0.308	266	1.3	0.8	6.153	A
C-A	316	79			316				
A-B	119	30			119				
A-C	287	72			287				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	532	0.301	161	0.6	0.4	9.714	A
C-AB	193	48	814	0.237	194	0.8	0.5	5.837	A
C-A	293	73			293				
A-B	99	25			99				
A-C	240	60			240				

2025 + CD + D, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	591	100.000
B - Lake Lane		ONE HOUR	✓	236	100.000
C - Yapton Road		ONE HOUR	✓	412	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	108	483
	B - Lake Lane	136	0	100
	C - Yapton Road	351	61	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.56	17.34	1.2	C	216	325
C-AB	0.18	5.87	0.4	A	104	156
C-A					274	411
A-B					99	149
A-C					443	664

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	44	543	0.327	176	0.0	0.5	9.740	A
C-AB	74	19	701	0.106	73	0.0	0.2	5.734	A
C-A	236	59			236				
A-B	81	20			81				
A-C	363	91			363				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	212	53	512	0.414	211	0.5	0.7	11.950	B
C-AB	98	25	722	0.136	98	0.2	0.3	5.774	A
C-A	272	68			272				
A-B	97	24			97				
A-C	434	108			434				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	260	65	467	0.556	258	0.7	1.2	17.019	C
C-AB	139	35	754	0.185	139	0.3	0.4	5.867	A
C-A	315	79			315				
A-B	119	30			119				
A-C	531	133			531				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	260	65	467	0.556	260	1.2	1.2	17.336	C
C-AB	139	35	754	0.185	139	0.4	0.4	5.873	A
C-A	314	79			314				
A-B	119	30			119				
A-C	531	133			531				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	212	53	511	0.415	214	1.2	0.7	12.188	S
C-AB	98	25	723	0.136	99	0.4	0.3	5.779	A
C-A	272	68			272				
AB	97	24			97				
AC	434	108			434				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	44	543	0.327	178	0.7	0.5	9.897	A
C-AB	74	19	701	0.106	75	0.3	0.2	5.750	A
C-A	236	59			236				
AB	81	20			81				
AC	363	91			363				

2031 + CD + D, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	468	100.000
B - Lake Lane		ONE HOUR	✓	221	100.000
C - Yapton Road		ONE HOUR	✓	667	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	137	331
	B - Lake Lane	136	0	85
	C - Yapton Road	528	139	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.55	18.00	1.2	C	203	304
C-AB	0.45	7.17	1.5	A	301	451
C-A					311	467
A-B					126	189
A-C					303	455

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	527	0.316	165	0.0	0.5	9.887	A
C-AB	203	51	819	0.248	201	0.0	0.5	5.821	A
C-A	299	75			299				
A-B	103	26			103				
A-C	249	62			249				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	199	50	492	0.404	198	0.5	0.7	12.190	B
C-AB	280	70	863	0.325	279	0.5	0.8	6.180	A
C-A	320	80			320				
A-B	123	31			123				
A-C	297	74			297				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	444	0.549	242	0.7	1.2	17.621	C
C-AB	417	104	924	0.451	414	0.8	1.5	7.096	A
C-A	318	79			318				
A-B	151	38			151				
A-C	364	91			364				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	443	0.549	243	1.2	1.2	17.995	C
C-AB	419	105	926	0.452	419	1.5	1.5	7.175	A
C-A	316	79			316				
A-B	151	38			151				
A-C	364	91			364				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	199	50	492	0.404	201	1.2	0.7	12.459	E
C-AB	282	70	865	0.326	284	1.5	0.9	6.267	A
C-A	318	80			318				
A-B	123	31			123				
A-C	297	74			297				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	526	0.316	167	0.7	0.5	10.058	E
C-AB	205	51	821	0.250	206	0.9	0.6	5.892	A
C-A	297	74			297				
A-B	103	26			103				
A-C	249	62			249				

2031 + CD + D, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	613	100.000
B - Lake Lane		ONE HOUR	✓	246	100.000
C - Yapton Road		ONE HOUR	✓	428	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	113	500
	B - Lake Lane	142	0	104
	C - Yapton Road	364	64	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.59	19.20	1.4	C	226	338
C-AB	0.20	5.91	0.5	A	111	167
C-A					282	422
A-B					103	155
A-C					459	689

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	46	537	0.344	183	0.0	0.5	10.105	B
C-AB	79	20	705	0.112	78	0.0	0.2	5.733	A
C-A	244	61			244				
A-B	85	21			85				
A-C	377	94			377				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	504	0.438	220	0.5	0.8	12.623	B
C-AB	105	26	728	0.144	105	0.2	0.3	5.788	A
C-A	280	70			280				
A-B	101	25			101				
A-C	450	112			450				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	271	68	458	0.591	268	0.8	1.4	18.739	C
C-AB	150	37	760	0.197	149	0.3	0.5	5.901	A
C-A	322	80			322				
A-B	124	31			124				
A-C	551	138			551				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	271	68	458	0.591	270	1.4	1.4	19.198	C
C-AB	150	37	761	0.197	150	0.5	0.5	5.910	A
C-A	321	80			321				
A-B	124	31			124				
A-C	551	138			551				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	504	0.438	223	1.4	0.8	12.941	E
C-AB	105	26	728	0.144	106	0.5	0.3	5.795	A
C-A	280	70			280				
A-B	101	25			101				
A-C	450	112			450				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	46	537	0.345	186	0.8	0.5	10.293	E
C-AB	79	20	706	0.112	79	0.3	0.2	5.753	A
C-A	243	61			243				
A-B	85	21			85				
A-C	377	94			377				

Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.1.7462 © Copyright TRL Limited, 2019		
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Filename: Elm Grove - Barnham Road Crossroads.j9

Path: T:\Projects\14000 Series\14160ITB Tars Farm, Barnham\Tech\Junction Assessments\Picady

Report generation date: 20/01/2021 11:18:21

»2020, AM
 »2020, PM
 »2023, AM
 »2023, PM
 »2025, AM
 »2025, PM
 »2031, AM
 »2031, PM
 »Com Dev, AM
 »Com Dev, PM
 »2023 + Com Dev, AM
 »2023 + Com Dev, PM
 »2025 + Com Dev, AM
 »2025 + Com Dev, PM
 »2031 + Com Dev, AM
 »2031 + Com Dev, PM
 »Dev, AM
 »Dev, PM
 »2023 + CD + D, AM
 »2023 + CD + D, PM
 »2025 + CD + D, AM
 »2025 + CD + D, PM
 »2031 + CD + D, AM
 »2031 + CD + D, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2020						
Stream B-ACD	0.4	13.96	0.31	0.2	11.89	0.16
Stream A-BCD	0.5	5.60	0.20	0.1	4.53	0.04
Stream D-ABC	0.3	10.69	0.26	0.2	8.81	0.17
Stream C-ABD	0.1	4.74	0.08	0.1	4.89	0.04
2023						
Stream B-ACD	0.5	14.39	0.32	0.2	12.15	0.17
Stream A-BCD	0.5	5.62	0.21	0.1	4.51	0.04
Stream D-ABC	0.4	10.94	0.26	0.2	8.94	0.17
Stream C-ABD	0.1	4.72	0.08	0.1	4.87	0.05

2025						
Stream B-ACD	0.5	14.69	0.33	0.2	12.33	0.17
Stream A-BCD	0.5	5.64	0.22	0.1	4.50	0.05
Stream D-ABC	0.4	11.11	0.27	0.2	9.04	0.18
Stream C-ABD	0.1	4.70	0.08	0.1	4.86	0.05
2031						
Stream B-ACD	0.5	15.57	0.35	0.2	12.86	0.19
Stream A-BCD	0.6	5.69	0.23	0.1	4.46	0.05
Stream D-ABC	0.4	11.61	0.29	0.2	9.31	0.19
Stream C-ABD	0.2	4.68	0.09	0.1	4.83	0.05
Com Dev						
Stream B-ACD	0.0	0.00	0.00	0.0	0.00	0.00
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.0	0.00	0.00	0.0	0.00	0.00
2023 + Com Dev						
Stream B-ACD	0.5	14.83	0.33	0.2	12.57	0.18
Stream A-BCD	0.5	5.66	0.22	0.1	4.45	0.05
Stream D-ABC	0.4	11.31	0.27	0.2	9.13	0.17
Stream C-ABD	0.2	4.63	0.08	0.1	4.84	0.05
2025 + Com Dev						
Stream B-ACD	0.5	15.14	0.34	0.2	12.76	0.18
Stream A-BCD	0.6	5.68	0.22	0.1	4.44	0.05
Stream D-ABC	0.4	11.50	0.28	0.2	9.23	0.18
Stream C-ABD	0.2	4.62	0.08	0.1	4.83	0.05
2031 + Com Dev						
Stream B-ACD	0.5	16.08	0.36	0.2	13.33	0.19
Stream A-BCD	0.6	5.72	0.24	0.1	4.40	0.05
Stream D-ABC	0.4	12.03	0.29	0.2	9.52	0.19
Stream C-ABD	0.2	4.59	0.09	0.1	4.80	0.05
Dev						
Stream B-ACD	0.0	0.00	0.00	0.0	0.00	0.00
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.0	0.00	0.00	0.0	0.00	0.00
2023 + CD + D						
Stream B-ACD	0.5	15.54	0.34	0.2	13.20	0.18
Stream A-BCD	0.6	5.69	0.22	0.1	4.36	0.05
Stream D-ABC	0.4	11.88	0.28	0.2	9.37	0.18
Stream C-ABD	0.2	4.52	0.08	0.1	4.82	0.05
2025 + CD + D						
Stream B-ACD	0.5	15.89	0.35	0.2	13.41	0.19
Stream A-BCD	0.6	5.71	0.23	0.1	4.35	0.05
Stream D-ABC	0.4	12.09	0.29	0.2	9.48	0.18
Stream C-ABD	0.2	4.51	0.09	0.1	4.81	0.05
2031 + CD + D						
Stream B-ACD	0.6	16.93	0.37	0.2	14.05	0.20
Stream A-BCD	0.7	5.76	0.25	0.1	4.31	0.05
Stream D-ABC	0.4	12.69	0.31	0.2	9.79	0.19
Stream C-ABD	0.2	4.48	0.09	0.1	4.78	0.05

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

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

File summary

File Description

Title	
Location	
Site number	
Date	22/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1
D4	2023	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G2
D5	2025	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G3
D6	2025	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G4
D7	2031	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G5
D8	2031	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G6
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15	✓		
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D11	2023 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9
D12	2023 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10
D13	2025 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9
D14	2025 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10
D15	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9
D16	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D17	Dev	AM	ONE HOUR	07:45	09:15	15	✓		
D18	Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2020 - 2023 AM		1.0230
G2	2020 - 2023 PM		1.0230
G3	2020 - 2025 AM		1.0380
G4	2020 - 2025 PM		1.0390
G5	2020 - 2031 AM		1.0790
G6	2020 - 2031 PM		1.0830

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

Analysis Set Details

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

2020, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barnham Road N		Major
B	Elm Grove N		Minor
C	Barnham Road S		Major
D	Elm Grove S		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Barnham Road N	6.90			100.0	✓	0.00
C - Barnham Road S	6.90			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Elm Grove N	One lane	3.70	36	42
D - Elm Grove S	One lane	4.30	52	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.235	0.336	0.235	-	-	-
B-A	546	0.096	0.241	0.241	-	-	-	0.152	0.345	-	0.241	0.241	0.121
B-C	696	0.103	0.259	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	546	0.096	0.241	0.241	-	-	-	0.152	0.345	0.152	-	-	-
B-D, offside lane	546	0.096	0.241	0.241	-	-	-	0.152	0.345	0.152	-	-	-
C-B	632	0.235	0.235	0.336	-	-	-	-	-	-	-	-	-
D-A	725	-	-	-	-	-	-	0.270	-	0.107	-	-	-
D-B, nearside lane	574	0.160	0.160	0.363	-	-	-	0.254	0.254	0.101	-	-	-
D-B, offside lane	574	0.160	0.160	0.363	-	-	-	0.254	0.254	0.101	-	-	-
D-C	574	-	0.160	0.363	0.127	0.254	0.254	0.254	0.254	0.101	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	464	100.000
B - Elm Grove N		ONE HOUR	✓	105	100.000
C - Barnham Road S		ONE HOUR	✓	505	100.000
D - Elm Grove S		ONE HOUR	✓	105	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
From A - Barnham Road N	0	57	338	69
From B - Elm Grove N	73	0	30	2
From C - Barnham Road S	423	24	0	58
From D - Elm Grove S	65	1	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
From A - Barnham Road N	0	4	2	0
From B - Elm Grove N	0	0	0	0
From C - Barnham Road S	1	0	0	2
From D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.31	13.96	0.4	E	96	145
ABCD	0.20	5.60	0.5	A	122	184
AB					44	66
AC					260	389
D-ABC	0.26	10.69	0.3	E	96	145
C-ABD	0.08	4.74	0.1	A	48	72
C-D					50	75
C-A					365	548

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79	20	442	0.179	78	0.0	0.2	9.873	A
A-BCD	86	22	746	0.116	86	0.0	0.2	5.446	A
AB	38	9			38				
AC	225	56			225				
D-ABC	79	20	519	0.152	78	0.0	0.2	8.150	A
C-ABD	33	8	795	0.042	33	0.0	0.1	4.726	A
C-D	42	10			42				
C-A	305	76			305				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	94	24	413	0.228	94	0.2	0.3	11.258	B
A-BCD	115	29	772	0.150	115	0.2	0.3	5.483	A
AB	44	11			44				
AC	258	65			258				
D-ABC	94	24	492	0.192	94	0.2	0.2	9.048	A
C-ABD	45	11	830	0.054	45	0.1	0.1	4.585	A
C-D	49	12			49				
C-A	360	90			360				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	116	29	374	0.309	115	0.3	0.4	13.885	B
A-BCD	165	41	809	0.204	164	0.3	0.5	5.585	A
AB	50	12			50				
AC	296	74			296				
D-ABC	116	29	453	0.255	115	0.2	0.3	10.658	B
C-ABD	66	17	882	0.075	66	0.1	0.1	4.412	A
C-D	59	15			59				
C-A	431	108			431				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	116	29	373	0.310	116	0.4	0.4	13.959	B
A-BCD	165	41	810	0.204	165	0.5	0.5	5.602	A
AB	50	12			50				
AC	296	74			296				
D-ABC	116	29	452	0.256	116	0.3	0.3	10.690	B
C-ABD	67	17	882	0.075	67	0.1	0.1	4.417	A
C-D	59	15			59				
C-A	430	108			430				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	94	24	413	0.229	95	0.4	0.3	11.339	S
A-BCD	116	29	772	0.150	116	0.5	0.3	5.510	A
AB	43	11			43				
AC	258	64			258				
D-ABC	94	24	491	0.192	95	0.3	0.2	9.085	A
C-ABD	45	11	830	0.055	45	0.1	0.1	4.594	A
C-D	49	12			49				
C-A	359	90			359				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79	20	441	0.179	79	0.3	0.2	9.952	A
A-BCD	87	22	746	0.116	87	0.3	0.2	5.477	A
AB	38	9			38				
AC	225	56			225				
D-ABC	79	20	519	0.152	79	0.2	0.2	8.193	A
C-ABD	33	8	794	0.042	33	0.1	0.1	4.736	A
C-D	42	10			42				
C-A	305	76			305				

2020, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	513	100.000
B - Elm Grove N		ONE HOUR	✓	54	100.000
C - Barnham Road S		ONE HOUR	✓	425	100.000
D - Elm Grove S		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
From	A - Barnham Road N	0	56	443	14
	B - Elm Grove N	41	0	11	2
	C - Barnham Road S	381	15	0	29
	D - Elm Grove S	47	1	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.16	11.89	0.2	B	50	74
ABCD	0.04	4.53	0.1	A	28	43
AB					50	74
AC					393	589
D-ABC	0.17	8.81	0.2	A	68	102
C-ABD	0.04	4.89	0.1	A	27	41
C-D					26	38
C-A					337	506

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	41	10	429	0.095	40	0.0	0.1	9.242	B
ABCD	20	5	814	0.024	19	0.0	0.0	4.530	A
AB	41	10			41				
AC	325	81			325				
D-ABC	56	14	547	0.102	55	0.0	0.1	7.316	A
C-ABD	19	5	755	0.025	19	0.0	0.0	4.888	A
C-D	21	5			21				
C-A	280	70			280				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	49	12	401	0.121	48	0.1	0.1	10.199	B
ABCD	27	7	853	0.031	27	0.0	0.0	4.353	A
AB	49	12			49				
AC	386	96			386				
D-ABC	67	17	523	0.127	66	0.1	0.1	7.874	A
C-ABD	26	6	783	0.033	25	0.0	0.0	4.751	A
C-D	25	6			25				
C-A	331	83			331				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	59	15	362	0.164	59	0.1	0.2	11.882	B
A-BCD	39	10	909	0.043	39	0.0	0.1	4.134	A
AB	59	15			59				
AC	467	117			467				
D-ABC	81	20	490	0.166	81	0.1	0.2	8.797	A
C-ABD	37	9	823	0.045	37	0.0	0.1	4.576	A
C-D	31	8			31				
C-A	401	100			401				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	59	15	362	0.164	59	0.2	0.2	11.893	B
A-BCD	39	10	909	0.043	39	0.1	0.1	4.136	A
AB	59	15			59				
AC	467	117			467				
D-ABC	81	20	490	0.166	81	0.2	0.2	8.807	A
C-ABD	37	9	823	0.045	37	0.1	0.1	4.577	A
C-D	31	8			31				
C-A	401	100			401				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	49	12	401	0.121	49	0.2	0.1	10.223	B
A-BCD	27	7	853	0.031	27	0.1	0.0	4.359	A
AB	49	12			49				
AC	386	96			386				
D-ABC	67	17	523	0.127	67	0.2	0.1	7.888	A
C-ABD	26	6	783	0.033	26	0.1	0.0	4.755	A
C-D	25	6			25				
C-A	331	83			331				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	41	10	429	0.095	41	0.1	0.1	9.272	A
A-BCD	20	5	814	0.024	20	0.0	0.0	4.534	A
AB	41	10			41				
AC	325	81			325				
D-ABC	56	14	547	0.102	56	0.1	0.1	7.333	A
C-ABD	19	5	755	0.025	19	0.0	0.0	4.890	A
C-D	21	5			21				
C-A	280	70			280				

2023, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2023	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	475	100.000
B - Elm Grove N		ONE HOUR	✓	107	100.000
C - Barnham Road S		ONE HOUR	✓	517	100.000
D - Elm Grove S		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	346	71
	B - Elm Grove N	75	0	31	2
	C - Barnham Road S	433	25	0	59
	D - Elm Grove S	66	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.32	14.39	0.5	E	99	148
ABCD	0.21	5.62	0.5	A	127	191
AB					44	67
AC					264	396
D-ABC	0.26	10.94	0.4	E	99	148
C-ABD	0.08	4.72	0.1	A	50	76
C-D					51	77
C-A					373	559

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	439	0.184	80	0.0	0.2	10.011	E
ABCD	90	22	749	0.120	89	0.0	0.2	5.451	A
AB	39	10			39				
AC	229	57			229				
D-ABC	81	20	516	0.157	80	0.0	0.2	8.242	A
C-ABD	34	9	799	0.043	34	0.0	0.1	4.708	A
C-D	43	11			43				
C-A	312	78			312				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	409	0.236	96	0.2	0.3	11.483	E
ABCD	120	30	775	0.155	120	0.2	0.3	5.491	A
AB	44	11			44				
AC	263	66			263				
D-ABC	97	24	488	0.198	96	0.2	0.2	9.190	A
C-ABD	47	12	835	0.056	47	0.1	0.1	4.566	A
C-D	50	13			50				
C-A	367	92			367				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	369	0.321	118	0.3	0.5	14.304	B
A-BCD	172	43	814	0.212	172	0.3	0.5	5.605	A
AB	51	13			51				
AC	300	75			300				
D-ABC	118	30	448	0.264	118	0.2	0.4	10.905	B
C-ABD	70	17	889	0.078	69	0.1	0.1	4.395	A
C-D	60	15			60				
C-A	439	110			439				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	368	0.321	118	0.5	0.5	14.391	B
A-BCD	173	43	815	0.212	173	0.5	0.5	5.623	A
AB	51	13			51				
AC	299	75			299				
D-ABC	118	30	447	0.264	118	0.4	0.4	10.941	B
C-ABD	70	17	889	0.078	70	0.1	0.1	4.400	A
C-D	60	15			60				
C-A	439	110			439				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	409	0.236	97	0.5	0.3	11.567	B
A-BCD	120	30	776	0.155	121	0.5	0.3	5.520	A
AB	44	11			44				
AC	262	66			262				
D-ABC	97	24	487	0.198	97	0.4	0.3	9.230	A
C-ABD	47	12	835	0.057	47	0.1	0.1	4.574	A
C-D	50	13			50				
C-A	367	92			367				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	438	0.185	81	0.3	0.2	10.095	B
A-BCD	90	23	749	0.120	90	0.3	0.2	5.479	A
AB	39	10			39				
AC	229	57			229				
D-ABC	81	20	516	0.157	81	0.3	0.2	8.288	A
C-ABD	35	9	799	0.043	35	0.1	0.1	4.718	A
C-D	43	11			43				
C-A	312	78			312				

2023, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2023	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G2

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	525	100.000
B - Elm Grove N		ONE HOUR	✓	55	100.000
C - Barnham Road S		ONE HOUR	✓	435	100.000
D - Elm Grove S		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	57	453	14
	B - Elm Grove N	42	0	11	2
	C - Barnham Road S	390	15	0	30
	D - Elm Grove S	48	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.17	12.15	0.2	E	51	76
ABCD	0.04	4.51	0.1	A	30	45
AB					51	76
AC					401	602
D-ABC	0.17	8.94	0.2	A	69	104
C-ABD	0.05	4.87	0.1	A	28	42
C-D					26	39
C-A					344	517

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	426	0.098	41	0.0	0.1	9.342	A
ABCD	20	5	819	0.025	20	0.0	0.0	4.508	A
AB	42	11			42				
AC	333	83			333				
D-ABC	57	14	544	0.105	57	0.0	0.1	7.376	A
C-ABD	20	5	759	0.026	20	0.0	0.0	4.872	A
C-D	22	5			22				
C-A	286	71			286				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	397	0.125	50	0.1	0.1	10.346	B
ABCD	28	7	859	0.032	28	0.0	0.0	4.329	A
AB	50	12			50				
AC	394	99			394				
D-ABC	68	17	520	0.131	68	0.1	0.1	7.958	A
C-ABD	27	7	787	0.034	27	0.0	0.0	4.733	A
C-D	26	6			26				
C-A	339	85			339				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	357	0.170	61	0.1	0.2	12.123	B
A-BCD	41	10	917	0.045	41	0.0	0.1	4.109	A
AB	60	15			60				
AC	477	119			477				
D-ABC	83	21	486	0.171	83	0.1	0.2	8.930	A
C-ABD	38	10	828	0.046	38	0.0	0.1	4.555	A
C-D	31	8			31				
C-A	409	102			409				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	357	0.170	61	0.2	0.2	12.145	B
A-BCD	41	10	917	0.045	41	0.1	0.1	4.113	A
AB	60	15			60				
AC	477	119			477				
D-ABC	83	21	486	0.172	83	0.2	0.2	8.940	A
C-ABD	38	10	829	0.046	38	0.1	0.1	4.556	A
C-D	31	8			31				
C-A	409	102			409				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	397	0.125	50	0.2	0.1	10.374	B
A-BCD	28	7	859	0.032	28	0.1	0.0	4.335	A
AB	50	12			50				
AC	394	99			394				
D-ABC	68	17	520	0.131	68	0.2	0.2	7.972	A
C-ABD	27	7	787	0.034	27	0.1	0.0	4.736	A
C-D	26	6			26				
C-A	338	85			338				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	426	0.098	42	0.1	0.1	9.373	A
A-BCD	20	5	819	0.025	20	0.0	0.0	4.512	A
AB	42	11			42				
AC	333	83			333				
D-ABC	57	14	544	0.105	57	0.2	0.1	7.396	A
C-ABD	20	5	759	0.026	20	0.0	0.0	4.873	A
C-D	22	5			22				
C-A	286	71			286				

2025, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2025	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G3

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	482	100.000
B - Elm Grove N		ONE HOUR	✓	109	100.000
C - Barnham Road S		ONE HOUR	✓	524	100.000
D - Elm Grove S		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	59	351	72
	B - Elm Grove N	76	0	31	2
	C - Barnham Road S	439	25	0	60
	D - Elm Grove S	67	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.33	14.69	0.5	B	100	150
ABCD	0.22	5.64	0.5	A	131	196
AB					45	67
AC					266	399
D-ABC	0.27	11.11	0.4	B	100	150
C-ABD	0.08	4.70	0.1	A	52	78
C-D					52	78
C-A					377	566

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	437	0.188	81	0.0	0.2	10.106	B
ABCD	92	23	751	0.122	91	0.0	0.2	5.451	A
AB	39	10			39				
AC	232	58			232				
D-ABC	82	21	514	0.160	81	0.0	0.2	8.305	A
C-ABD	35	9	801	0.044	35	0.0	0.1	4.696	A
C-D	43	11			43				
C-A	316	79			316				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	407	0.241	98	0.2	0.3	11.631	B
ABCD	123	31	778	0.158	123	0.2	0.3	5.496	A
AB	45	11			45				
AC	265	66			265				
D-ABC	98	24	485	0.202	98	0.2	0.2	9.284	A
C-ABD	48	12	839	0.058	48	0.1	0.1	4.552	A
C-D	51	13			51				
C-A	372	93			372				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	365	0.328	119	0.3	0.5	14.588	B
A-BCD	177	44	817	0.217	176	0.3	0.5	5.622	A
AB	51	13			51				
AC	302	76			302				
D-ABC	120	30	444	0.270	120	0.2	0.4	11.072	B
C-ABD	72	18	893	0.080	71	0.1	0.1	4.383	A
C-D	61	15			61				
C-A	445	111			445				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	365	0.329	120	0.5	0.5	14.688	B
A-BCD	177	44	818	0.217	177	0.5	0.5	5.640	A
AB	51	13			51				
AC	302	75			302				
D-ABC	120	30	444	0.270	120	0.4	0.4	11.111	B
C-ABD	72	18	893	0.080	72	0.1	0.1	4.388	A
C-D	61	15			61				
C-A	444	111			444				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	406	0.241	99	0.5	0.3	11.725	B
A-BCD	123	31	778	0.158	124	0.5	0.3	5.526	A
AB	45	11			45				
AC	265	66			265				
D-ABC	98	24	485	0.202	98	0.4	0.3	9.325	A
C-ABD	48	12	839	0.058	49	0.1	0.1	4.563	A
C-D	51	13			51				
C-A	372	93			372				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	436	0.188	82	0.3	0.2	10.194	B
A-BCD	92	23	751	0.123	93	0.3	0.2	5.480	A
AB	39	10			39				
AC	231	58			231				
D-ABC	82	21	514	0.160	82	0.3	0.2	8.352	A
C-ABD	35	9	801	0.044	36	0.1	0.1	4.705	A
C-D	43	11			43				
C-A	316	79			316				

2025, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2025	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G4

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	533	100.000
B - Elm Grove N		ONE HOUR	✓	56	100.000
C - Barnham Road S		ONE HOUR	✓	442	100.000
D - Elm Grove S		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	460	15
	B - Elm Grove N	43	0	11	2
	C - Barnham Road S	396	16	0	30
	D - Elm Grove S	49	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.17	12.33	0.2	E	51	77
ABCD	0.05	4.50	0.1	A	31	46
AB					51	77
AC					407	611
D-ABC	0.18	9.04	0.2	A	71	106
C-ABD	0.05	4.86	0.1	A	29	44
C-D					27	40
C-A					350	524

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	424	0.100	42	0.0	0.1	9.414	A
ABCD	21	5	822	0.025	21	0.0	0.0	4.493	A
AB	43	11			43				
AC	338	84			338				
D-ABC	58	14	542	0.107	57	0.0	0.1	7.419	A
C-ABD	20	5	761	0.027	20	0.0	0.0	4.860	A
C-D	22	6			22				
C-A	290	73			290				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	395	0.128	50	0.1	0.1	10.453	B
ABCD	29	7	863	0.033	28	0.0	0.0	4.313	A
AB	51	13			51				
AC	400	100			400				
D-ABC	69	17	518	0.133	69	0.1	0.2	8.018	A
C-ABD	27	7	790	0.035	27	0.0	0.0	4.720	A
C-D	26	7			26				
C-A	344	86			344				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	354	0.175	62	0.1	0.2	12.303	B
A-BCD	42	11	922	0.046	42	0.0	0.1	4.092	A
AB	61	15			61				
AC	484	121			484				
D-ABC	85	21	483	0.175	84	0.2	0.2	9.023	A
C-ABD	39	10	832	0.047	39	0.0	0.1	4.541	A
C-D	32	8			32				
C-A	415	104			415				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	354	0.175	62	0.2	0.2	12.328	B
A-BCD	42	11	922	0.046	42	0.1	0.1	4.095	A
AB	61	15			61				
AC	483	121			483				
D-ABC	85	21	483	0.175	85	0.2	0.2	9.036	A
C-ABD	39	10	832	0.047	39	0.1	0.1	4.542	A
C-D	32	8			32				
C-A	415	104			415				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	394	0.128	51	0.2	0.1	10.482	B
A-BCD	29	7	863	0.033	29	0.1	0.0	4.317	A
AB	51	13			51				
AC	400	100			400				
D-ABC	69	17	518	0.134	69	0.2	0.2	8.033	A
C-ABD	27	7	790	0.035	27	0.1	0.0	4.723	A
C-D	26	7			26				
C-A	344	86			344				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	424	0.100	42	0.1	0.1	9.446	A
A-BCD	21	5	822	0.025	21	0.0	0.0	4.497	A
AB	43	11			43				
AC	338	84			338				
D-ABC	58	14	542	0.107	58	0.2	0.1	7.439	A
C-ABD	20	5	761	0.027	20	0.0	0.0	4.863	A
C-D	22	6			22				
C-A	290	73			290				

2031, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2031	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	501	100.000
B - Elm Grove N		ONE HOUR	✓	113	100.000
C - Barnham Road S		ONE HOUR	✓	545	100.000
D - Elm Grove S		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	62	365	74
	B - Elm Grove N	79	0	32	2
	C - Barnham Road S	456	26	0	63
	D - Elm Grove S	70	1	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.35	15.57	0.5	C	104	156
ABCD	0.23	5.69	0.6	A	140	210
AB					46	69
AC					273	410
D-ABC	0.29	11.61	0.4	B	104	156
C-ABD	0.09	4.68	0.2	A	56	84
C-D					54	80
C-A					391	586

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	431	0.198	84	0.0	0.2	10.368	B
ABCD	97	24	756	0.129	96	0.0	0.3	5.455	A
AB	40	10			40				
AC	239	60			239				
D-ABC	85	21	508	0.168	84	0.0	0.2	8.478	A
C-ABD	38	9	809	0.047	37	0.0	0.1	4.665	A
C-D	45	11			45				
C-A	328	82			328				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	400	0.255	101	0.2	0.3	12.060	B
ABCD	131	33	785	0.167	131	0.3	0.4	5.511	A
AB	46	11			46				
AC	273	68			273				
D-ABC	102	25	478	0.213	102	0.2	0.3	9.553	A
C-ABD	52	13	848	0.061	52	0.1	0.1	4.521	A
C-D	53	13			53				
C-A	385	96			385				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	356	0.350	124	0.3	0.5	15.446	C
A-BCD	191	48	826	0.231	190	0.4	0.6	5.665	A
AB	52	13			52				
AC	308	77			308				
D-ABC	125	31	435	0.287	124	0.3	0.4	11.559	B
C-ABD	78	19	905	0.086	77	0.1	0.2	4.351	A
C-D	63	16			63				
C-A	459	115			459				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	356	0.350	125	0.5	0.5	15.565	C
A-BCD	191	48	827	0.231	191	0.6	0.6	5.686	A
AB	52	13			52				
AC	308	77			308				
D-ABC	125	31	435	0.287	125	0.4	0.4	11.608	B
C-ABD	78	19	905	0.086	78	0.2	0.2	4.356	A
C-D	63	16			63				
C-A	459	115			459				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	399	0.255	103	0.5	0.3	12.174	B
A-BCD	132	33	785	0.168	133	0.6	0.4	5.541	A
AB	46	11			46				
AC	272	68			272				
D-ABC	102	25	478	0.213	102	0.4	0.3	9.601	A
C-ABD	52	13	848	0.061	52	0.2	0.1	4.529	A
C-D	53	13			53				
C-A	385	96			385				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	430	0.198	86	0.3	0.3	10.469	B
A-BCD	98	24	757	0.129	98	0.4	0.3	5.488	A
AB	40	10			40				
AC	239	60			239				
D-ABC	85	21	508	0.168	86	0.3	0.2	8.530	A
C-ABD	38	9	809	0.047	38	0.1	0.1	4.676	A
C-D	45	11			45				
C-A	327	82			327				

2031, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2031	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	556	100.000
B - Elm Grove N		ONE HOUR	✓	58	100.000
C - Barnham Road S		ONE HOUR	✓	460	100.000
D - Elm Grove S		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	61	480	15
	B - Elm Grove N	44	0	12	2
	C - Barnham Road S	413	16	0	31
	D - Elm Grove S	51	1	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.19	12.86	0.2	E	54	80
A-BCD	0.05	4.46	0.1	A	33	50
AB					53	80
AC					423	635
D-ABC	0.19	9.31	0.2	A	74	110
C-ABD	0.05	4.83	0.1	A	31	47
C-D					28	41
C-A					363	545

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	417	0.105	44	0.0	0.1	9.617	A
A-BCD	22	6	831	0.027	22	0.0	0.0	4.452	A
AB	44	11			44				
AC	351	88			351				
D-ABC	60	15	537	0.112	60	0.0	0.1	7.536	A
C-ABD	22	5	767	0.028	22	0.0	0.0	4.829	A
C-D	23	6			23				
C-A	302	75			302				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	387	0.136	52	0.1	0.2	10.758	B
A-BCD	31	8	874	0.035	31	0.0	0.0	4.269	A
AB	53	13			53				
AC	416	104			416				
D-ABC	72	18	511	0.141	72	0.1	0.2	8.189	A
C-ABD	29	7	798	0.037	29	0.0	0.1	4.685	A
C-D	27	7			27				
C-A	357	89			357				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	344	0.187	64	0.2	0.2	12.831	B
A-BCD	46	12	936	0.049	46	0.0	0.1	4.045	A
AB	63	16			63				
AC	502	126			502				
D-ABC	88	22	475	0.186	88	0.2	0.2	9.299	A
C-ABD	43	11	842	0.051	43	0.1	0.1	4.502	A
C-D	33	8			33				
C-A	431	108			431				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	344	0.187	64	0.2	0.2	12.860	B
A-BCD	46	12	936	0.049	46	0.1	0.1	4.047	A
AB	63	16			63				
AC	502	126			502				
D-ABC	88	22	475	0.186	88	0.2	0.2	9.312	A
C-ABD	43	11	842	0.051	43	0.1	0.1	4.503	A
C-D	33	8			33				
C-A	431	108			431				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	387	0.136	53	0.2	0.2	10.791	B
A-BCD	31	8	874	0.035	31	0.1	0.0	4.275	A
AB	53	13			53				
AC	416	104			416				
D-ABC	72	18	511	0.141	72	0.2	0.2	8.205	A
C-ABD	29	7	798	0.037	29	0.1	0.1	4.688	A
C-D	27	7			27				
C-A	357	89			357				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	417	0.106	44	0.2	0.1	9.653	A
A-BCD	22	6	831	0.027	23	0.0	0.0	4.455	A
AB	44	11			44				
AC	351	88			351				
D-ABC	60	15	537	0.112	60	0.2	0.1	7.558	A
C-ABD	22	5	767	0.028	22	0.1	0.0	4.832	A
C-D	23	6			23				
C-A	302	75			302				

Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	8	100.000
B - Elm Grove N		ONE HOUR	✓	0	100.000
C - Barnham Road S		ONE HOUR	✓	32	100.000
D - Elm Grove S		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	8	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	32	0	0	0
	D - Elm Grove S	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	0	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					7	11
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					29	44

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	572	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	626	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	6	2			6				
D-ABC	0	0	599	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	24	6			24				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	572	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	625	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	7	2			7				
D-ABC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	29	7			29				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	570	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	624	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	9	2			9				
D-ABC	0	0	595	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	35	9			35				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	570	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	624	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	9	2			9				
D-ABC	0	0	595	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	35	9			35				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	572	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	625	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	7	2			7				
D-ABC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	29	7			29				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	572	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	626	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	6	2			6				
D-ABC	0	0	599	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	24	6			24				

Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	26	100.000
B - Elm Grove N		ONE HOUR	✓	0	100.000
C - Barnham Road S		ONE HOUR	✓	17	100.000
D - Elm Grove S		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	26	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	17	0	0	0
	D - Elm Grove S	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	0	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					24	36
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					16	23

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	571	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	629	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	20	5			20				
D-ABC	0	0	600	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	627	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	13	3			13				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	569	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	628	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	23	6			23				
D-ABC	0	0	599	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	626	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	15	4			15				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	568	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	627	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	29	7			29				
D-ABC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	625	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	19	5			19				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	568	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	627	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	29	7			29				
D-ABC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	625	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	19	5			19				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	569	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	628	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	23	6			23				
D-ABC	0	0	599	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	626	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	15	4			15				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	571	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	629	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	20	5			20				
D-ABC	0	0	600	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	627	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	13	3			13				

2023 + Com Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	483	100.000
B - Elm Grove N		ONE HOUR	✓	107	100.000
C - Barnham Road S		ONE HOUR	✓	549	100.000
D - Elm Grove S		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	354	71
	B - Elm Grove N	75	0	31	2
	C - Barnham Road S	465	25	0	59
	D - Elm Grove S	66	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.33	14.83	0.5	E	99	148
ABCD	0.22	5.66	0.5	A	130	195
AB					44	66
AC					269	403
D-ABC	0.27	11.31	0.4	E	99	148
C-ABD	0.08	4.63	0.2	A	53	80
C-D					51	76
C-A					399	599

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	434	0.186	80	0.0	0.2	10.147	E
ABCD	91	23	748	0.121	90	0.0	0.2	5.465	A
AB	39	10			39				
AC	234	59			234				
D-ABC	81	20	509	0.159	80	0.0	0.2	8.379	A
C-ABD	36	9	814	0.044	36	0.0	0.1	4.621	A
C-D	43	11			43				
C-A	334	84			334				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	404	0.239	96	0.2	0.3	11.699	E
ABCD	122	31	775	0.157	122	0.2	0.3	5.510	A
AB	44	11			44				
AC	268	67			268				
D-ABC	97	24	479	0.202	96	0.2	0.2	9.397	A
C-ABD	49	12	855	0.058	49	0.1	0.1	4.471	A
C-D	50	13			50				
C-A	394	98			394				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	361	0.327	118	0.3	0.5	14.731	B
A-BCD	176	44	815	0.217	176	0.3	0.5	5.640	A
AB	50	13			50				
AC	305	76			305				
D-ABC	118	30	437	0.271	118	0.2	0.4	11.272	B
C-ABD	74	18	913	0.081	74	0.1	0.2	4.291	A
C-D	60	15			60				
C-A	470	118			470				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	361	0.328	118	0.5	0.5	14.828	B
A-BCD	177	44	815	0.217	177	0.5	0.5	5.661	A
AB	50	13			50				
AC	304	76			304				
D-ABC	118	30	436	0.271	118	0.4	0.4	11.314	B
C-ABD	74	18	913	0.081	74	0.2	0.2	4.296	A
C-D	60	15			60				
C-A	470	118			470				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	403	0.240	97	0.5	0.3	11.794	B
A-BCD	122	31	776	0.158	123	0.5	0.3	5.540	A
AB	44	11			44				
AC	267	67			267				
D-ABC	97	24	479	0.202	97	0.4	0.3	9.439	A
C-ABD	49	12	854	0.058	50	0.2	0.1	4.479	A
C-D	50	13			50				
C-A	393	98			393				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	433	0.187	81	0.3	0.2	10.236	B
A-BCD	91	23	749	0.122	92	0.3	0.2	5.494	A
AB	38	10			38				
AC	234	58			234				
D-ABC	81	20	509	0.159	81	0.3	0.2	8.427	A
C-ABD	36	9	814	0.044	36	0.1	0.1	4.631	A
C-D	43	11			43				
C-A	334	84			334				

2023 + Com Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2023 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	551	100.000
B - Elm Grove N		ONE HOUR	✓	55	100.000
C - Barnham Road S		ONE HOUR	✓	452	100.000
D - Elm Grove S		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	57	479	14
	B - Elm Grove N	42	0	11	2
	C - Barnham Road S	407	15	0	30
	D - Elm Grove S	48	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.18	12.57	0.2	E	51	76
ABCD	0.05	4.45	0.1	A	31	46
AB					51	76
AC					424	636
D-ABC	0.17	9.13	0.2	A	69	104
C-ABD	0.05	4.84	0.1	A	29	44
C-D					26	39
C-A					359	539

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	419	0.099	41	0.0	0.1	9.506	A
ABCD	21	5	830	0.025	21	0.0	0.0	4.449	A
AB	42	11			42				
AC	352	88			352				
D-ABC	57	14	539	0.106	57	0.0	0.1	7.458	A
C-ABD	20	5	764	0.027	20	0.0	0.0	4.841	A
C-D	22	5			22				
C-A	298	75			298				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	389	0.128	50	0.1	0.1	10.590	B
ABCD	29	7	873	0.033	29	0.0	0.0	4.264	A
AB	50	12			50				
AC	417	104			417				
D-ABC	68	17	514	0.133	68	0.1	0.2	8.074	A
C-ABD	27	7	794	0.034	27	0.0	0.0	4.697	A
C-D	26	6			26				
C-A	353	88			353				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	347	0.175	61	0.1	0.2	12.540	B
A-BCD	43	11	934	0.046	43	0.0	0.1	4.038	A
AB	60	15			60				
AC	503	126			503				
D-ABC	83	21	478	0.174	83	0.2	0.2	9.115	A
C-ABD	40	10	837	0.048	40	0.0	0.1	4.514	A
C-D	31	8			31				
C-A	427	107			427				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	347	0.175	61	0.2	0.2	12.565	B
A-BCD	43	11	934	0.046	43	0.1	0.1	4.042	A
AB	60	15			60				
AC	503	126			503				
D-ABC	83	21	478	0.174	83	0.2	0.2	9.128	A
C-ABD	40	10	837	0.048	40	0.1	0.1	4.517	A
C-D	31	8			31				
C-A	426	107			426				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	389	0.128	50	0.2	0.1	10.620	B
A-BCD	29	7	873	0.033	29	0.1	0.0	4.270	A
AB	50	12			50				
AC	416	104			416				
D-ABC	68	17	514	0.133	68	0.2	0.2	8.090	A
C-ABD	27	7	794	0.035	27	0.1	0.0	4.701	A
C-D	26	6			26				
C-A	353	88			353				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	419	0.099	42	0.1	0.1	9.541	A
A-BCD	21	5	830	0.025	21	0.0	0.0	4.452	A
AB	42	11			42				
AC	352	88			352				
D-ABC	57	14	539	0.106	57	0.2	0.1	7.478	A
C-ABD	20	5	764	0.027	20	0.0	0.0	4.842	A
C-D	22	5			22				
C-A	298	75			298				

2025 + Com Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	490	100.000
B - Elm Grove N		ONE HOUR	✓	109	100.000
C - Barnham Road S		ONE HOUR	✓	556	100.000
D - Elm Grove S		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	59	359	72
	B - Elm Grove N	76	0	31	2
	C - Barnham Road S	471	25	0	60
	D - Elm Grove S	67	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.34	15.14	0.5	C	100	150
ABCD	0.22	5.68	0.6	A	133	200
AB					45	67
AC					271	407
D-ABC	0.28	11.50	0.4	B	100	150
C-ABD	0.08	4.62	0.2	A	55	82
C-D					52	77
C-A					404	606

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	432	0.190	81	0.0	0.2	10.242	B
ABCD	93	23	750	0.124	92	0.0	0.2	5.466	A
AB	39	10			39				
AC	237	59			237				
D-ABC	82	21	507	0.162	81	0.0	0.2	8.442	A
C-ABD	37	9	817	0.045	36	0.0	0.1	4.610	A
C-D	43	11			43				
C-A	339	85			339				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	401	0.244	98	0.2	0.3	11.859	B
ABCD	125	31	778	0.161	125	0.2	0.3	5.517	A
AB	45	11			45				
AC	270	68			270				
D-ABC	98	24	477	0.206	98	0.2	0.3	9.494	A
C-ABD	51	13	858	0.059	51	0.1	0.1	4.459	A
C-D	51	13			51				
C-A	398	100			398				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	358	0.335	119	0.3	0.5	15.038	C
A-BCD	181	45	818	0.222	181	0.3	0.5	5.657	A
AB	51	13			51				
AC	307	77			307				
D-ABC	120	30	433	0.277	120	0.3	0.4	11.436	B
C-ABD	76	19	917	0.083	76	0.1	0.2	4.280	A
C-D	61	15			61				
C-A	476	119			476				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	358	0.336	120	0.5	0.5	15.140	C
A-BCD	182	45	818	0.222	182	0.5	0.6	5.677	A
AB	51	13			51				
AC	307	77			307				
D-ABC	120	30	433	0.277	120	0.4	0.4	11.498	B
C-ABD	76	19	917	0.083	76	0.2	0.2	4.283	A
C-D	61	15			61				
C-A	475	119			475				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	400	0.245	99	0.5	0.3	11.956	B
A-BCD	126	31	778	0.161	126	0.6	0.4	5.546	A
AB	45	11			45				
AC	270	68			270				
D-ABC	98	24	476	0.206	98	0.4	0.3	9.542	A
C-ABD	51	13	858	0.059	51	0.2	0.1	4.468	A
C-D	51	13			51				
C-A	398	100			398				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	431	0.190	82	0.3	0.2	10.336	B
A-BCD	93	23	751	0.124	94	0.4	0.3	5.495	A
AB	39	10			39				
AC	236	59			236				
D-ABC	82	21	507	0.162	82	0.3	0.2	8.493	A
C-ABD	37	9	817	0.045	37	0.1	0.1	4.620	A
C-D	43	11			43				
C-A	339	85			339				

2025 + Com Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	559	100.000
B - Elm Grove N		ONE HOUR	✓	56	100.000
C - Barnham Road S		ONE HOUR	✓	459	100.000
D - Elm Grove S		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	486	15
	B - Elm Grove N	43	0	11	2
	C - Barnham Road S	413	16	0	30
	D - Elm Grove S	49	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.18	12.76	0.2	E	51	77
A-BCD	0.05	4.44	0.1	A	32	48
AB					51	77
AC					430	644
D-ABC	0.18	9.23	0.2	A	71	106
C-ABD	0.05	4.83	0.1	A	30	45
C-D					27	40
C-A					364	546

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	417	0.101	42	0.0	0.1	9.584	A
A-BCD	22	5	833	0.026	21	0.0	0.0	4.435	A
AB	43	11			43				
AC	357	89			357				
D-ABC	58	14	537	0.108	57	0.0	0.1	7.499	A
C-ABD	21	5	766	0.027	21	0.0	0.0	4.829	A
C-D	22	6			22				
C-A	302	76			302				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	387	0.130	50	0.1	0.1	10.702	B
A-BCD	30	7	877	0.034	30	0.0	0.0	4.249	A
AB	51	13			51				
AC	422	106			422				
D-ABC	69	17	511	0.135	69	0.1	0.2	8.136	A
C-ABD	28	7	796	0.035	28	0.0	0.0	4.684	A
C-D	26	7			26				
C-A	358	90			358				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	344	0.180	62	0.1	0.2	12.736	B
A-BCD	44	11	939	0.047	44	0.0	0.1	4.022	A
AB	61	15			61				
AC	510	128			510				
D-ABC	85	21	475	0.178	84	0.2	0.2	9.216	A
C-ABD	41	10	841	0.049	41	0.0	0.1	4.500	A
C-D	32	8			32				
C-A	432	108			432				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	344	0.180	62	0.2	0.2	12.761	B
A-BCD	44	11	939	0.047	44	0.1	0.1	4.025	A
AB	61	15			61				
AC	510	127			510				
D-ABC	85	21	475	0.178	85	0.2	0.2	9.228	A
C-ABD	41	10	841	0.049	41	0.1	0.1	4.503	A
C-D	32	8			32				
C-A	432	108			432				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	386	0.131	51	0.2	0.2	10.734	B
A-BCD	30	7	877	0.034	30	0.1	0.0	4.253	A
AB	51	13			51				
AC	422	106			422				
D-ABC	69	17	511	0.135	69	0.2	0.2	8.152	A
C-ABD	28	7	797	0.035	28	0.1	0.0	4.688	A
C-D	26	7			26				
C-A	358	89			358				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	417	0.101	42	0.2	0.1	9.617	A
A-BCD	22	5	833	0.026	22	0.0	0.0	4.439	A
AB	43	11			43				
AC	357	89			357				
D-ABC	58	14	537	0.108	58	0.2	0.1	7.520	A
C-ABD	21	5	766	0.027	21	0.0	0.0	4.831	A
C-D	22	6			22				
C-A	302	76			302				

2031 + Com Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	509	100.000
B - Elm Grove N		ONE HOUR	✓	113	100.000
C - Barnham Road S		ONE HOUR	✓	577	100.000
D - Elm Grove S		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	62	373	74
	B - Elm Grove N	79	0	32	2
	C - Barnham Road S	488	26	0	63
	D - Elm Grove S	70	1	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.36	16.08	0.5	C	104	156
ABCD	0.24	5.72	0.6	A	143	215
AB					46	69
AC					278	417
D-ABC	0.29	12.03	0.4	B	104	156
C-ABD	0.09	4.59	0.2	A	59	88
C-D					53	80
C-A					417	626

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	426	0.200	84	0.0	0.2	10.513	B
ABCD	99	25	756	0.131	98	0.0	0.3	5.470	A
AB	40	10			40				
AC	244	61			244				
D-ABC	85	21	501	0.170	84	0.0	0.2	8.623	A
C-ABD	39	10	825	0.048	39	0.0	0.1	4.580	A
C-D	45	11			45				
C-A	350	88			350				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	394	0.259	101	0.2	0.3	12.302	B
ABCD	134	33	785	0.171	133	0.3	0.4	5.530	A
AB	46	11			46				
AC	278	69			278				
D-ABC	102	25	469	0.217	102	0.2	0.3	9.769	A
C-ABD	54	14	867	0.063	54	0.1	0.1	4.427	A
C-D	53	13			53				
C-A	411	103			411				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	349	0.358	124	0.3	0.5	15.948	C
A-BCD	196	49	827	0.237	195	0.4	0.6	5.702	A
AB	52	13			52				
AC	313	78			313				
D-ABC	125	31	424	0.294	124	0.3	0.4	11.980	B
C-ABD	83	21	929	0.089	82	0.1	0.2	4.250	A
C-D	63	16			63				
C-A	490	122			490				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	348	0.358	125	0.5	0.5	16.081	C
A-BCD	196	49	827	0.237	196	0.6	0.6	5.724	A
AB	52	13			52				
AC	312	78			312				
D-ABC	125	31	424	0.294	125	0.4	0.4	12.032	B
C-ABD	83	21	929	0.089	83	0.2	0.2	4.256	A
C-D	63	16			63				
C-A	490	122			490				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	393	0.259	103	0.5	0.4	12.425	B
A-BCD	134	34	785	0.171	135	0.6	0.4	5.567	A
AB	46	11			46				
AC	277	69			277				
D-ABC	102	25	469	0.217	102	0.4	0.3	9.833	A
C-ABD	55	14	867	0.063	55	0.2	0.1	4.438	A
C-D	53	13			53				
C-A	411	103			411				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	425	0.201	86	0.4	0.3	10.620	B
A-BCD	99	25	756	0.131	100	0.4	0.3	5.503	A
AB	40	10			40				
AC	243	61			243				
D-ABC	85	21	501	0.170	86	0.3	0.2	8.677	A
C-ABD	39	10	825	0.048	40	0.1	0.1	4.591	A
C-D	45	11			45				
C-A	350	88			350				

2031 + Com Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	582	100.000
B - Elm Grove N		ONE HOUR	✓	58	100.000
C - Barnham Road S		ONE HOUR	✓	477	100.000
D - Elm Grove S		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	61	506	15
	B - Elm Grove N	44	0	12	2
	C - Barnham Road S	430	16	0	31
	D - Elm Grove S	51	1	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.19	13.33	0.2	B	54	80
ABCD	0.05	4.40	0.1	A	35	52
AB					53	80
AC					446	668
D-ABC	0.19	9.52	0.2	A	74	110
C-ABD	0.05	4.80	0.1	A	32	48
C-D					28	41
C-A					378	567

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	411	0.107	44	0.0	0.1	9.790	A
ABCD	23	6	842	0.027	23	0.0	0.0	4.395	A
AB	44	11			44				
AC	370	93			370				
D-ABC	60	15	532	0.113	60	0.0	0.1	7.622	A
C-ABD	22	6	772	0.029	22	0.0	0.0	4.798	A
C-D	23	6			23				
C-A	314	79			314				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	379	0.139	52	0.1	0.2	11.021	B
ABCD	32	8	888	0.036	32	0.0	0.0	4.206	A
AB	53	13			53				
AC	438	110			438				
D-ABC	72	18	505	0.143	72	0.1	0.2	8.314	A
C-ABD	30	8	804	0.038	30	0.0	0.1	4.649	A
C-D	27	7			27				
C-A	372	93			372				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	334	0.193	64	0.2	0.2	13.301	B
A-BCD	48	12	953	0.051	48	0.0	0.1	3.977	A
AB	63	16			63				
AC	529	132			529				
D-ABC	88	22	467	0.189	88	0.2	0.2	9.503	A
C-ABD	44	11	851	0.052	44	0.1	0.1	4.462	A
C-D	33	8			33				
C-A	448	112			448				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	334	0.193	64	0.2	0.2	13.334	B
A-BCD	49	12	953	0.051	49	0.1	0.1	3.979	A
AB	63	16			63				
AC	528	132			528				
D-ABC	88	22	466	0.189	88	0.2	0.2	9.518	A
C-ABD	45	11	851	0.052	45	0.1	0.1	4.465	A
C-D	33	8			33				
C-A	448	112			448				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	379	0.139	53	0.2	0.2	11.059	B
A-BCD	32	8	888	0.036	32	0.1	0.1	4.212	A
AB	53	13			53				
AC	438	110			438				
D-ABC	72	18	505	0.143	72	0.2	0.2	8.332	A
C-ABD	30	8	804	0.038	30	0.1	0.1	4.651	A
C-D	27	7			27				
C-A	372	93			372				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	411	0.107	44	0.2	0.1	9.831	A
A-BCD	23	6	842	0.028	23	0.1	0.0	4.398	A
AB	44	11			44				
AC	370	93			370				
D-ABC	60	15	532	0.114	60	0.2	0.1	7.647	A
C-ABD	22	6	772	0.029	22	0.1	0.0	4.800	A
C-D	23	6			23				
C-A	314	79			314				

Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	15	100.000
B - Elm Grove N		ONE HOUR	✓	0	100.000
C - Barnham Road S		ONE HOUR	✓	43	100.000
D - Elm Grove S		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	15	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	43	0	0	0
	D - Elm Grove S	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	0	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					14	21
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					39	59

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	570	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	624	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	11	3			11				
D-ABC	0	0	596	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	629	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	32	8			32				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	569	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	623	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	13	3			13				
D-ABC	0	0	594	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	629	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	39	10			39				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	567	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	621	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	17	4			17				
D-ABC	0	0	591	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	628	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	47	12			47				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	567	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	621	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	17	4			17				
D-ABC	0	0	591	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	628	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	47	12			47				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	569	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	623	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	13	3			13				
D-ABC	0	0	594	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	629	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	39	10			39				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	570	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	624	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	11	3			11				
D-ABC	0	0	596	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	629	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	32	8			32				

Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	39	100.000
B - Elm Grove N		ONE HOUR	✓	0	100.000
C - Barnham Road S		ONE HOUR	✓	18	100.000
D - Elm Grove S		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	39	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	18	0	0	0
	D - Elm Grove S	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	0	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					36	54
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					17	25

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	568	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	629	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	29	7			29				
D-ABC	0	0	598	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	625	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	14	3			14				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	566	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	628	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	35	9			35				
D-ABC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	624	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	16	4			16				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	564	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	627	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	43	11			43				
D-ABC	0	0	595	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	622	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	20	5			20				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	564	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	627	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	43	11			43				
D-ABC	0	0	595	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	622	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	20	5			20				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	566	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	628	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	35	9			35				
D-ABC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	624	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	16	4			16				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	568	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	629	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	29	7			29				
D-ABC	0	0	598	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	625	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	14	3			14				

2023 + CD + D, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	498	100.000
B - Elm Grove N		ONE HOUR	✓	107	100.000
C - Barnham Road S		ONE HOUR	✓	592	100.000
D - Elm Grove S		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	369	71
	B - Elm Grove N	75	0	31	2
	C - Barnham Road S	508	25	0	59
	D - Elm Grove S	66	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.34	15.54	0.5	C	99	148
ABCD	0.22	5.69	0.6	A	134	202
AB					44	66
AC					278	417
D-ABC	0.28	11.88	0.4	B	99	148
C-ABD	0.08	4.52	0.2	A	57	85
C-D					51	76
C-A					435	653

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	427	0.190	80	0.0	0.2	10.359	B
ABCD	93	23	750	0.124	92	0.0	0.2	5.469	A
AB	38	10			38				
AC	243	61			243				
D-ABC	81	20	499	0.162	80	0.0	0.2	8.575	A
C-ABD	38	9	835	0.045	38	0.0	0.1	4.513	A
C-D	43	11			43				
C-A	365	91			365				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	395	0.245	96	0.2	0.3	12.044	B
ABCD	126	31	778	0.162	125	0.2	0.4	5.521	A
AB	44	11			44				
AC	278	69			278				
D-ABC	97	24	467	0.207	96	0.2	0.3	9.700	A
C-ABD	53	13	880	0.060	53	0.1	0.1	4.351	A
C-D	50	13			50				
C-A	429	107			429				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	350	0.338	118	0.3	0.5	15.478	C
A-BCD	184	46	818	0.225	183	0.4	0.6	5.673	A
AB	50	12			50				
AC	314	79			314				
D-ABC	118	30	421	0.281	118	0.3	0.4	11.834	B
C-ABD	80	20	944	0.085	80	0.1	0.2	4.163	A
C-D	60	15			60				
C-A	511	128			511				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	350	0.338	118	0.5	0.5	15.543	C
A-BCD	184	46	819	0.225	184	0.6	0.6	5.693	A
AB	50	12			50				
AC	314	79			314				
D-ABC	118	30	421	0.281	118	0.4	0.4	11.884	B
C-ABD	80	20	944	0.085	80	0.2	0.2	4.168	A
C-D	60	15			60				
C-A	511	128			511				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	394	0.245	97	0.5	0.3	12.150	B
A-BCD	126	32	778	0.162	127	0.6	0.4	5.555	A
AB	44	11			44				
AC	277	69			277				
D-ABC	97	24	467	0.207	97	0.4	0.3	9.749	A
C-ABD	53	13	880	0.060	53	0.2	0.1	4.361	A
C-D	50	13			50				
C-A	429	107			429				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	426	0.190	81	0.3	0.2	10.452	B
A-BCD	94	23	750	0.125	94	0.4	0.3	5.499	A
AB	38	10			38				
AC	243	61			243				
D-ABC	81	20	499	0.162	81	0.3	0.2	8.626	A
C-ABD	38	10	835	0.046	38	0.1	0.1	4.521	A
C-D	43	11			43				
C-A	365	91			365				

2023 + CD + D, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	590	100.000
B - Elm Grove N		ONE HOUR	✓	55	100.000
C - Barnham Road S		ONE HOUR	✓	470	100.000
D - Elm Grove S		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	57	518	14
	B - Elm Grove N	42	0	11	2
	C - Barnham Road S	425	15	0	30
	D - Elm Grove S	48	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.18	13.20	0.2	B	51	76
A-BCD	0.05	4.36	0.1	A	33	50
AB					51	76
AC					458	686
D-ABC	0.18	9.37	0.2	A	69	104
C-ABD	0.05	4.82	0.1	A	30	45
C-D					26	39
C-A					375	562

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	410	0.101	41	0.0	0.1	9.742	B
A-BCD	22	6	848	0.026	22	0.0	0.0	4.358	A
AB	42	11			42				
AC	380	95			380				
D-ABC	57	14	532	0.107	57	0.0	0.1	7.557	A
C-ABD	21	5	768	0.027	21	0.0	0.0	4.819	A
C-D	22	5			22				
C-A	311	78			311				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	378	0.131	50	0.1	0.1	10.947	B
A-BCD	31	8	895	0.034	31	0.0	0.0	4.165	A
AB	50	12			50				
AC	450	112			450				
D-ABC	68	17	506	0.135	68	0.1	0.2	8.221	A
C-ABD	28	7	799	0.035	28	0.0	0.0	4.671	A
C-D	26	6			26				
C-A	368	92			368				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	334	0.182	61	0.1	0.2	13.166	B
A-BCD	46	12	962	0.048	46	0.0	0.1	3.931	A
AB	60	15			60				
AC	543	136			543				
D-ABC	83	21	468	0.178	83	0.2	0.2	9.358	A
C-ABD	42	10	844	0.049	42	0.0	0.1	4.484	A
C-D	31	8			31				
C-A	445	111			445				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	334	0.182	61	0.2	0.2	13.196	B
A-BCD	46	12	962	0.048	46	0.1	0.1	3.933	A
AB	60	15			60				
AC	543	136			543				
D-ABC	83	21	467	0.178	83	0.2	0.2	9.370	A
C-ABD	42	10	844	0.049	42	0.1	0.1	4.485	A
C-D	31	8			31				
C-A	445	111			445				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	378	0.131	50	0.2	0.2	10.980	B
A-BCD	31	8	895	0.034	31	0.1	0.0	4.170	A
AB	50	12			50				
AC	450	112			450				
D-ABC	68	17	506	0.135	68	0.2	0.2	8.238	A
C-ABD	28	7	799	0.036	28	0.1	0.0	4.673	A
C-D	26	6			26				
C-A	368	92			368				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	410	0.101	42	0.2	0.1	9.780	A
A-BCD	22	6	848	0.026	22	0.0	0.0	4.361	A
AB	42	10			42				
AC	380	95			380				
D-ABC	57	14	532	0.107	57	0.2	0.1	7.578	A
C-ABD	21	5	768	0.027	21	0.0	0.0	4.822	A
C-D	22	5			22				
C-A	311	78			311				

2025 + CD + D, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	505	100.000
B - Elm Grove N		ONE HOUR	✓	109	100.000
C - Barnham Road S		ONE HOUR	✓	599	100.000
D - Elm Grove S		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	59	374	72
	B - Elm Grove N	76	0	31	2
	C - Barnham Road S	514	25	0	60
	D - Elm Grove S	67	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.35	15.89	0.5	C	100	150
A-BCD	0.23	5.71	0.6	A	138	207
AB					44	67
AC					281	421
D-ABC	0.29	12.09	0.4	B	100	150
C-ABD	0.09	4.51	0.2	A	59	88
C-D					52	77
C-A					440	660

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	424	0.193	81	0.0	0.2	10.458	B
A-BCD	95	24	752	0.127	94	0.0	0.3	5.470	A
AB	39	10			39				
AC	246	61			246				
D-ABC	82	21	497	0.165	81	0.0	0.2	8.641	A
C-ABD	39	10	838	0.046	38	0.0	0.1	4.502	A
C-D	43	11			43				
C-A	369	92			369				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	392	0.250	98	0.2	0.3	12.211	B
A-BCD	129	32	780	0.165	129	0.3	0.4	5.529	A
AB	44	11			44				
AC	280	70			280				
D-ABC	98	24	465	0.211	98	0.2	0.3	9.807	A
C-ABD	54	14	883	0.061	54	0.1	0.1	4.340	A
C-D	51	13			51				
C-A	434	108			434				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	347	0.346	119	0.3	0.5	15.768	C
A-BCD	189	47	822	0.230	188	0.4	0.6	5.690	A
AB	50	13			50				
AC	316	79			316				
D-ABC	120	30	418	0.287	119	0.3	0.4	12.035	B
C-ABD	83	21	949	0.087	82	0.1	0.2	4.155	A
C-D	61	15			61				
C-A	517	129			517				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	346	0.346	120	0.5	0.5	15.892	C
A-BCD	189	47	822	0.230	189	0.6	0.6	5.711	A
AB	50	13			50				
AC	316	79			316				
D-ABC	120	30	418	0.287	120	0.4	0.4	12.087	B
C-ABD	83	21	949	0.087	83	0.2	0.2	4.158	A
C-D	60	15			60				
C-A	517	129			517				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	392	0.250	99	0.5	0.3	12.326	B
A-BCD	130	32	781	0.166	130	0.6	0.4	5.562	A
AB	44	11			44				
AC	280	70			280				
D-ABC	98	24	464	0.211	98	0.4	0.3	9.859	A
C-ABD	54	14	883	0.061	55	0.2	0.1	4.349	A
C-D	51	13			51				
C-A	434	108			434				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	424	0.194	82	0.3	0.2	10.559	B
A-BCD	96	24	753	0.127	96	0.4	0.3	5.501	A
AB	39	10			39				
AC	245	61			245				
D-ABC	82	21	497	0.165	82	0.3	0.2	8.697	A
C-ABD	39	10	838	0.047	39	0.1	0.1	4.512	A
C-D	43	11			43				
C-A	369	92			369				

2025 + CD + D, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	598	100.000
B - Elm Grove N		ONE HOUR	✓	56	100.000
C - Barnham Road S		ONE HOUR	✓	477	100.000
D - Elm Grove S		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	525	15
	B - Elm Grove N	43	0	11	2
	C - Barnham Road S	431	16	0	30
	D - Elm Grove S	49	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.19	13.41	0.2	E	51	77
A-BCD	0.05	4.35	0.1	A	34	51
AB					51	77
AC					463	695
D-ABC	0.18	9.48	0.2	A	71	106
C-ABD	0.05	4.81	0.1	A	31	47
C-D					27	40
C-A					380	569

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	408	0.104	42	0.0	0.1	9.821	A
A-BCD	23	6	851	0.027	22	0.0	0.0	4.344	A
AB	43	11			43				
AC	385	96			385				
D-ABC	58	14	530	0.109	57	0.0	0.1	7.602	A
C-ABD	21	5	770	0.028	21	0.0	0.0	4.807	A
C-D	22	6			22				
C-A	315	79			315				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	375	0.134	50	0.1	0.2	11.065	B
A-BCD	32	8	899	0.035	31	0.0	0.0	4.150	A
AB	50	13			50				
AC	456	114			456				
D-ABC	69	17	503	0.137	69	0.1	0.2	8.286	A
C-ABD	29	7	802	0.036	29	0.0	0.0	4.658	A
C-D	26	7			26				
C-A	373	93			373				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	330	0.187	61	0.2	0.2	13.380	B
A-BCD	48	12	967	0.050	48	0.0	0.1	3.916	A
AB	61	15			61				
AC	550	137			550				
D-ABC	85	21	465	0.182	84	0.2	0.2	9.465	A
C-ABD	43	11	848	0.051	43	0.0	0.1	4.470	A
C-D	31	8			31				
C-A	450	113			450				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	330	0.187	62	0.2	0.2	13.413	B
A-BCD	48	12	967	0.050	48	0.1	0.1	3.917	A
AB	61	15			61				
AC	550	137			550				
D-ABC	85	21	464	0.182	85	0.2	0.2	9.477	A
C-ABD	43	11	848	0.051	43	0.1	0.1	4.471	A
C-D	31	8			31				
C-A	450	113			450				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	375	0.134	51	0.2	0.2	11.102	B
A-BCD	32	8	899	0.035	32	0.1	0.0	4.155	A
AB	50	13			50				
AC	456	114			456				
D-ABC	69	17	503	0.137	69	0.2	0.2	8.303	A
C-ABD	29	7	802	0.036	29	0.1	0.1	4.660	A
C-D	26	7			26				
C-A	373	93			373				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	408	0.104	42	0.2	0.1	9.858	A
A-BCD	23	6	851	0.027	23	0.0	0.0	4.347	A
AB	43	11			43				
AC	385	96			385				
D-ABC	58	14	530	0.109	58	0.2	0.1	7.627	A
C-ABD	21	5	770	0.028	21	0.1	0.0	4.811	A
C-D	22	6			22				
C-A	315	79			315				

2031 + CD + D, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	524	100.000
B - Elm Grove N		ONE HOUR	✓	113	100.000
C - Barnham Road S		ONE HOUR	✓	620	100.000
D - Elm Grove S		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	62	388	74
	B - Elm Grove N	79	0	32	2
	C - Barnham Road S	531	26	0	63
	D - Elm Grove S	70	1	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.37	16.93	0.6	C	104	156
A-BCD	0.25	5.76	0.7	A	148	222
AB					46	68
AC					287	430
D-ABC	0.31	12.69	0.4	B	104	156
C-ABD	0.09	4.48	0.2	A	63	95
C-D					53	80
C-A					452	679

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	418	0.204	84	0.0	0.3	10.741	B
A-BCD	101	25	758	0.134	100	0.0	0.3	5.475	A
AB	40	10			40				
AC	253	63			253				
D-ABC	85	21	491	0.174	84	0.0	0.2	8.832	A
C-ABD	41	10	846	0.049	41	0.0	0.1	4.474	A
C-D	45	11			45				
C-A	380	95			380				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	385	0.265	101	0.3	0.4	12.688	B
A-BCD	138	35	787	0.175	138	0.3	0.4	5.546	A
AB	46	11			46				
AC	287	72			287				
D-ABC	102	25	457	0.223	102	0.2	0.3	10.109	B
C-ABD	58	15	893	0.065	58	0.1	0.1	4.312	A
C-D	53	13			53				
C-A	447	112			447				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	338	0.369	124	0.4	0.6	16.775	C
A-BCD	204	51	831	0.245	203	0.4	0.6	5.740	A
AB	51	13			51				
AC	322	80			322				
D-ABC	125	31	409	0.305	124	0.3	0.4	12.622	B
C-ABD	90	22	961	0.093	89	0.1	0.2	4.130	A
C-D	62	16			62				
C-A	530	133			530				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	337	0.370	125	0.6	0.6	16.934	C
A-BCD	204	51	831	0.246	204	0.6	0.7	5.764	A
AB	51	13			51				
AC	321	80			321				
D-ABC	125	31	408	0.305	125	0.4	0.4	12.687	B
C-ABD	90	22	961	0.093	90	0.2	0.2	4.133	A
C-D	62	16			62				
C-A	530	133			530				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	384	0.265	103	0.6	0.4	12.828	B
A-BCD	139	35	788	0.176	140	0.7	0.4	5.583	A
AB	45	11			45				
AC	287	72			287				
D-ABC	102	25	457	0.223	102	0.4	0.3	10.174	B
C-ABD	58	15	893	0.065	59	0.2	0.1	4.323	A
C-D	53	13			53				
C-A	446	112			446				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	418	0.204	86	0.4	0.3	10.857	B
A-BCD	102	25	758	0.134	102	0.4	0.3	5.508	A
AB	40	10			40				
AC	252	63			252				
D-ABC	85	21	491	0.174	86	0.3	0.2	8.892	A
C-ABD	42	10	845	0.049	42	0.1	0.1	4.484	A
C-D	45	11			45				
C-A	380	95			380				

2031 + CD + D, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	621	100.000
B - Elm Grove N		ONE HOUR	✓	58	100.000
C - Barnham Road S		ONE HOUR	✓	495	100.000
D - Elm Grove S		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	61	545	15
	B - Elm Grove N	44	0	12	2
	C - Barnham Road S	448	16	0	31
	D - Elm Grove S	51	1	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.20	14.05	0.2	E	54	80
ABCD	0.05	4.31	0.1	A	37	55
AB					53	80
AC					479	719
D-ABC	0.19	9.79	0.2	A	74	110
C-ABD	0.05	4.78	0.1	A	34	50
C-D					28	41
C-A					393	590

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	402	0.110	44	0.0	0.1	10.042	E
ABCD	24	6	860	0.028	24	0.0	0.0	4.306	A
AB	44	11			44				
AC	399	100			399				
D-ABC	60	15	525	0.115	60	0.0	0.1	7.729	A
C-ABD	23	6	776	0.029	23	0.0	0.0	4.776	A
C-D	23	6			23				
C-A	327	82			327				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	368	0.143	52	0.1	0.2	11.409	E
ABCD	34	9	910	0.037	34	0.0	0.1	4.109	A
AB	52	13			52				
AC	471	118			471				
D-ABC	72	18	497	0.145	72	0.1	0.2	8.471	A
C-ABD	31	8	810	0.039	31	0.0	0.1	4.624	A
C-D	27	7			27				
C-A	387	97			387				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	321	0.201	64	0.2	0.2	14.008	B
A-BCD	52	13	981	0.053	52	0.1	0.1	3.874	A
AB	63	16			63				
AC	568	142			568				
D-ABC	88	22	456	0.193	88	0.2	0.2	9.770	A
C-ABD	47	12	858	0.054	46	0.1	0.1	4.433	A
C-D	33	8			33				
C-A	466	117			466				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	321	0.201	64	0.2	0.2	14.050	B
A-BCD	52	13	981	0.053	52	0.1	0.1	3.876	A
AB	63	16			63				
AC	568	142			568				
D-ABC	88	22	456	0.193	88	0.2	0.2	9.786	A
C-ABD	47	12	859	0.054	47	0.1	0.1	4.434	A
C-D	33	8			33				
C-A	466	117			466				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	368	0.143	53	0.2	0.2	11.449	B
A-BCD	34	9	910	0.037	34	0.1	0.1	4.115	A
AB	52	13			52				
AC	471	118			471				
D-ABC	72	18	497	0.145	72	0.2	0.2	8.491	A
C-ABD	31	8	810	0.039	31	0.1	0.1	4.628	A
C-D	27	7			27				
C-A	387	97			387				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	401	0.110	44	0.2	0.1	10.084	B
A-BCD	24	6	860	0.028	24	0.1	0.0	4.309	A
AB	44	11			44				
AC	398	100			398				
D-ABC	60	15	525	0.115	60	0.2	0.1	7.753	A
C-ABD	23	6	776	0.030	23	0.1	0.0	4.780	A
C-D	23	6			23				
C-A	327	82			327				

APPENDIX G. B2233/NORTH END ROAD ROUNDABOUT
JUNCTIONS 9 OUTPUTS

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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: North End Road Mini.j9

Path: T:\Projects\14000 Series\14160\ITB Tars Farm, Barnham\Tech\Junction Assessments\Arcady

Report generation date: 03/02/2021 16:29:50

»2025 + Com Dev, AM
 »2025 + Com Dev, PM
 »2025 + Com Dev + Dev, AM
 »2025 + Com Dev + Dev, PM
 »2031 + Com Dev, AM
 »2031 + Com Dev, PM
 »2031 + Com Dev + Dev, AM
 »2031 + Com Dev + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2025 + Com Dev								
1 - North End Road	0.3	8.56	0.25	A	4.4	36.08	0.83	E
2 - B2233 East	10.3	40.28	0.93	E	0.8	6.22	0.45	A
3 - B2233 West	1.1	10.87	0.53	B	1.0	8.47	0.51	A
2025 + Com Dev + Dev								
1 - North End Road	0.3	8.85	0.26	A	4.6	38.12	0.84	E
2 - B2233 East	11.6	44.65	0.94	E	0.9	6.59	0.48	A
3 - B2233 West	1.3	11.87	0.58	B	1.1	8.62	0.52	A
2031 + Com Dev								
1 - North End Road	0.4	8.78	0.27	A	5.9	47.26	0.88	E
2 - B2233 East	14.9	55.38	0.96	F	0.9	6.43	0.47	A
3 - B2233 West	1.2	11.54	0.56	B	1.1	8.87	0.53	A
2031 + Com Dev + Dev								
1 - North End Road	0.4	9.13	0.27	A	6.2	50.13	0.88	F
2 - B2233 East	17.0	61.88	0.98	F	1.0	6.81	0.50	A
3 - B2233 West	1.5	12.94	0.61	B	1.2	9.06	0.54	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	(untitled)
Location	
Site number	
Date	03/08/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2025 + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	29.63	D

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	North End Road	
2	B2233 East	
3	B2233 West	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - North End Road	2.20	2.20	5.27	2.9	9.57	6.90	0.0	✓
2 - B2233 East	3.75	3.75	4.50	8.5	15.35	15.28	0.0	✓
3 - B2233 West	3.50	3.50	3.91	0.3	11.26	9.34	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - North End Road	0.476	780
2 - B2233 East	0.558	1102
3 - B2233 West	0.503	965

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	130	100.000
2 - B2233 East		ONE HOUR	✓	893	100.000
3 - B2233 West		ONE HOUR	✓	344	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	94	36
	2 - B2233 East	402	0	491
	3 - B2233 West	42	302	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	7	15
	2 - B2233 East	3	0	1
	3 - B2233 West	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.25	8.56	0.3	A	119	179
2 - B2233 East	0.93	40.28	10.3	E	819	1229
3 - B2233 West	0.53	10.87	1.1	B	316	473

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	98	24	226	612	0.160	97	331	0.0	0.2	6.981	A
2 - B2233 East	672	168	27	1065	0.631	666	296	0.0	1.7	8.875	A
3 - B2233 West	259	65	300	780	0.332	257	393	0.0	0.5	6.865	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	117	29	271	592	0.198	117	397	0.2	0.2	7.576	A
2 - B2233 East	803	201	32	1062	0.756	798	355	1.7	2.9	13.387	B
3 - B2233 West	309	77	359	750	0.412	308	471	0.5	0.7	8.139	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	143	36	331	564	0.254	143	478	0.2	0.3	8.532	A
2 - B2233 East	983	246	40	1057	0.930	959	434	2.9	8.9	31.174	D
3 - B2233 West	379	95	432	714	0.531	377	567	0.7	1.1	10.643	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	143	36	332	564	0.254	143	486	0.3	0.3	8.559	A
2 - B2233 East	983	246	40	1057	0.930	978	436	8.9	10.3	40.280	E
3 - B2233 West	379	95	440	710	0.534	379	577	1.1	1.1	10.871	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	117	29	273	591	0.198	117	412	0.3	0.2	7.609	A
2 - B2233 East	803	201	32	1061	0.756	831	358	10.3	3.3	17.229	C
3 - B2233 West	309	77	374	743	0.416	311	489	1.1	0.7	8.369	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	98	24	228	611	0.160	98	337	0.2	0.2	7.022	A
2 - B2233 East	672	168	27	1065	0.631	678	299	3.3	1.8	9.464	A
3 - B2233 West	259	65	305	777	0.333	260	400	0.7	0.5	6.976	A

2025 + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	17.05	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	419	100.000
2 - B2233 East		ONE HOUR	✓	428	100.000
3 - B2233 West		ONE HOUR	✓	400	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	379	40
	2 - B2233 East	131	0	297
	3 - B2233 West	26	374	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	4	3
	2 - B2233 East	4	0	2
	3 - B2233 West	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.83	36.08	4.4	E	384	577
2 - B2233 East	0.45	6.22	0.8	A	393	589
3 - B2233 West	0.51	8.47	1.0	A	367	551

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	315	79	280	619	0.510	311	118	0.0	1.0	11.565	E
2 - B2233 East	322	81	30	1058	0.305	320	561	0.0	0.4	4.873	A
3 - B2233 West	301	75	98	889	0.339	299	252	0.0	0.5	6.085	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	377	94	336	593	0.636	374	141	1.0	1.7	16.275	C
2 - B2233 East	385	96	36	1054	0.365	384	674	0.4	0.6	5.367	A
3 - B2233 West	360	90	118	879	0.409	359	302	0.5	0.7	6.913	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	461	115	411	557	0.828	452	172	1.7	4.0	31.656	D
2 - B2233 East	471	118	43	1050	0.449	470	819	0.6	0.8	6.198	A
3 - B2233 West	440	110	144	865	0.509	439	369	0.7	1.0	8.416	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	461	115	412	557	0.829	460	173	4.0	4.4	36.081	E
2 - B2233 East	471	118	44	1050	0.449	471	828	0.8	0.8	6.222	A
3 - B2233 West	440	110	144	865	0.509	440	371	1.0	1.0	8.470	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	377	94	337	592	0.637	387	142	4.4	1.8	18.344	C
2 - B2233 East	385	96	37	1054	0.365	386	687	0.8	0.6	5.398	A
3 - B2233 West	360	90	118	879	0.409	361	305	1.0	0.7	6.973	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	315	79	282	618	0.511	319	118	1.8	1.1	12.152	E
2 - B2233 East	322	81	30	1057	0.305	323	570	0.6	0.4	4.906	A
3 - B2233 West	301	75	99	888	0.339	302	254	0.7	0.5	6.147	A

2025 + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 90% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	32.40	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	130	100.000
2 - B2233 East		ONE HOUR	✓	904	100.000
3 - B2233 West		ONE HOUR	✓	376	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	94	36
	2 - B2233 East	402	0	502
	3 - B2233 West	43	333	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	7	15
	2 - B2233 East	3	0	1
	3 - B2233 West	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.26	8.85	0.3	A	119	179
2 - B2233 East	0.34	44.85	11.6	E	830	1244
3 - B2233 West	0.58	11.87	1.3	B	345	518

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	98	24	249	603	0.162	97	332	0.0	0.2	7.111	A
2 - B2233 East	681	170	27	1065	0.639	674	319	0.0	1.7	9.049	A
3 - B2233 West	283	71	300	787	0.360	281	401	0.0	0.6	7.079	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	117	29	299	580	0.201	117	398	0.2	0.2	7.759	A
2 - B2233 East	813	203	32	1062	0.766	807	383	1.7	3.1	13.853	B
3 - B2233 West	338	85	359	757	0.446	337	481	0.6	0.8	8.547	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	143	36	365	551	0.260	143	478	0.2	0.3	8.819	A
2 - B2233 East	995	249	40	1057	0.942	969	468	3.1	9.7	33.432	D
3 - B2233 West	414	103	431	721	0.574	412	577	0.8	1.3	11.563	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	143	36	367	550	0.260	143	487	0.3	0.3	8.851	A
2 - B2233 East	995	249	40	1057	0.942	988	470	9.7	11.6	44.850	E
3 - B2233 West	414	103	439	717	0.578	414	588	1.3	1.3	11.870	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	117	29	301	579	0.202	117	415	0.3	0.3	7.801	A
2 - B2233 East	813	203	32	1062	0.766	845	386	11.6	3.5	18.708	C
3 - B2233 West	338	85	376	749	0.451	340	502	1.3	0.8	8.849	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	98	24	252	601	0.163	98	338	0.3	0.2	7.158	A
2 - B2233 East	681	170	27	1065	0.639	687	323	3.5	1.8	9.695	A
3 - B2233 West	283	71	306	784	0.361	284	409	0.8	0.6	7.217	A

2025 + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	17.61	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	420	100.000
2 - B2233 East		ONE HOUR	✓	457	100.000
3 - B2233 West		ONE HOUR	✓	414	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - North End Road	2 - B2233 East	3 - B2233 West
	1 - North End Road	0	379	41
	2 - B2233 East	131	0	326
	3 - B2233 West	27	387	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - North End Road	2 - B2233 East	3 - B2233 West
	1 - North End Road	0	4	3
	2 - B2233 East	4	0	2
	3 - B2233 West	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.84	38.12	4.6	E	385	578
2 - B2233 East	0.48	6.59	0.9	A	419	629
3 - B2233 West	0.52	8.62	1.1	A	380	570

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	316	79	289	616	0.514	312	118	0.0	1.0	11.709	E
2 - B2233 East	344	86	30	1058	0.325	342	571	0.0	0.5	5.018	A
3 - B2233 West	312	78	98	897	0.348	310	275	0.0	0.5	6.107	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	378	94	347	589	0.641	375	142	1.0	1.7	16.621	C
2 - B2233 East	411	103	37	1054	0.390	410	685	0.5	0.6	5.585	A
3 - B2233 West	372	93	118	887	0.420	371	329	0.5	0.7	6.974	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	462	116	425	552	0.837	452	174	1.7	4.2	33.048	D
2 - B2233 East	503	126	44	1050	0.479	502	833	0.6	0.9	6.556	A
3 - B2233 West	456	114	144	873	0.522	454	402	0.7	1.1	8.561	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	462	116	426	552	0.838	461	174	4.2	4.6	38.121	E
2 - B2233 East	503	126	45	1050	0.479	503	842	0.9	0.9	6.588	A
3 - B2233 West	456	114	144	873	0.522	456	404	1.1	1.1	8.623	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	378	94	349	588	0.642	388	142	4.6	1.9	18.943	C
2 - B2233 East	411	103	38	1053	0.390	412	700	0.9	0.6	5.619	A
3 - B2233 West	372	93	118	887	0.420	374	332	1.1	0.7	7.037	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	316	79	292	614	0.515	319	119	1.9	1.1	12.331	E
2 - B2233 East	344	86	31	1057	0.325	345	580	0.6	0.5	5.058	A
3 - B2233 West	312	78	99	897	0.348	312	277	0.7	0.5	6.173	A

2031 + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	39.57	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	135	100.000
2 - B2233 East		ONE HOUR	✓	925	100.000
3 - B2233 West		ONE HOUR	✓	356	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	98	37
	2 - B2233 East	416	0	509
	3 - B2233 West	44	312	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	7	15
	2 - B2233 East	3	0	1
	3 - B2233 West	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.27	8.78	0.4	A	124	186
2 - B2233 East	0.36	55.36	14.9	F	849	1273
3 - B2233 West	0.56	11.54	1.2	B	327	490

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	102	25	233	609	0.167	101	343	0.0	0.2	7.077	A
2 - B2233 East	696	174	28	1064	0.654	689	306	0.0	1.8	9.415	A
3 - B2233 West	268	67	310	775	0.346	266	407	0.0	0.5	7.051	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	121	30	280	588	0.207	121	411	0.2	0.3	7.712	A
2 - B2233 East	832	208	33	1061	0.784	825	368	1.8	3.4	14.889	B
3 - B2233 West	320	80	371	744	0.430	319	487	0.5	0.7	8.457	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	149	37	342	560	0.266	148	491	0.3	0.4	8.744	A
2 - B2233 East	1018	255	41	1056	0.964	985	450	3.4	11.8	33.875	E
3 - B2233 West	392	98	443	708	0.553	390	582	0.7	1.2	11.247	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	149	37	343	559	0.266	149	501	0.4	0.4	8.776	A
2 - B2233 East	1018	255	41	1056	0.964	1006	451	11.8	14.9	55.360	F
3 - B2233 West	392	98	453	703	0.557	392	594	1.2	1.2	11.545	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	121	30	282	587	0.207	122	433	0.4	0.3	7.750	A
2 - B2233 East	832	208	33	1061	0.784	875	370	14.9	3.9	22.999	C
3 - B2233 West	320	80	394	733	0.437	322	515	1.2	0.8	8.798	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	102	25	236	608	0.167	102	350	0.3	0.2	7.124	A
2 - B2233 East	696	174	28	1064	0.654	704	310	3.9	1.9	10.212	E
3 - B2233 West	268	67	317	771	0.348	269	415	0.8	0.5	7.183	A

2031 + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	21.08	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	437	100.000
2 - B2233 East		ONE HOUR	✓	444	100.000
3 - B2233 West		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - North End Road	2 - B2233 East	3 - B2233 West
	1 - North End Road	0	395	42
	2 - B2233 East	136	0	308
	3 - B2233 West	27	388	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - North End Road	2 - B2233 East	3 - B2233 West
	1 - North End Road	0	4	3
	2 - B2233 East	4	0	2
	3 - B2233 West	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.68	47.26	5.9	E	401	601
2 - B2233 East	0.47	6.43	0.9	A	407	611
3 - B2233 West	0.53	8.87	1.1	A	381	571

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	329	82	290	614	0.536	325	122	0.0	1.1	12.256	E
2 - B2233 East	334	84	31	1057	0.316	332	583	0.0	0.5	4.958	A
3 - B2233 West	312	78	102	887	0.352	310	262	0.0	0.5	6.222	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	393	98	348	587	0.670	390	146	1.1	1.9	17.978	C
2 - B2233 East	399	100	37	1053	0.379	399	700	0.5	0.6	5.493	A
3 - B2233 West	373	93	122	877	0.426	372	314	0.5	0.7	7.117	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	481	120	426	550	0.875	468	179	1.9	5.2	38.761	F
2 - B2233 East	489	122	45	1049	0.466	488	849	0.6	0.9	6.401	A
3 - B2233 West	457	114	149	863	0.530	455	383	0.7	1.1	8.809	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	481	120	427	549	0.876	478	179	5.2	5.9	47.864	E
2 - B2233 East	489	122	46	1049	0.466	489	860	0.9	0.9	6.431	A
3 - B2233 West	457	114	150	862	0.530	457	385	1.1	1.1	8.872	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	393	98	350	586	0.671	408	147	5.9	2.2	21.693	C
2 - B2233 East	399	100	39	1052	0.379	400	719	0.9	0.6	5.527	A
3 - B2233 West	373	93	123	876	0.426	375	317	1.1	0.8	7.194	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	329	82	293	613	0.537	333	123	2.2	1.2	13.038	E
2 - B2233 East	334	84	32	1056	0.316	335	594	0.6	0.5	4.993	A
3 - B2233 West	312	78	103	886	0.352	313	264	0.8	0.5	6.290	A

2031 + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 90% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	43.61	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	135	100.000
2 - B2233 East		ONE HOUR	✓	936	100.000
3 - B2233 West		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	98	37
	2 - B2233 East	416	0	520
	3 - B2233 West	44	344	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	7	15
	2 - B2233 East	3	0	1
	3 - B2233 West	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.27	9.13	0.4	A	124	186
2 - B2233 East	0.98	61.88	17.0	F	859	1288
3 - B2233 West	0.61	12.94	1.5	B	356	534

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	102	25	257	598	0.170	101	343	0.0	0.2	7.228	A
2 - B2233 East	705	176	28	1065	0.662	697	330	0.0	1.9	9.609	A
3 - B2233 West	292	73	310	775	0.377	290	415	0.0	0.6	7.379	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	121	30	308	575	0.211	121	410	0.2	0.3	7.932	A
2 - B2233 East	841	210	33	1061	0.793	835	396	1.9	3.6	15.459	C
3 - B2233 West	349	87	371	745	0.468	348	497	0.6	0.9	9.041	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	149	37	377	544	0.273	148	489	0.3	0.4	9.090	A
2 - B2233 East	1031	258	41	1056	0.976	992	484	3.6	13.1	41.488	E
3 - B2233 West	427	107	441	710	0.602	425	592	0.9	1.5	12.521	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	149	37	379	543	0.274	149	500	0.4	0.4	9.130	A
2 - B2233 East	1031	258	41	1056	0.976	1015	486	13.1	17.0	61.884	F
3 - B2233 West	427	107	451	705	0.606	427	605	1.5	1.5	12.940	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	121	30	311	573	0.212	122	437	0.4	0.3	7.978	A
2 - B2233 East	841	210	33	1061	0.793	893	400	17.0	4.2	26.226	D
3 - B2233 West	349	87	397	732	0.477	351	529	1.5	0.9	9.511	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	102	25	260	597	0.170	102	350	0.3	0.2	7.283	A
2 - B2233 East	705	176	28	1064	0.662	713	334	4.2	2.0	10.499	E
3 - B2233 West	292	73	317	772	0.379	293	424	0.9	0.6	7.547	A

2031 + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	21.81	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	437	100.000
2 - B2233 East		ONE HOUR	✓	473	100.000
3 - B2233 West		ONE HOUR	✓	430	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - North End Road	2 - B2233 East	3 - B2233 West
	1 - North End Road	0	395	42
	2 - B2233 East	136	0	337
	3 - B2233 West	28	402	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - North End Road	2 - B2233 East	3 - B2233 West
	1 - North End Road	0	4	3
	2 - B2233 East	4	0	2
	3 - B2233 West	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.88	50.13	6.2	F	401	601
2 - B2233 East	0.50	6.81	1.0	A	434	651
3 - B2233 West	0.54	9.06	1.2	A	395	592

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	329	82	301	610	0.539	324	123	0.0	1.1	12.403	B
2 - B2233 East	356	89	31	1057	0.337	354	594	0.0	0.5	5.105	A
3 - B2233 West	324	81	102	895	0.362	321	283	0.0	0.6	6.254	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	393	98	361	582	0.675	390	147	1.1	2.0	18.349	C
2 - B2233 East	425	106	37	1054	0.404	425	713	0.5	0.7	5.715	A
3 - B2233 West	387	97	122	885	0.437	386	340	0.6	0.8	7.204	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	481	120	441	545	0.883	467	180	2.0	5.5	40.453	E
2 - B2233 East	521	130	45	1050	0.496	520	863	0.7	1.0	6.777	A
3 - B2233 West	473	118	149	871	0.544	472	415	0.8	1.2	8.991	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	481	120	443	544	0.884	478	181	5.5	6.2	50.127	F
2 - B2233 East	521	130	46	1049	0.496	521	875	1.0	1.0	6.814	A
3 - B2233 West	473	118	150	870	0.544	473	417	1.2	1.2	9.064	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	393	98	363	581	0.676	409	148	6.2	2.2	22.538	C
2 - B2233 East	425	106	39	1053	0.404	426	732	1.0	0.7	5.758	A
3 - B2233 West	387	97	123	884	0.437	388	343	1.2	0.8	7.280	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	329	82	303	609	0.540	333	124	2.2	1.2	13.225	E
2 - B2233 East	356	89	32	1057	0.337	357	604	0.7	0.5	5.147	A
3 - B2233 West	324	81	103	895	0.362	325	286	0.8	0.6	6.326	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: North End Road Mini - Mitigation.j9

Path: T:\Projects\14000 Series\14160\ITB Tars Farm, Barnham\Tech\Junction Assessments\Arcady\With Mitigation

Report generation date: 04/02/2021 09:12:29

»2025 + Ford + Dev, AM
»2025 + Ford + Dev, PM
»2031 + Ford + Dev, AM
»2031 + Ford + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2025 + Ford + Dev								
1 - North End Road	0.3	3.39	0.22	A	0.8	4.75	0.43	A
2 - B2233 East	5.3	17.84	0.85	C	0.9	5.21	0.48	A
3 - B2233 West	1.2	7.77	0.54	A	1.1	6.32	0.52	A
2031 + Ford + Dev								
1 - North End Road	0.3	3.43	0.22	A	0.8	4.95	0.45	A
2 - B2233 East	6.6	21.42	0.88	C	1.0	5.35	0.49	A
3 - B2233 West	1.2	8.16	0.56	A	1.1	6.55	0.53	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	(untitled)
Location	
Site number	
Date	03/08/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 + Ford + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 + Ford + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 + Ford + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 + Ford + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2025 + Ford + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	12.79	S

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	North End Road	
2	B2233 East	
3	B2233 West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - North End Road	4.46	5.59	15.8	41.0	20.0	20.0	
2 - B2233 East	3.38	4.60	11.9	15.0	20.0	0.0	
3 - B2233 West	3.27	4.80	6.4	27.0	20.0	13.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - North End Road	0.689	1727
2 - B2233 East	0.633	1417
3 - B2233 West	0.613	1343

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 + Ford + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	270	100.000
2 - B2233 East		ONE HOUR	✓	1022	100.000
3 - B2233 West		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	176	94
	2 - B2233 East	444	0	578
	3 - B2233 West	127	365	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	5	8
	2 - B2233 East	3	0	1
	3 - B2233 West	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.22	3.39	0.3	A	248	372
2 - B2233 East	0.85	17.84	5.3	C	938	1407
3 - B2233 West	0.54	7.77	1.2	A	451	677

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	203	51	273	1445	0.141	203	427	0.0	0.2	2.896	A
2 - B2233 East	769	192	71	1345	0.572	764	405	0.0	1.3	6.139	A
3 - B2233 West	370	93	332	1101	0.337	368	503	0.0	0.5	4.903	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	243	61	328	1408	0.172	243	512	0.2	0.2	3.088	A
2 - B2233 East	919	230	84	1336	0.688	915	486	1.3	2.1	8.491	A
3 - B2233 West	442	111	398	1061	0.417	441	602	0.5	0.7	5.808	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	297	74	401	1359	0.219	297	623	0.2	0.3	3.390	A
2 - B2233 East	1125	281	103	1323	0.850	1113	594	2.1	5.1	16.296	C
3 - B2233 West	542	135	484	1008	0.537	540	733	0.7	1.1	7.664	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	297	74	402	1358	0.219	297	628	0.3	0.3	3.392	A
2 - B2233 East	1125	281	103	1323	0.850	1124	596	5.1	5.3	17.835	C
3 - B2233 West	542	135	488	1005	0.539	542	739	1.1	1.2	7.766	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	243	61	329	1407	0.173	243	519	0.3	0.2	3.093	A
2 - B2233 East	919	230	85	1336	0.688	931	488	5.3	2.3	9.147	A
3 - B2233 West	442	111	404	1056	0.419	444	611	1.2	0.7	5.894	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	203	51	275	1443	0.141	203	432	0.2	0.2	2.905	A
2 - B2233 East	769	192	71	1345	0.572	773	408	2.3	1.4	6.332	A
3 - B2233 West	370	93	336	1098	0.337	371	508	0.7	0.5	4.958	A

2025 + Ford + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 + Ford + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	528	100.000
2 - B2233 East		ONE HOUR	✓	568	100.000
3 - B2233 West		ONE HOUR	✓	553	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	428	100
	2 - B2233 East	213	0	355
	3 - B2233 West	91	462	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	3	1
	2 - B2233 East	3	0	2
	3 - B2233 West	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.43	4.75	0.8	A	485	727
2 - B2233 East	0.48	5.21	0.9	A	521	782
3 - B2233 West	0.52	6.32	1.1	A	507	761

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	398	99	346	1450	0.274	396	228	0.0	0.4	3.411	A
2 - B2233 East	428	107	75	1339	0.319	426	667	0.0	0.5	3.936	A
3 - B2233 West	416	104	160	1225	0.340	414	341	0.0	0.5	4.430	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	475	119	415	1403	0.338	474	273	0.4	0.5	3.873	A
2 - B2233 East	511	128	90	1329	0.384	510	799	0.5	0.6	4.391	A
3 - B2233 West	497	124	191	1205	0.412	496	409	0.5	0.7	5.073	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	581	145	507	1340	0.434	580	334	0.5	0.8	4.735	A
2 - B2233 East	625	156	110	1317	0.475	624	978	0.6	0.9	5.190	A
3 - B2233 West	609	152	234	1179	0.517	607	500	0.7	1.1	6.288	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	581	145	509	1339	0.434	581	335	0.8	0.8	4.751	A
2 - B2233 East	625	156	110	1317	0.475	625	980	0.9	0.9	5.207	A
3 - B2233 West	609	152	235	1178	0.517	609	501	1.1	1.1	6.320	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	475	119	417	1402	0.339	476	274	0.8	0.5	3.891	A
2 - B2233 East	511	128	90	1329	0.384	512	802	0.9	0.6	4.409	A
3 - B2233 West	497	124	192	1205	0.413	499	410	1.1	0.7	5.106	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	398	99	348	1449	0.274	398	229	0.5	0.4	3.427	A
2 - B2233 East	428	107	75	1338	0.320	428	671	0.6	0.5	3.959	A
3 - B2233 West	416	104	161	1224	0.340	417	343	0.7	0.5	4.463	A

2031 + Ford + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	14.98	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 + Ford + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	275	100.000
2 - B2233 East		ONE HOUR	✓	1054	100.000
3 - B2233 West		ONE HOUR	✓	504	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	180	95
	2 - B2233 East	458	0	596
	3 - B2233 West	129	375	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	5	8
	2 - B2233 East	3	0	1
	3 - B2233 West	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.22	3.43	0.3	A	252	379
2 - B2233 East	0.68	21.42	6.6	C	967	1451
3 - B2233 West	0.56	8.16	1.2	A	462	694

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	207	52	281	1440	0.144	206	439	0.0	0.2	2.917	A
2 - B2233 East	794	198	71	1345	0.590	788	416	0.0	1.4	6.400	A
3 - B2233 West	379	95	342	1094	0.347	377	517	0.0	0.5	5.007	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	247	62	336	1402	0.176	247	526	0.2	0.2	3.116	A
2 - B2233 East	948	237	85	1335	0.710	944	498	1.4	2.4	9.099	A
3 - B2233 West	453	113	410	1053	0.430	452	619	0.5	0.7	5.984	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	303	76	411	1352	0.224	302	639	0.2	0.3	3.431	A
2 - B2233 East	1160	290	104	1323	0.877	1145	609	2.4	6.1	18.878	C
3 - B2233 West	555	139	498	999	0.555	553	752	0.7	1.2	8.032	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	303	76	413	1351	0.224	303	646	0.3	0.3	3.434	A
2 - B2233 East	1160	290	105	1323	0.877	1159	611	6.1	6.6	21.424	C
3 - B2233 West	555	139	504	996	0.557	555	760	1.2	1.2	8.161	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	247	62	339	1401	0.176	248	535	0.3	0.2	3.123	A
2 - B2233 East	948	237	86	1335	0.710	964	501	6.6	2.5	10.076	B
3 - B2233 West	453	113	419	1048	0.433	455	630	1.2	0.8	6.095	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	207	52	283	1438	0.144	207	444	0.2	0.2	2.926	A
2 - B2233 East	794	198	72	1345	0.590	798	419	2.5	1.5	6.631	A
3 - B2233 West	379	95	347	1092	0.348	380	523	0.8	0.5	5.067	A

2031 + Ford + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 + Ford + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - North End Road		ONE HOUR	✓	546	100.000
2 - B2233 East		ONE HOUR	✓	584	100.000
3 - B2233 West		ONE HOUR	✓	568	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	444	102
	2 - B2233 East	218	0	366
	3 - B2233 West	92	476	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	3	1
	2 - B2233 East	3	0	2
	3 - B2233 West	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - North End Road	0.45	4.95	0.8	A	501	752
2 - B2233 East	0.49	5.35	1.0	A	536	804
3 - B2233 West	0.53	6.55	1.1	A	521	782

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	411	103	357	1443	0.285	409	232	0.0	0.4	3.479	A
2 - B2233 East	440	110	76	1338	0.329	438	690	0.0	0.5	3.993	A
3 - B2233 West	428	107	163	1223	0.350	425	351	0.0	0.5	4.505	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	491	123	427	1395	0.352	490	278	0.4	0.5	3.978	A
2 - B2233 East	525	131	92	1328	0.395	524	826	0.5	0.6	4.474	A
3 - B2233 West	511	128	196	1202	0.425	510	420	0.5	0.7	5.193	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	601	150	523	1329	0.452	600	341	0.5	0.8	4.930	A
2 - B2233 East	643	161	112	1315	0.489	642	1011	0.6	0.9	5.334	A
3 - B2233 West	625	156	240	1175	0.532	624	514	0.7	1.1	6.511	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	601	150	524	1328	0.453	601	341	0.8	0.8	4.950	A
2 - B2233 East	643	161	112	1315	0.489	643	1013	0.9	1.0	5.354	A
3 - B2233 West	625	156	240	1175	0.532	625	515	1.1	1.1	6.550	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	491	123	429	1393	0.352	492	279	0.8	0.5	3.998	A
2 - B2233 East	525	131	92	1328	0.395	526	829	1.0	0.7	4.495	A
3 - B2233 West	511	128	196	1202	0.425	512	422	1.1	0.7	5.231	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - North End Road	411	103	359	1441	0.285	412	234	0.5	0.4	3.500	A
2 - B2233 East	440	110	77	1337	0.329	440	694	0.7	0.5	4.015	A
3 - B2233 West	428	107	164	1222	0.350	428	353	0.7	0.5	4.542	A

APPENDIX H. B2233/BILSHAM ROAD ROUNDABOUT JUNCTIONS 9 OUTPUTS

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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: Bilsham Road Mini.j9

Path: T:\Projects\14000 Series\14160\ITB Tars Farm, Barnham\Tech\Junction Assessments\Arcady

Report generation date: 04/02/2021 09:39:43

»2025 + Com Dev, AM
 »2025 + Com Dev, PM
 »2025 + Com Dev + Dev, AM
 »2025 + Com Dev + Dev, PM
 »2031 + Com Dev, AM
 »2031 + Com Dev, PM
 »2031 + Com Dev + Dev, AM
 »2031 + Com Dev + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2025 + Com Dev								
1 - B2233 East	1.9	13.07	0.66	E	1.2	10.82	0.54	E
2 - Bilsham Road	43.2	237.14	1.13	F	0.9	11.26	0.47	E
3 - B2233 West	0.9	7.33	0.49	A	4.7	21.43	0.83	C
2025 + Com Dev + Dev								
1 - B2233 East	2.1	13.67	0.68	B	1.4	11.90	0.59	E
2 - Bilsham Road	46.0	252.66	1.14	F	0.9	11.82	0.49	B
3 - B2233 West	1.1	7.86	0.52	A	5.1	23.31	0.85	C
2031 + Com Dev								
1 - B2233 East	2.2	14.26	0.69	B	1.3	11.54	0.57	B
2 - Bilsham Road	58.6	328.19	1.19	F	1.0	11.91	0.50	B
3 - B2233 West	1.0	7.59	0.51	A	6.0	26.60	0.87	C
2031 + Com Dev + Dev								
1 - B2233 East	2.3	14.97	0.70	B	1.5	12.77	0.61	B
2 - Bilsham Road	61.6	353.52	1.20	F	1.0	12.53	0.51	B
3 - B2233 West	1.2	8.15	0.54	A	6.7	29.39	0.88	C

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	03/08/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2025 + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	98.12	F

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	B2233 East	
2	Bilsham Road	
3	B2233 West	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B2233 East	2.94	2.94	3.64	0.8	8.96	5.21	0.0	
2 - Bilsham Road	2.85	2.85	5.23	2.4	9.04	5.97	0.0	✓
3 - B2233 West	3.26	3.26	3.26	0.0	17.53	17.46	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2233 East	0.595	922
2 - Bilsham Road	0.495	791
3 - B2233 West	0.685	1075

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	491	100.000
2 - Bilsham Road		ONE HOUR	✓	562	100.000
3 - B2233 West		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	80	411
	2 - Bilsham Road	130	0	432
	3 - B2233 West	304	120	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	4	3
	2 - Bilsham Road	2	0	2
	3 - B2233 West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.66	13.07	1.9	B	451	676
2 - Bilsham Road	1.13	237.14	43.2	F	516	774
3 - B2233 West	0.49	7.33	0.9	A	389	584

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	370	92	90	841	0.440	367	324	0.0	0.8	7.548	A
2 - Bilsham Road	423	106	307	622	0.681	415	150	0.0	2.0	16.833	C
3 - B2233 West	319	80	96	979	0.326	317	626	0.0	0.5	5.429	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	441	110	108	830	0.532	440	387	0.8	1.1	9.200	A
2 - Bilsham Road	505	126	368	591	0.855	494	179	2.0	4.7	33.903	D
3 - B2233 West	381	95	114	966	0.395	381	748	0.5	0.6	6.141	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	541	135	132	816	0.663	537	458	1.1	1.9	12.798	B
2 - Bilsham Road	619	155	450	550	1.125	538	219	4.7	25.0	118.448	F
3 - B2233 West	467	117	124	959	0.487	466	863	0.6	0.9	7.274	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	541	135	132	815	0.663	540	461	1.9	1.9	13.073	B
2 - Bilsham Road	619	155	452	549	1.127	546	220	25.0	43.2	237.145	F
3 - B2233 West	467	117	126	958	0.487	467	872	0.9	0.9	7.328	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	441	110	108	830	0.532	444	407	1.9	1.2	9.418	A
2 - Bilsham Road	505	126	372	589	0.658	576	181	43.2	25.6	217.743	F
3 - B2233 West	381	95	133	953	0.400	382	815	0.9	0.7	6.314	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	370	92	91	840	0.440	371	349	1.2	0.8	7.699	A
2 - Bilsham Road	423	106	311	620	0.683	516	151	25.6	2.4	57.182	F
3 - B2233 West	319	80	119	963	0.332	320	707	0.7	0.5	5.605	A

2025 + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	16.68	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	359	100.000
2 - Bilsham Road		ONE HOUR	✓	262	100.000
3 - B2233 West		ONE HOUR	✓	745	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	70	289
	2 - Bilsham Road	81	0	181
	3 - B2233 West	488	257	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	8	2
	2 - Bilsham Road	5	0	3
	3 - B2233 West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.54	10.82	1.2	B	329	494
2 - Bilsham Road	0.47	11.26	0.9	B	240	361
3 - B2233 West	0.83	21.43	4.7	C	684	1025

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	270	68	192	781	0.346	268	425	0.0	0.5	6.992	A
2 - Bilsham Road	197	49	216	658	0.300	196	244	0.0	0.4	7.761	A
3 - B2233 West	561	140	60	1005	0.558	556	351	0.0	1.2	7.935	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	323	81	230	759	0.425	322	509	0.5	0.7	8.229	A
2 - Bilsham Road	236	59	259	637	0.370	235	293	0.4	0.6	8.944	A
3 - B2233 West	670	167	73	996	0.672	667	421	1.2	2.0	10.822	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	395	99	280	729	0.542	394	620	0.7	1.2	10.665	B
2 - Bilsham Road	288	72	317	609	0.474	287	356	0.6	0.9	11.159	B
3 - B2233 West	820	205	89	985	0.833	810	515	2.0	4.4	19.592	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	395	99	283	728	0.543	395	626	1.2	1.2	10.824	B
2 - Bilsham Road	288	72	318	608	0.474	288	360	0.9	0.9	11.262	B
3 - B2233 West	820	205	89	985	0.833	819	517	4.4	4.7	21.433	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	323	81	235	756	0.427	324	519	1.2	0.8	8.377	A
2 - Bilsham Road	236	59	261	636	0.370	237	298	0.9	0.6	9.048	A
3 - B2233 West	670	167	73	996	0.672	680	425	4.7	2.1	11.735	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	270	68	195	779	0.347	271	431	0.8	0.5	7.095	A
2 - Bilsham Road	197	49	218	657	0.300	198	248	0.6	0.4	7.860	A
3 - B2233 West	561	140	61	1004	0.558	564	355	2.1	1.3	8.242	A

2025 + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	99.76	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	502	100.000
2 - Bilsham Road		ONE HOUR	✓	562	100.000
3 - B2233 West		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	80	422
	2 - Bilsham Road	130	0	432
	3 - B2233 West	335	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	4	3
	2 - Bilsham Road	2	0	2
	3 - B2233 West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.68	13.67	2.1	B	461	691
2 - Bilsham Road	1.14	259.66	46.0	F	516	774
3 - B2233 West	0.52	7.86	1.1	A	418	626

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	378	94	90	841	0.450	375	347	0.0	0.8	7.675	A
2 - Bilsham Road	423	106	315	618	0.685	415	149	0.0	2.0	17.139	C
3 - B2233 West	343	86	96	979	0.350	340	634	0.0	0.5	5.624	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	451	113	108	830	0.544	450	415	0.8	1.2	9.433	A
2 - Bilsham Road	505	126	378	586	0.862	494	179	2.0	4.9	35.195	E
3 - B2233 West	409	102	114	966	0.423	408	758	0.5	0.7	6.442	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	553	138	132	816	0.678	549	491	1.2	2.0	13.342	B
2 - Bilsham Road	619	155	462	544	1.137	533	219	4.9	26.4	124.873	F
3 - B2233 West	501	125	123	960	0.522	500	871	0.7	1.1	7.793	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	553	138	132	815	0.678	553	494	2.0	2.1	13.668	B
2 - Bilsham Road	619	155	464	543	1.140	540	220	26.4	46.0	259.663	F
3 - B2233 West	501	125	125	959	0.522	501	880	1.1	1.1	7.859	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	451	113	108	830	0.544	455	434	2.1	1.2	9.683	A
2 - Bilsham Road	505	126	382	584	0.865	572	181	46.0	26.4	239.246	F
3 - B2233 West	409	102	132	954	0.429	410	822	1.1	0.8	6.636	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	378	94	91	840	0.450	379	376	1.2	0.8	7.841	A
2 - Bilsham Road	423	106	319	616	0.687	531	151	28.4	2.5	72.989	F
3 - B2233 West	343	86	123	960	0.357	343	727	0.8	0.6	5.841	A

2025 + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	18.01	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	387	100.000
2 - Bilsham Road		ONE HOUR	✓	262	100.000
3 - B2233 West		ONE HOUR	✓	758	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	70	317
	2 - Bilsham Road	81	0	181
	3 - B2233 West	501	257	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	8	2
	2 - Bilsham Road	5	0	3
	3 - B2233 West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.59	11.90	1.4	B	355	533
2 - Bilsham Road	0.49	11.82	0.9	B	240	361
3 - B2233 West	0.85	23.31	5.1	C	696	1043

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	291	73	192	782	0.373	289	434	0.0	0.6	7.285	A
2 - Bilsham Road	197	49	237	648	0.305	196	244	0.0	0.4	7.933	A
3 - B2233 West	571	143	60	1005	0.568	566	372	0.0	1.3	8.104	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	348	87	230	759	0.458	347	521	0.6	0.8	8.711	A
2 - Bilsham Road	236	59	284	625	0.377	235	293	0.4	0.6	9.223	A
3 - B2233 West	681	170	73	996	0.684	678	446	1.3	2.1	11.203	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	426	107	279	730	0.584	424	633	0.8	1.4	11.674	B
2 - Bilsham Road	288	72	347	594	0.486	287	356	0.6	0.9	11.690	B
3 - B2233 West	835	209	89	985	0.847	824	546	2.1	4.8	20.980	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	426	107	283	728	0.585	426	640	1.4	1.4	11.901	B
2 - Bilsham Road	288	72	349	593	0.487	288	360	0.9	0.9	11.815	B
3 - B2233 West	835	209	89	985	0.848	833	548	4.8	5.1	23.311	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	348	87	235	756	0.460	350	531	1.4	0.9	8.907	A
2 - Bilsham Road	236	59	287	623	0.378	237	298	0.9	0.6	9.344	A
3 - B2233 West	681	170	73	996	0.684	693	450	5.1	2.3	12.307	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	291	73	195	780	0.374	292	441	0.9	0.6	7.399	A
2 - Bilsham Road	197	49	240	646	0.305	198	248	0.6	0.4	8.043	A
3 - B2233 West	571	143	61	1004	0.568	574	376	2.3	1.3	8.441	A

2031 + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	101.40	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	509	100.000
2 - Bilsham Road		ONE HOUR	✓	583	100.000
3 - B2233 West		ONE HOUR	✓	440	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	83	426
	2 - Bilsham Road	135	0	448
	3 - B2233 West	315	125	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	4	3
	2 - Bilsham Road	2	0	2
	3 - B2233 West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.69	14.26	2.2	B	467	701
2 - Bilsham Road	1.19	339.19	58.6	F	535	802
3 - B2233 West	0.51	7.59	1.0	A	404	606

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	383	96	94	838	0.457	380	335	0.0	0.8	7.798	A
2 - Bilsham Road	439	110	318	616	0.712	430	155	0.0	2.3	18.501	C
3 - B2233 West	331	83	100	976	0.339	329	648	0.0	0.5	5.548	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	458	114	112	827	0.553	456	401	0.8	1.2	9.657	A
2 - Bilsham Road	524	131	382	584	0.897	509	187	2.3	6.1	41.241	E
3 - B2233 West	396	99	118	964	0.410	395	773	0.5	0.7	6.320	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	560	140	137	812	0.690	557	470	1.2	2.1	13.883	B
2 - Bilsham Road	642	160	466	542	1.184	534	228	6.1	32.3	149.772	F
3 - B2233 West	484	121	124	960	0.505	483	877	0.7	1.0	7.535	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	560	140	138	812	0.690	560	472	2.1	2.2	14.258	B
2 - Bilsham Road	642	160	469	541	1.187	539	229	32.9	58.6	314.013	F
3 - B2233 West	484	121	125	959	0.505	484	883	1.0	1.0	7.585	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	458	114	113	827	0.553	461	417	2.2	1.3	9.939	A
2 - Bilsham Road	524	131	386	582	0.896	572	188	58.6	48.6	329.183	F
3 - B2233 West	396	99	133	954	0.415	397	826	1.0	0.7	6.475	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	383	96	94	838	0.457	385	377	1.3	0.9	7.976	A
2 - Bilsham Road	439	110	322	614	0.715	601	157	48.5	5.9	185.981	F
3 - B2233 West	331	83	139	949	0.349	332	784	0.7	0.5	5.838	A

2031 + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	19.80	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	372	100.000
2 - Bilsham Road		ONE HOUR	✓	273	100.000
3 - B2233 West		ONE HOUR	✓	774	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	73	299
	2 - Bilsham Road	85	0	188
	3 - B2233 West	507	267	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	8	2
	2 - Bilsham Road	5	0	3
	3 - B2233 West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.57	11.54	1.3	B	341	512
2 - Bilsham Road	0.50	11.91	1.0	B	251	376
3 - B2233 West	0.87	26.60	6.0	C	710	1065

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	280	70	199	777	0.361	278	442	0.0	0.6	7.186	A
2 - Bilsham Road	206	51	223	654	0.314	204	254	0.0	0.5	7.961	A
3 - B2233 West	583	146	63	1003	0.581	577	364	0.0	1.4	8.359	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	334	84	239	753	0.444	334	530	0.6	0.8	8.557	A
2 - Bilsham Road	245	61	268	632	0.388	245	304	0.5	0.6	9.270	A
3 - B2233 West	696	174	76	994	0.700	692	437	1.4	2.2	11.796	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	410	102	289	723	0.566	408	643	0.8	1.3	11.326	B
2 - Bilsham Road	301	75	328	603	0.498	299	369	0.6	1.0	11.784	B
3 - B2233 West	852	213	93	982	0.868	839	534	2.2	5.5	23.284	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	410	102	293	721	0.568	409	651	1.3	1.3	11.540	B
2 - Bilsham Road	301	75	329	603	0.499	301	374	1.0	1.0	11.912	B
3 - B2233 West	852	213	94	982	0.868	850	536	5.5	6.0	26.598	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	334	84	245	750	0.446	336	542	1.3	0.8	8.747	A
2 - Bilsham Road	245	61	270	631	0.389	247	311	1.0	0.6	9.395	A
3 - B2233 West	696	174	77	993	0.700	710	440	6.0	2.4	13.272	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	280	70	202	775	0.362	281	449	0.8	0.6	7.309	A
2 - Bilsham Road	206	51	226	653	0.315	206	258	0.6	0.5	8.074	A
3 - B2233 West	583	146	64	1002	0.581	587	368	2.4	1.4	8.748	A

2031 + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	107.60	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	520	100.000
2 - Bilsham Road		ONE HOUR	✓	583	100.000
3 - B2233 West		ONE HOUR	✓	471	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	83	437
	2 - Bilsham Road	135	0	448
	3 - B2233 West	346	125	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	4	3
	2 - Bilsham Road	2	0	2
	3 - B2233 West	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.70	14.97	2.3	B	477	716
2 - Bilsham Road	1.20	353.82	61.6	F	535	802
3 - B2233 West	0.54	8.15	1.2	A	432	648

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	391	98	94	838	0.467	388	358	0.0	0.9	7.935	A
2 - Bilsham Road	439	110	326	612	0.717	430	155	0.0	2.4	18.865	C
3 - B2233 West	355	89	99	976	0.363	352	656	0.0	0.6	5.749	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	467	117	112	827	0.565	466	428	0.9	1.3	9.914	A
2 - Bilsham Road	524	131	391	579	0.935	508	187	2.4	6.4	42.863	E
3 - B2233 West	423	106	118	964	0.439	423	782	0.6	0.8	6.639	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	573	143	137	812	0.705	569	502	1.3	2.3	14.520	B
2 - Bilsham Road	642	160	478	536	1.187	529	228	6.4	34.5	157.334	F
3 - B2233 West	519	130	123	961	0.540	517	885	0.8	1.2	8.089	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	573	143	138	812	0.705	572	504	2.3	2.3	14.968	B
2 - Bilsham Road	642	160	481	535	1.201	533	229	34.5	61.6	331.372	F
3 - B2233 West	519	130	124	960	0.540	519	891	1.2	1.2	8.154	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	467	117	113	827	0.565	471	444	2.3	1.3	10.235	B
2 - Bilsham Road	524	131	396	577	0.938	568	188	61.6	60.7	353.820	F
3 - B2233 West	423	106	131	954	0.444	425	833	1.2	0.8	6.814	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	391	98	94	838	0.467	393	400	1.3	0.9	8.128	A
2 - Bilsham Road	439	110	330	610	0.720	598	157	50.7	10.9	182.645	F
3 - B2233 West	355	89	138	950	0.373	355	790	0.8	0.6	6.065	A

2031 + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	21.66	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	400	100.000
2 - Bilsham Road		ONE HOUR	✓	273	100.000
3 - B2233 West		ONE HOUR	✓	787	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	73	327
	2 - Bilsham Road	85	0	188
	3 - B2233 West	520	267	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	8	2
	2 - Bilsham Road	5	0	3
	3 - B2233 West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.61	12.77	1.5	B	367	551
2 - Bilsham Road	0.51	12.53	1.0	B	251	376
3 - B2233 West	0.88	29.39	6.7	D	722	1083

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	301	75	199	777	0.387	299	451	0.0	0.6	7.483	A
2 - Bilsham Road	206	51	244	644	0.319	204	254	0.0	0.5	8.142	A
3 - B2233 West	592	148	63	1003	0.591	587	384	0.0	1.4	8.545	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	360	90	239	754	0.477	359	541	0.6	0.9	9.078	A
2 - Bilsham Road	245	61	293	620	0.396	245	304	0.5	0.6	9.568	A
3 - B2233 West	707	177	76	994	0.712	704	462	1.4	2.4	12.245	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	440	110	289	724	0.608	438	656	0.9	1.5	12.463	B
2 - Bilsham Road	301	75	358	588	0.511	299	369	0.6	1.0	12.374	B
3 - B2233 West	867	217	93	982	0.882	852	564	2.4	6.1	25.123	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	440	110	293	722	0.610	440	665	1.5	1.5	12.769	B
2 - Bilsham Road	301	75	360	588	0.512	301	374	1.0	1.0	12.533	B
3 - B2233 West	867	217	94	982	0.883	864	567	6.1	6.7	29.392	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	360	90	246	750	0.480	362	555	1.5	0.9	9.335	A
2 - Bilsham Road	245	61	296	619	0.397	247	312	1.0	0.7	9.717	A
3 - B2233 West	707	177	77	993	0.712	724	466	6.7	2.6	14.083	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	301	75	203	775	0.388	302	459	0.9	0.6	7.630	A
2 - Bilsham Road	206	51	247	643	0.320	206	258	0.7	0.5	8.268	A
3 - B2233 West	592	148	64	1002	0.591	597	389	2.6	1.5	8.980	A

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: Bilsham Road Mini - Mitigation.j9

Path: T:\Projects\14000 Series\14160ITB Tars Farm, Barnham\Tech\Junction Assessments\Arcady\With Mitigation

Report generation date: 04/02/2021 09:55:31

»2025 + Ford + Dev, AM

»2025 + Ford + Dev, PM

»2031 + Ford + Dev, AM

»2031 + Ford + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2025 + Ford + Dev								
1 - B2233 East	1.5	7.83	0.59	A	0.8	6.28	0.46	A
2 - Bilsham Road	1.3	7.48	0.58	A	0.4	4.02	0.28	A
3 - B2233 West	1.0	6.07	0.50	A	3.7	13.97	0.79	B
2031 + Ford + Dev								
1 - B2233 East	1.6	8.24	0.61	A	0.9	6.52	0.48	A
2 - Bilsham Road	1.5	8.04	0.60	A	0.4	4.11	0.29	A
3 - B2233 West	1.1	6.29	0.52	A	4.3	16.08	0.82	C

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	03/08/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2025 + Ford + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D24	2025 + Ford + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D25	2031 + Ford + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D26	2031 + Ford + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2025 + Ford + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B2233 East	
2	Bilsham Road	
3	B2233 West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2233 East	3.40	4.60	10.9	9.0	20.0	22.0	
2 - Bilsham Road	3.70	5.60	13.5	15.0	20.0	21.5	
3 - B2233 West	3.30	4.50	8.1	16.0	20.0	10.3	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2233 East	0.563	1258
2 - Bilsham Road	0.635	1538
3 - B2233 West	0.603	1316

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D23	2025 + Ford + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	613	100.000
2 - Bilsham Road		ONE HOUR	✓	595	100.000
3 - B2233 West		ONE HOUR	✓	546	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	81	532
	2 - Bilsham Road	133	0	462
	3 - B2233 West	392	154	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	4	2
	2 - Bilsham Road	2	0	2
	3 - B2233 West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.59	7.83	1.5	A	563	844
2 - Bilsham Road	0.58	7.48	1.3	A	546	819
3 - B2233 West	0.50	6.07	1.0	A	501	752

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	461	115	115	1165	0.396	459	393	0.0	0.6	5.080	A
2 - Bilsham Road	448	112	398	1255	0.357	446	176	0.0	0.6	4.437	A
3 - B2233 West	411	103	100	1222	0.336	409	744	0.0	0.5	4.418	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	551	138	138	1152	0.478	550	471	0.6	0.9	5.969	A
2 - Bilsham Road	535	134	477	1205	0.444	534	211	0.6	0.8	5.359	A
3 - B2233 West	491	123	119	1210	0.406	490	892	0.5	0.7	4.995	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	675	169	169	1135	0.595	673	577	0.9	1.4	7.756	A
2 - Bilsham Road	655	164	584	1137	0.576	653	258	0.8	1.3	7.401	A
3 - B2233 West	601	150	146	1194	0.503	600	1091	0.7	1.0	6.044	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	675	169	170	1135	0.595	675	578	1.4	1.5	7.828	A
2 - Bilsham Road	655	164	586	1136	0.577	655	259	1.3	1.3	7.483	A
3 - B2233 West	601	150	146	1194	0.504	601	1094	1.0	1.0	6.073	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	551	138	139	1152	0.478	553	473	1.5	0.9	6.036	A
2 - Bilsham Road	535	134	480	1203	0.445	537	212	1.3	0.8	5.422	A
3 - B2233 West	491	123	120	1210	0.406	492	897	1.0	0.7	5.027	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	461	115	116	1165	0.396	463	396	0.9	0.7	5.135	A
2 - Bilsham Road	448	112	401	1253	0.358	449	177	0.8	0.6	4.484	A
3 - B2233 West	411	103	100	1221	0.337	412	750	0.7	0.5	4.449	A

2025 + Ford + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2025 + Ford + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	445	100.000
2 - Bilsham Road		ONE HOUR	✓	312	100.000
3 - B2233 West		ONE HOUR	✓	885	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	72	373
	2 - Bilsham Road	88	0	224
	3 - B2233 West	610	275	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	7	1
	2 - Bilsham Road	5	0	2
	3 - B2233 West	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.46	6.28	0.8	A	408	613
2 - Bilsham Road	0.28	4.02	0.4	A	286	429
3 - B2233 West	0.79	13.97	3.7	B	812	1218

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	335	84	206	1118	0.300	333	522	0.0	0.4	4.582	A
2 - Bilsham Road	235	59	279	1321	0.178	234	260	0.0	0.2	3.306	A
3 - B2233 West	666	167	66	1250	0.533	662	447	0.0	1.1	6.079	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	400	100	246	1095	0.366	399	626	0.4	0.6	5.175	A
2 - Bilsham Road	280	70	335	1287	0.218	280	311	0.2	0.3	3.577	A
3 - B2233 West	796	199	79	1241	0.641	793	536	1.1	1.7	7.985	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	490	122	301	1064	0.460	489	763	0.6	0.8	6.247	A
2 - Bilsham Road	344	86	410	1240	0.277	343	380	0.3	0.4	4.012	A
3 - B2233 West	974	244	97	1230	0.792	967	656	1.7	3.6	13.308	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	490	122	303	1063	0.461	490	768	0.8	0.8	6.282	A
2 - Bilsham Road	344	86	411	1239	0.277	344	382	0.4	0.4	4.018	A
3 - B2233 West	974	244	97	1230	0.792	974	657	3.6	3.7	13.972	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	400	100	250	1093	0.366	401	633	0.8	0.6	5.212	A
2 - Bilsham Road	280	70	336	1286	0.218	281	314	0.4	0.3	3.585	A
3 - B2233 West	796	199	79	1241	0.641	803	538	3.7	1.8	8.344	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	335	84	208	1116	0.300	336	527	0.6	0.4	4.616	A
2 - Bilsham Road	235	59	281	1320	0.178	235	262	0.3	0.2	3.318	A
3 - B2233 West	666	167	66	1249	0.533	669	450	1.8	1.2	6.232	A

2031 + Ford + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	631	100.000
2 - Bilsham Road		ONE HOUR	✓	616	100.000
3 - B2233 West		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	84	547
	2 - Bilsham Road	138	0	478
	3 - B2233 West	403	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	4	2
	2 - Bilsham Road	2	0	2
	3 - B2233 West	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.61	8.24	1.6	A	579	869
2 - Bilsham Road	0.60	8.04	1.5	A	565	848
3 - B2233 West	0.52	6.29	1.1	A	516	774

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	475	119	119	1163	0.409	472	405	0.0	0.7	5.189	A
2 - Bilsham Road	464	116	409	1248	0.372	461	182	0.0	0.6	4.563	A
3 - B2233 West	423	106	103	1220	0.347	421	767	0.0	0.5	4.496	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	567	142	143	1150	0.493	566	486	0.7	1.0	6.159	A
2 - Bilsham Road	554	138	491	1196	0.463	553	218	0.6	0.9	5.585	A
3 - B2233 West	505	126	124	1207	0.418	504	920	0.5	0.7	5.116	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	695	174	175	1132	0.614	692	594	1.0	1.6	8.150	A
2 - Bilsham Road	678	170	600	1127	0.602	676	267	0.9	1.5	7.937	A
3 - B2233 West	619	155	151	1191	0.520	617	1125	0.7	1.1	6.262	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	695	174	175	1131	0.614	695	596	1.6	1.6	8.238	A
2 - Bilsham Road	678	170	602	1125	0.603	678	268	1.5	1.5	8.044	A
3 - B2233 West	619	155	152	1191	0.520	619	1128	1.1	1.1	6.295	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	567	142	143	1149	0.494	570	488	1.6	1.0	6.234	A
2 - Bilsham Road	554	138	494	1194	0.464	556	219	1.5	0.9	5.665	A
3 - B2233 West	505	126	125	1207	0.419	507	925	1.1	0.7	5.150	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	475	119	120	1162	0.409	476	408	1.0	0.7	5.254	A
2 - Bilsham Road	464	116	413	1246	0.372	465	183	0.9	0.6	4.618	A
3 - B2233 West	423	106	104	1219	0.347	424	774	0.7	0.5	4.530	A

2031 + Ford + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	11.20	S

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2233 East		ONE HOUR	✓	458	100.000
2 - Bilsham Road		ONE HOUR	✓	323	100.000
3 - B2233 West		ONE HOUR	✓	914	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	75	383
	2 - Bilsham Road	92	0	231
	3 - B2233 West	629	285	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
	1 - B2233 East	0	7	1
	2 - Bilsham Road	5	0	2
	3 - B2233 West	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2233 East	0.48	6.52	0.9	A	420	630
2 - Bilsham Road	0.29	4.11	0.4	A	296	445
3 - B2233 West	0.82	16.08	4.3	C	839	1258

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	345	86	213	1113	0.310	343	539	0.0	0.4	4.664	A
2 - Bilsham Road	243	61	287	1316	0.185	242	269	0.0	0.2	3.348	A
3 - B2233 West	688	172	69	1248	0.552	683	460	0.0	1.2	6.326	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	412	103	255	1089	0.378	411	646	0.4	0.6	5.303	A
2 - Bilsham Road	290	73	344	1281	0.227	290	323	0.2	0.3	3.633	A
3 - B2233 West	822	205	83	1239	0.663	819	551	1.2	1.9	8.504	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	504	126	311	1058	0.477	503	788	0.6	0.9	6.471	A
2 - Bilsham Road	356	89	421	1233	0.288	355	393	0.3	0.4	4.099	A
3 - B2233 West	1006	252	101	1228	0.820	997	675	1.9	4.2	15.053	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	504	126	314	1057	0.477	504	793	0.9	0.9	6.517	A
2 - Bilsham Road	356	89	422	1232	0.289	356	396	0.4	0.4	4.105	A
3 - B2233 West	1006	252	101	1228	0.820	1006	676	4.2	4.3	16.081	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	412	103	259	1087	0.379	413	655	0.9	0.6	5.349	A
2 - Bilsham Road	290	73	345	1280	0.227	291	327	0.4	0.3	3.639	A
3 - B2233 West	822	205	83	1239	0.663	831	553	4.3	2.0	9.009	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2233 East	345	86	216	1112	0.310	345	545	0.6	0.5	4.703	A
2 - Bilsham Road	243	61	289	1315	0.185	243	272	0.3	0.2	3.361	A
3 - B2233 West	688	172	69	1247	0.552	691	463	2.0	1.2	6.506	A

**APPENDIX I. B2233/A29 ROUNDABOUT WAR MEMORIAL
JUNCTIONS 9 OUTPUTS**

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: War Memorial.j9

Path: T:\Projects\14000 Series\14160\ITB Tars Farm, Barnham\Tech\Junction Assessments\Arcady

Report generation date: 08/02/2021 15:45:58

»2025 + Com Dev, AM
»2025 + Com Dev, PM
»2025 + Com Dev + Dev, AM
»2025 + Com Dev + Dev, PM
»2031 + Com Dev, AM
»2031 + Com Dev, PM
»2031 + Com Dev + Dev, AM
»2031 + Com Dev + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2025 + Com Dev								
1 - Fontwell Avenue	1.3	8.76	0.56	A	9.8	46.48	0.93	E
2 - Barnham Road	1.0	4.77	0.50	A	0.6	4.41	0.39	A
3 - Nyton Road	0.9	3.38	0.47	A	0.7	3.02	0.42	A
2025 + Com Dev + Dev								
1 - Fontwell Avenue	1.3	8.92	0.57	A	11.9	55.80	0.95	F
2 - Barnham Road	1.1	4.99	0.52	A	0.7	4.47	0.40	A
3 - Nyton Road	0.9	3.43	0.48	A	0.8	3.08	0.43	A
2031 + Com Dev								
1 - Fontwell Avenue	1.4	9.41	0.59	A	15.8	68.96	0.98	F
2 - Barnham Road	1.1	5.01	0.52	A	0.7	4.58	0.41	A
3 - Nyton Road	1.0	3.51	0.49	A	0.8	3.11	0.44	A
2031 + Com Dev + Dev								
1 - Fontwell Avenue	1.5	9.61	0.60	A	20.0	88.45	1.00	F
2 - Barnham Road	1.2	5.25	0.54	A	0.7	4.64	0.42	A
3 - Nyton Road	1.0	3.56	0.50	A	0.8	3.18	0.45	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	08/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 + Com Dev	AM	ONE HOUR	07:45	09:15	15
D2	2025 + Com Dev	PM	ONE HOUR	16:45	18:15	15
D3	2025 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D4	2025 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D5	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15
D6	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2031 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 + Com Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial	Standard Roundabout		1, 2, 3	5.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Fontwell Avenue	
2	Barnham Road	
3	Nyton Road	

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 - Fontwell Avenue	4.10	4.60	0.7	9.9	27.9	46.0	
2 - Barnham Road	3.40	6.20	16.4	106.2	25.9	8.0	
3 - Nyton Road	6.10	6.50	7.8	67.4	25.9	12.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Fontwell Avenue	0.515	1153
2 - Barnham Road	0.710	1762
3 - Nyton Road	0.782	2142

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 + Com Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Fontwell Avenue		✓	483	100.000
2 - Barnham Road		✓	672	100.000
3 - Nyton Road		✓	867	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	2	153	328
	2 - Barnham Road	140	0	532
	3 - Nyton Road	496	359	12

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	0	0
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Fontwell Avenue	0.56	8.76	1.3	A
2 - Barnham Road	0.50	4.77	1.0	A
3 - Nyton Road	0.47	3.38	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	364	279	1009	0.360	361	0.6	5.538	A
2 - Barnham Road	506	256	1580	0.320	504	0.5	3.339	A
3 - Nyton Road	653	107	2058	0.317	651	0.5	2.554	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	434	333	981	0.443	433	0.8	6.561	A
2 - Barnham Road	604	307	1544	0.391	603	0.6	3.825	A
3 - Nyton Road	779	128	2042	0.382	779	0.6	2.849	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	532	408	943	0.564	530	1.3	8.680	A
2 - Barnham Road	740	375	1496	0.495	739	1.0	4.746	A
3 - Nyton Road	955	156	2019	0.473	953	0.9	3.374	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	532	408	942	0.564	532	1.3	8.764	A
2 - Barnham Road	740	377	1495	0.495	740	1.0	4.769	A
3 - Nyton Road	955	156	2019	0.473	955	0.9	3.380	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	434	334	981	0.443	436	0.8	6.632	A
2 - Barnham Road	604	309	1543	0.392	605	0.6	3.847	A
3 - Nyton Road	779	128	2041	0.382	781	0.6	2.856	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	364	280	1009	0.360	365	0.6	5.598	A
2 - Barnham Road	506	258	1579	0.320	507	0.5	3.361	A
3 - Nyton Road	653	107	2058	0.317	653	0.5	2.563	A

2025 + Com Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial	Standard Roundabout		1, 2, 3	19.35	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 segment length (min)
D2	2025 + Com Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Fontwell Avenue		✓	737	100.000
2 - Barnham Road		✓	481	100.000
3 - Nyton Road		✓	784	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	214	523
	2 - Barnham Road	99	0	382
	3 - Nyton Road	291	481	12

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	0	0
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Fontwell Avenue	0.93	46.43	9.8	E
2 - Barnham Road	0.39	4.41	0.6	A
3 - Nyton Road	0.42	3.02	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	555	370	962	0.577	550	1.3	8.620	A
2 - Barnham Road	362	399	1479	0.245	361	0.3	3.218	A
3 - Nyton Road	590	74	2083	0.283	589	0.4	2.406	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	663	443	925	0.717	658	2.4	13.297	B
2 - Barnham Road	432	478	1423	0.304	432	0.4	3.631	A
3 - Nyton Road	705	89	2072	0.340	704	0.5	2.632	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	811	542	873	0.929	788	8.3	35.031	E
2 - Barnham Road	530	572	1356	0.391	529	0.6	4.349	A
3 - Nyton Road	863	109	2056	0.420	862	0.7	3.014	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	811	543	873	0.929	806	9.8	46.431	E
2 - Barnham Road	530	585	1347	0.393	530	0.6	4.405	A
3 - Nyton Road	863	109	2056	0.420	863	0.7	3.016	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	663	444	924	0.717	691	2.7	17.103	C
2 - Barnham Road	432	501	1406	0.308	433	0.4	3.705	A
3 - Nyton Road	705	89	2072	0.340	706	0.5	2.638	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	555	371	961	0.577	560	1.4	9.077	A
2 - Barnham Road	362	406	1473	0.246	363	0.3	3.241	A
3 - Nyton Road	590	75	2083	0.283	591	0.4	2.414	A

2025 + Com Dev + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial	Standard Roundabout		1, 2, 3	5.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Fontwell Avenue		✓	486	100.000
2 - Barnham Road		✓	702	100.000
3 - Nyton Road		✓	874	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	2	156	328
	2 - Barnham Road	148	0	554
	3 - Nyton Road	496	366	12

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	0	0
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Fontwell Avenue	0.57	8.92	1.3	A
2 - Barnham Road	0.52	4.99	1.1	A
3 - Nyton Road	0.48	3.43	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	366	284	1007	0.364	364	0.6	5.581	A
2 - Barnham Road	529	256	1580	0.334	527	0.5	3.411	A
3 - Nyton Road	658	112	2053	0.320	656	0.5	2.573	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	437	340	978	0.447	436	0.8	6.633	A
2 - Barnham Road	631	307	1544	0.409	630	0.7	3.936	A
3 - Nyton Road	786	135	2036	0.386	785	0.6	2.876	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	535	416	939	0.570	533	1.3	8.833	A
2 - Barnham Road	773	375	1496	0.517	771	1.1	4.961	A
3 - Nyton Road	962	165	2013	0.478	961	0.9	3.421	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	535	416	938	0.570	535	1.3	8.922	A
2 - Barnham Road	773	377	1495	0.517	773	1.1	4.987	A
3 - Nyton Road	962	165	2012	0.478	962	0.9	3.427	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	437	340	977	0.447	439	0.8	6.707	A
2 - Barnham Road	631	309	1543	0.409	633	0.7	3.963	A
3 - Nyton Road	786	135	2036	0.386	787	0.6	2.884	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	366	285	1006	0.364	367	0.6	5.640	A
2 - Barnham Road	529	258	1579	0.335	529	0.5	3.434	A
3 - Nyton Road	658	113	2053	0.321	659	0.5	2.582	A

2025 + Com Dev + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial	Standard Roundabout		1, 2, 3	22.64	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 segment length (min)
D4	2025 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Fontwell Avenue		✓	744	100.000
2 - Barnham Road		✓	493	100.000
3 - Nyton Road		✓	803	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	221	523
	2 - Barnham Road	102	0	391
	3 - Nyton Road	291	500	12

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	0	0
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Fontwell Avenue	0.95	55.80	11.9	F
2 - Barnham Road	0.40	4.47	0.7	A
3 - Nyton Road	0.43	3.08	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	560	384	955	0.587	555	1.4	8.880	A
2 - Barnham Road	371	399	1479	0.251	370	0.3	3.241	A
3 - Nyton Road	605	77	2082	0.290	603	0.4	2.432	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	669	460	916	0.730	664	2.6	14.034	B
2 - Barnham Road	443	478	1423	0.312	443	0.4	3.671	A
3 - Nyton Road	722	92	2070	0.349	721	0.5	2.670	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	819	563	863	0.593	791	9.7	39.534	E
2 - Barnham Road	543	569	1358	0.400	542	0.7	4.407	A
3 - Nyton Road	884	112	2054	0.430	883	0.8	3.074	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	819	564	862	0.950	810	11.9	55.737	F
2 - Barnham Road	543	583	1348	0.403	543	0.7	4.469	A
3 - Nyton Road	884	112	2054	0.431	884	0.8	3.077	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	669	461	915	0.731	705	2.9	19.664	C
2 - Barnham Road	443	506	1402	0.316	444	0.5	3.761	A
3 - Nyton Road	722	92	2070	0.349	723	0.5	2.676	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	560	386	954	0.587	566	1.5	9.404	A
2 - Barnham Road	371	407	1473	0.252	372	0.3	3.271	A
3 - Nyton Road	605	77	2081	0.290	605	0.4	2.438	A

2031 + Com Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial	Standard Roundabout		1, 2, 3	5.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Fontwell Avenue		✓	502	100.000
2 - Barnham Road		✓	696	100.000
3 - Nyton Road		✓	898	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	2	159	341
	2 - Barnham Road	145	0	551
	3 - Nyton Road	514	372	12

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	0	0
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Fontwell Avenue	0.59	9.41	1.4	A
2 - Barnham Road	0.52	5.01	1.1	A
3 - Nyton Road	0.49	3.51	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	378	288	1004	0.376	376	0.6	5.704	A
2 - Barnham Road	524	266	1573	0.333	522	0.5	3.418	A
3 - Nyton Road	676	110	2055	0.329	674	0.5	2.603	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	451	345	975	0.463	450	0.8	6.844	A
2 - Barnham Road	626	318	1536	0.407	625	0.7	3.948	A
3 - Nyton Road	807	132	2038	0.396	807	0.7	2.921	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	553	422	935	0.591	550	1.4	9.301	A
2 - Barnham Road	766	389	1486	0.516	765	1.1	4.985	A
3 - Nyton Road	989	162	2015	0.491	988	1.0	3.498	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	553	423	935	0.591	553	1.4	9.411	A
2 - Barnham Road	766	391	1484	0.516	766	1.1	5.012	A
3 - Nyton Road	989	162	2015	0.491	989	1.0	3.507	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	451	346	975	0.463	454	0.9	6.938	A
2 - Barnham Road	626	321	1534	0.408	627	0.7	3.974	A
3 - Nyton Road	807	132	2038	0.396	808	0.7	2.932	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	378	289	1004	0.377	379	0.6	5.772	A
2 - Barnham Road	524	268	1572	0.333	525	0.5	3.440	A
3 - Nyton Road	676	111	2055	0.329	677	0.5	2.613	A

2031 + Com Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial	Standard Roundabout		1, 2, 3	28.06	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 segment length (min)
D6	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Fontwell Avenue		✓	765	100.000
2 - Barnham Road		✓	500	100.000
3 - Nyton Road		✓	814	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	222	543
	2 - Barnham Road	103	0	397
	3 - Nyton Road	303	499	12

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	0	0
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Fontwell Avenue	0.68	69.38	15.8	F
2 - Barnham Road	0.41	4.58	0.7	A
3 - Nyton Road	0.44	3.11	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	576	384	955	0.603	570	1.5	9.213	A
2 - Barnham Road	376	414	1468	0.256	375	0.3	3.288	A
3 - Nyton Road	613	77	2081	0.294	611	0.4	2.447	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	688	459	916	0.751	682	2.8	15.038	C
2 - Barnham Road	449	495	1410	0.319	449	0.5	3.742	A
3 - Nyton Road	732	92	2069	0.354	731	0.5	2.691	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	842	562	863	0.976	806	12.0	45.893	E
2 - Barnham Road	551	585	1347	0.409	550	0.7	4.513	A
3 - Nyton Road	896	113	2053	0.437	895	0.8	3.105	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	842	563	863	0.976	827	15.8	69.962	F
2 - Barnham Road	551	600	1336	0.412	550	0.7	4.584	A
3 - Nyton Road	896	113	2053	0.437	896	0.8	3.111	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	688	460	916	0.751	738	3.3	24.874	C
2 - Barnham Road	449	534	1382	0.325	450	0.5	3.867	A
3 - Nyton Road	732	93	2069	0.354	733	0.5	2.695	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	576	385	954	0.603	583	1.6	9.854	A
2 - Barnham Road	376	423	1462	0.258	377	0.3	3.319	A
3 - Nyton Road	613	78	2081	0.295	613	0.4	2.455	A

2031 + Com Dev + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial	Standard Roundabout		1, 2, 3	5.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Fontwell Avenue		✓	505	100.000
2 - Barnham Road		✓	726	100.000
3 - Nyton Road		✓	906	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	2	162	341
	2 - Barnham Road	153	0	573
	3 - Nyton Road	514	380	12

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	0	0
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Fontwell Avenue	0.60	9.61	1.5	A
2 - Barnham Road	0.54	5.25	1.2	A
3 - Nyton Road	0.50	3.56	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	380	294	1001	0.380	378	0.6	5.753	A
2 - Barnham Road	547	266	1573	0.347	544	0.5	3.491	A
3 - Nyton Road	682	116	2051	0.333	680	0.5	2.623	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	454	352	971	0.467	453	0.9	6.930	A
2 - Barnham Road	653	318	1536	0.425	652	0.7	4.069	A
3 - Nyton Road	814	139	2033	0.401	814	0.7	2.952	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	556	431	931	0.597	554	1.4	9.488	A
2 - Barnham Road	799	389	1486	0.538	798	1.2	5.220	A
3 - Nyton Road	998	170	2008	0.497	996	1.0	3.552	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	556	432	930	0.598	556	1.5	9.608	A
2 - Barnham Road	799	391	1484	0.538	799	1.2	5.253	A
3 - Nyton Road	998	171	2008	0.497	998	1.0	3.561	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	454	353	971	0.468	456	0.9	7.024	A
2 - Barnham Road	653	321	1534	0.425	654	0.7	4.100	A
3 - Nyton Road	814	140	2032	0.401	816	0.7	2.961	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	380	295	1001	0.380	381	0.6	5.825	A
2 - Barnham Road	547	268	1572	0.348	547	0.5	3.516	A
3 - Nyton Road	682	117	2050	0.333	683	0.5	2.635	A

2031 + Com Dev + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial	Standard Roundabout		1, 2, 3	33.52	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 segment length (min)
D8	2031 + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Fontwell Avenue		✓	772	100.000
2 - Barnham Road		✓	512	100.000
3 - Nyton Road		✓	834	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	229	543
	2 - Barnham Road	106	0	406
	3 - Nyton Road	303	519	12

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Fontwell Avenue	2 - Barnham Road	3 - Nyton Road
From	1 - Fontwell Avenue	0	0	0
	2 - Barnham Road	0	0	0
	3 - Nyton Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Fontwell Avenue	1.00	85.45	20.0	F
2 - Barnham Road	0.42	4.64	0.7	A
3 - Nyton Road	0.45	3.18	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	581	399	947	0.613	575	1.5	9.519	A
2 - Barnham Road	385	413	1468	0.263	384	0.4	3.315	A
3 - Nyton Road	628	80	2079	0.302	626	0.4	2.474	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	694	477	907	0.765	688	3.0	16.002	C
2 - Barnham Road	460	495	1411	0.326	460	0.5	3.784	A
3 - Nyton Road	750	95	2067	0.363	749	0.6	2.730	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	850	584	852	0.688	805	14.2	52.330	F
2 - Barnham Road	564	580	1350	0.417	563	0.7	4.563	A
3 - Nyton Road	918	117	2050	0.448	917	0.8	3.174	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	850	585	852	0.688	827	20.0	85.447	F
2 - Barnham Road	564	595	1339	0.421	564	0.7	4.640	A
3 - Nyton Road	918	117	2050	0.448	918	0.8	3.179	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	694	478	907	0.766	760	3.6	32.584	C
2 - Barnham Road	460	545	1375	0.335	461	0.5	3.944	A
3 - Nyton Road	750	95	2067	0.363	751	0.6	2.738	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Fontwell Avenue	581	400	947	0.614	589	1.6	10.273	B
2 - Barnham Road	385	423	1461	0.264	386	0.4	3.348	A
3 - Nyton Road	628	80	2079	0.302	628	0.4	2.482	A