NOTES

All dimensions to be verified on site. Do not scale this drawing. All discrepancies to be clarified with project Landscape Architect.

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KEY

Site Boundary: (Combined Area) 39.5 Ha

Residential Areas
circa 420 units

Community Hub
Used to be determined through consultation

Proposed roads

Proposed footpaths / cycleways

Proposed equipped play space

Proposed informal natural play space

GREEN INFRASTRUCTURE

Retained trees

Proposed specimen tree planting

Proposed community growing space

Proposed sustainable drainage features (SuDS) and habitat creation

Proposed drainage/ditch network

1 Proposed parkland area with biodiversity enhancements

2 Western ecological buffer with integrated SuDS

3 Greenways featuring existing mature Category A trees

4 Community Car Park

ACCESS

Proposed vehicular & pedestrian access points

Potential future pedestrian/cycle links to surrounding areas

Public Right of Way

Safeguarded route

Existing telecommunications apparatus

rev	details	date
-	First Issue	14 Dec 21

URBAN WILDERNESS

7 Saw Mill Yard, Water Lane, Holbeck, Leeds
LS11 5WH
www.urbanwilderness.co.uk
design@urbanwilderness.co.uk
0113 472 0030
registered in Scotland SC371979

client
Hallam Land Management

project
Existing Bognor Regis Golf Club

drawing title
Illustrative Masterplan

drawing status
PLANNING

drawn by	checked by	date
LJM	NJE	14 Dec 21

scale	paper size
1:2000	A1

job/dwg no	rev
171-UW-P-A-011	-

N

NOTES

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KEY

- Application Site Boundary
- Proposed primary roads - tolerance of 10m either side
- Proposed secondary roads - indicative locations with tolerance of 20-30m
- Proposed private driveways and access roads - indicative locations with tolerance of 20-30m
- Proposed emergency access
- Potential future vehicular link to the surrounding area
- Safeguarded route for future Felpham - A259 link road -tolerance of 10m either side
- Proposed primary footpaths and cycle links
- Proposed permissive public footpaths
- Potential future pedestrian/cycle link to the surrounding area
- Existing Public Rights of Way (PROWs) to be retained and upgraded
- Proposed car parks

rev	details	date
-	*First Issue*	*14 Dec 21*

URBAN WILDERNESS

7 Saw Mill Yard, Water Lane,
Holbeck, Leeds
LS11 5WH
www.urbanwilderness.co.uk
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client
Hallam Land Management

project
Bognor Regis
Existing Golf Club

drawing title
Movement and Connectivity

drawing status
FOR PLANNING

drawn by	checked by	date
LJM	NJE	14 Dec 21

scale	paper size
1:2000	A1

job/dwg no.	rev.
171-UW-P-A-009	-

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Appendix 6 ¯ Proposed Access Arrangement and Swept Path Analysis

ARUN DISTRICT COUNCIL M/16/22/PL

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NOTES

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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.

Key:

Extent of public highway

For swept path analysis see drawing JNY10830-11A

Rev	Description	By	CB	Date
D	Following RSA	AJ	MA	25.11.21
C	Shirley Drive arm adjusted	AJ	MA	10:11:21
B	Table Top Ramp & Footway cycleway added	MA		15:10:21
A	Vis splay added and access realigned	AJ	MA	11:10:21

MAKING COMPLEX EASY

20 Farringdon Street, London EC4A 4AB
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Hallam Land Management

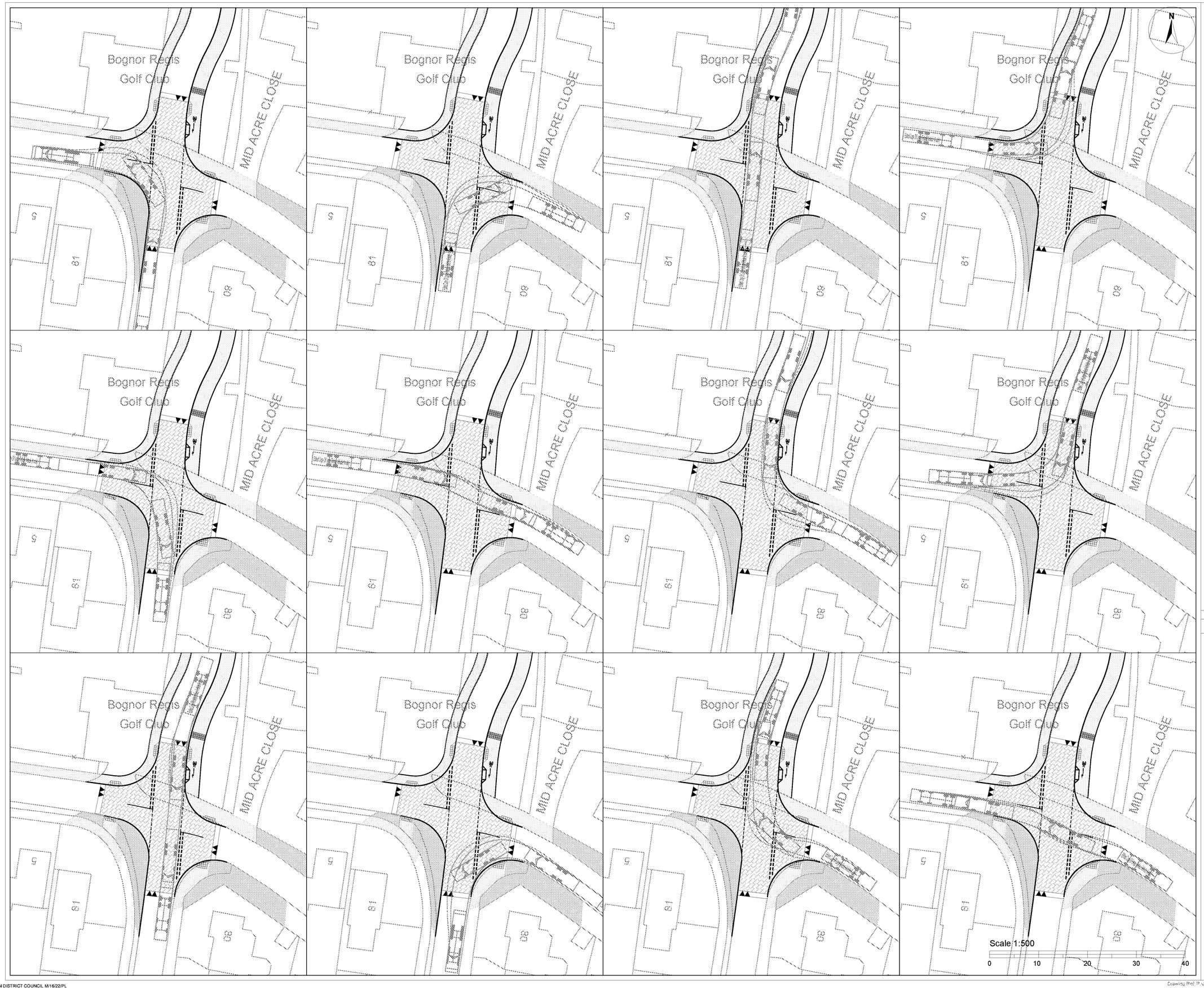
Project Bognor Regis

Title Proposed Site Access

Status	Drawn By	PM/Checked by
INFORMATION	AJ	MA
Project Number	**Scale @ A3**	**Date Created**
JNY10830	1:500	21/09/21
RPS Drawing/Figure Number		**Rev**
JNY10830-04		D

rpsgroup.com

ARUN DISTRICT COUNCIL M/16/22/PL

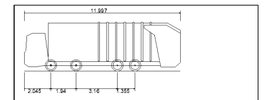


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NOTES

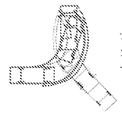
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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.

Vehicle Profile



Edited Copy Of Large Refuse Vehicle (4 axle)	
Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.750m
Min Body Ground Clearance	0.303m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

Swept Path Key:



- Body path
- Chassis path
- Wing mirror path
- Red=forward movement
- Blue=reverse movement

PRELIMINARY
NOT FOR
CONSTRUCTION

Based on drawing JNY10830-04D

Rev	Description	By	CB	Date
A	Following RSA comments	AJ	MA	25.11.21

MAKING COMPLEX EASY

20 Farringdon Street, London EC4A 4AB
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Hallam Land Management

Project Bognor Regis

Title Proposed Site Access
Swept Path Analysis

Status	Drawn By	PM/Checked by
INFORMATION	AJ	MA
Project Number	**Scale @ A2**	**Date Created**
JNY10830	1:500	21/09/21
RPS Drawing/Figure Number		**Rev**
JNY10830-11		A

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Appendix 7 ¯ Response from West Sussex Fire & Rescue

ARUN DISTRICT COUNCIL M/16/22/PL

Melanie A'Lee

From: Ian Stocks < [redacted] behalf of FRS Water and Access < [redacted] >
Sent: 25 November 2021 07:49
To: Melanie A'Lee
Subject: RE: Proposed Residential Development Site - Felpham Bognor Regis

/! - ¤lhb ♂DQ⊤ ILЦ¶XGLЦ¶то ы↑IXI IX↑⇅Gот IXwt{ ♔

Morning Melanie,

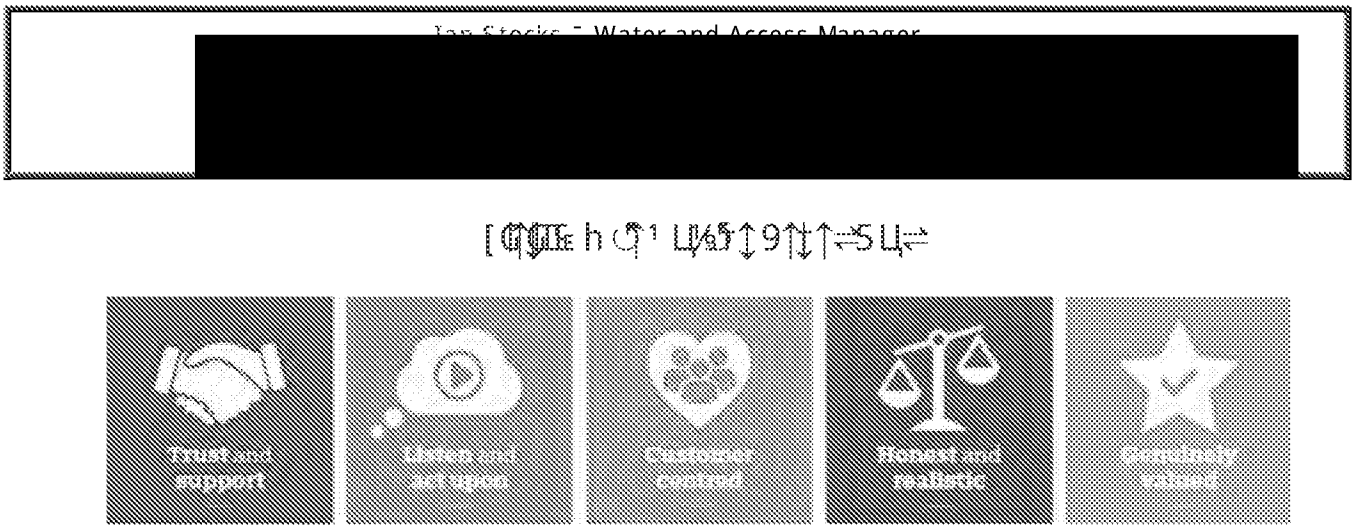
Apologies for the delay in replying, I'm not sure if the original e-mail was forwarded to us. In principle we have no objection to the access strategy being proposed.

There is nothing in Building Regulations that mentions the number of access points for a circa 500 dwelling development, what I would say is the longer and more convoluted the route is to any property the longer it will take the Fire Service to attend.

What building regulations does require is sufficient access width, which looks to be provided. Any dead-end situations such as a Cul-de-sac more than 20 metres long will need a suitable turning facility to enable a fire appliance to turn and make their exit. Reversing more than this distance can become problematic for a fire appliance and why all dead-end situations require a turning facility and why it is included in AD-B.

Regards

Ian Stocks



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Appendix 8 ¯ Stage 1 Road Safety Audit and Designer˘s Response

ARUN DISTRICT COUNCIL M/16/22/PL

BOGNOR REGIS GOLF COURSE – PROPOSED RESIDENTIAL ACCESS

Stage 1 Road Safety Audit – Designers Response

JNY10830-05
RSA 1 Designers Response
Version
26 November 2021

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ARUN DISTRICT COUNCIL M/16/22/PL

Document Status					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
01	Designers Response to RSA	MA	BP	MA	26 November 2021

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Prepared by:

RPS Consulting Services Ltd

Name: Melanie A'Lee
Title: Associate Director

20 Farringdon Street, London EC4A 4AB

[redacted]

Prepared for:

Hallam Land Management

ARUN DISTRICT COUNCIL M/16/22/PL

AUDIT	Problem Summary and Recommendation	Designers Response	WSCC Comments
3.2	**Summary:** Insufficient drainage may result in single vehicle loss control type collisions or a slip/fall for pedestrians / cyclists Drainage proposals have not been submitted at this stage of audit. The implementation of the proposals will result in a significant change to the existing kerb lines. Lack of surface water drainage may result in surface water ponding with the potential slide risk for vehicles during wet and subsequent cold/freezing weather conditions. This may increase the risk of single vehicle loss of control type collisions. In the vicinity of new crossing facilities this may result in an increased risk of slip/fall by pedestrians. **Recommendation:** The Audit Team recommends that at the next stage of design, new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.	Recommendation Agreed. At the detail design stage, a review of drainage will be undertaken.	
3.3 - 1	**Summary:** Increase risk of kerb strikes and/or vehicle to pedestrian /cyclist type collisions. As part of the scheme proposals the existing kerb radii are to be significantly reduced to accommodate the new through road layout and tabletop hump feature. At this stage of audit, vehicle swept paths have not been provided for this junction. Without this information it is unclear whether the relevant design vehicles that may use this junction can safely carry out their turning movements without hitting kerbs of overrunning adjacent verge/ footway areas. This may increase the risk of kerb strikes and vehicle to pedestrian/ cyclists' type collisions.	The existing kerb radii are excessive for a residential area and encourage high vehicle speeds. The radii has been reduced to slow vehicle movements down and make it more accessible for pedestrians. vehicle tracking has been carried out and included in the TA.	

ARUN DISTRICT COUNCIL M/16/22/PL

AUDIT	Problem Summary and Recommendation	Designers Response	WSCC Comments
	Recommendation: The Audit Team recommend that vehicle swept paths are carried out to confirm that vehicles can safely negotiate the reduced kerb radii without overrunning footway/verge areas.		
3.4 - 2	**Summary: Increased risk of cyclists to pedestrian type collisions** As part of the scheme proposals a shared facility is to be provided along the eastern side of the new section of development access road. The facility along the western side of the access road and all other existing facilities are footway only. At this stage of audit, no signing or tactile paving warning blind / partially sighted pedestrians of the likely presence of cyclists have been proposed. This may result in an increased risk of cyclist to pedestrian type collisions along this eastern facility. **Recommendation:** The Audit Team recommend that the appropriate form of tactile paving and signing is provided where required.	Recommendation Agreed. The detail of signage and tactile paving has been added to the proposed access arrangement.	

ARUN DISTRICT COUNCIL M/16/22/PL

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	Melanie A'Lee
Signed	[redacted]
Position	Associate Director
Organisation	RPS
Date	24/11/2021

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	
Signed	
Position	
Organisation	West Sussex County Council
Date	

ARUN DISTRICT COUNCIL M/16/22/PL

ARUN DISTRICT COUNCIL M/16/22/PL

GOLF LINKS ROAD, BOGNOR REGIS

Proposed Site Access

Road Safety Audit - Stage 1

Final Report

November 2021

TBL19/247

Taylor Bowie Ltd

ROAD SAFETY & TRANSPORTATION CONSULTANCY

ARUN DISTRICT COUNCIL M/16/22/PL

REPORT APPROVAL

Project Details

Project Title	Golf Links Road, Bognor Regis		
Project Subtitle	Proposed Site Access		
Road Safety Audit	Stage 1		
Document Reference	TBL19/247 Rev 0	**Audit Brief Date**	18th October 2021
Overseeing Organisation	West Sussex County Council		
Design Organisation	Melanie A'Lee	RPS	
Client	-	Hallam Land Management	
Maintaining Agent Details	-	-	

Approvals

This document requires the following approvals:

Name	Title
Sarah Bowie	Audit Team Leader
Linda Irons	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Melanie A'Lee	Associate Director – RPS (Transport & Engineering)

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1 INTRODUCTION

1.1 The Scheme and its Purpose

This report results from a Stage 1 Road Safety Audit (RSA) carried out on proposals associated with the development of the existing site at the Bognor Regs Golf Course for circa 500 residential dwellings. Access to this site is proposed via Downview Road which will continue straight into the site changing the priority arrangement at Golf Links Road and Shirley Drive. The location of the access will be in approximately the same location as the existing access that serves the Golf Course. The existing 20mph speed limit will remain in place.

Access for pedestrians and cyclists will be provided via the proposed access and also via the proposed emergency access which is situated at the location of the access that serves a small parking area for staff to the west of the existing access.

1.2 Terms of Reference & Audit Report

The Road Safety Audit Brief was approved and issued by Melanie A'Lee of the Design Organisation. The RSA team has been approved by the Design Organisation.

Table 1 *- Audit Team Membership*

Membership	Name	Details
Audit Team Leader	Sarah Bowie	IEng, MICE, FIHE, MCIHT, MSoRSA, HE RSA Cert Comp
Audit Team Member	Linda Irons	MCIHT, MSoRSA, HE RSA Cert Comp

The Road Safety Audit was undertaken in accordance with the requirements of GG 119. No additional audit requirements were requested. The audit comprised of an examination of the brief and the documents provided to the Audit Team, listed in **Appendix A**.

The audit took place at Taylor Bowie Ltd Cambridgeshire office during October and November 2021 and both Audit Team Members examined the site together in daylight hours on the afternoon of 23rd October 2021 between the times of 1330 and 1430hrs. The weather during the site visit was mild and cloudy. The carriageway was dry. Traffic flows at all times were very light. Four pedestrians (golfers) and no cyclists were observed during the site visit.

The scheme has been examined, and this report compiled only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

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No Departures from Standards (DfS) have been provided to the Audit Team. It is important that if there are any DfS, then they are submitted to the Overseeing Organisation (OO) as soon as possible with appropriate mitigating measures for the OO to approve.

All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in **Appendix B** (where applicable).

1.3 Audit Administration

Issues identified during the audit and site visit which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the OO, will be set out in a separate letter. These issues could include maintenance items and operational issues.

The Audit Team have not identified any issues during this Stage 1 RSA and site visit that are considered to be outside the Terms of Reference.

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2 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

No previous Road Safety Audits have been undertaken on these proposals.

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3 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 Local Alignment

No Problems identified in this category at this Stage 1 Road Safety Audit.

3.2 General

PROBLEM	General
Location	Throughout the scheme extents (Drwg No. JNY10830-04 Rev B)
Summary	Insufficient drainage may result in single vehicle loss of control type collisions or a slip/fall hazard for pedestrians/cyclists.

Drainage proposals have not been submitted at this stage of audit. The implementation of the proposals will result in a significant change to the existing kerb lines.

Lack of surface water drainage may result in surface water ponding with the potential slide risk for vehicles during wet and subsequent cold/freezing weather conditions. This may increase the risk of single vehicle loss of control type collisions. In the vicinity of new crossing facilities this may result in an increased risk of slip/fall by pedestrians.

RECOMMENDATION

The Audit Team recommends that at the next stage of design, new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.

3.3 Junctions

PROBLEM	1
Location	Proposed junction (Drg.no. JNY10830-04 Rev B)
Summary	Increased risk of kerb strikes and/or vehicle to pedestrians/cyclist type collisions.

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As part of the scheme proposals the existing kerb radii are to be significantly reduced to accommodate the new through road layout and table top hump feature.

At this stage of audit, vehicle swept paths have not been provided for this junction. without this information it is unclear whether the relevant design vehicles that may use this junction can safely carry out their turning movements without hitting kerbs or overrunning adjacent verge/footway areas.

This may increase the risk of kerb strikes and vehicle to pedestrian/cyclist type collisions.

RECOMMENDATION

The Audit Team recommend that vehicle swept paths are carried out to confirm that vehicles can safely negotiate the reduced kerb radii without overrunning footway/verge areas.

3.4 Walking, Cycling and Horse Riding

PROBLEM	2
Location	Shared facility along eastern side of development access road (Drg.no. JNY10830-04 Rev B)
Summary	Increased risk of cyclist to pedestrian type collisions.

As part of the scheme proposals a shared facility is to be provided along the eastern side of the new section of development access road. The facility along the western side of the access road and all other existing facilities are footway only.

At this stage of audit, no signing or tactile paving warning blind/partially sighted pedestrians of the likely presence of cyclists have been proposed. This may result in an increased risk of cyclist to pedestrian type collisions along this eastern facility.

RECOMMENDATION

The Audit Team recommend that the appropriate form of tactile paving and signing is provided where required.

3.5 Traffic Signs, Carriageway Markings and Lighting

No Problems identified in this category at this Stage 1 Road Safety Audit.

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END OF PROBLEMS IDENTIFIED & RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

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4 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER	
Name	Sarah Bowie - IEng, MICE, FIHE, MCIHT, MSoRSA, HE RSA Cert Comp
Signed	[redacted]
Position	Director
Organisation	Taylor Bowie Ltd
Date	8th November 2021

AUDIT TEAM MEMBER	
Name	Linda Irons - MCIHT, MSoRSA, HE RSA Cert Comp
Signed	[redacted]
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	8th November 2021

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APPENDIX A

Documents Forming the Audit Brief

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Drawings:

DRAWING NO.	TITLE
JNY10830-04 Rev B	Proposed Site Access

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APPENDIX B

Problem Location Plan

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ROAD SAFETY & TRANSPORTATION CONSULTANCY

[redacted]

ARUN DISTRICT COUNCIL M/16/22/PL

Appendix 9 ¯ TRICS Data

ARUN DISTRICT COUNCIL M/16/22/PL

Calculation Reference: AUDIT-515506-211115-1155

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	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: Gross floor area
Actual Range: 316 to 1486 (units: sqm)
Range Selected by User: 300 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 07/06/18

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:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 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 undertaking using machines.

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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	2
No Sub Category	1

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:

F2(b)	3 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:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 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	1 days
50,001 to 75,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1 **EX-07-Q-01** **COMMUNITY CENTRE** **ESSEX**
BORDERS LANE
LOUGHTON

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 352 sqm
Survey date: THURSDAY *22/11/07* *Survey Type: MANUAL*

2 **NY-07-Q-01** **COMMUNITY CENTRE** **NORTH YORKSHIRE**
SHUTE ROAD
CATTERRICK GARRISON

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 316 sqm
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

3 **SH-07-Q-01** **COMMUNITY CENTRE** **SHROPSHIRE**
SOUTHGATE
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Gross floor area: 1486 sqm
Survey date: THURSDAY *24/10/13* *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 07 - LEISURE/Q - COMMUNITY CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	**1**	**316**	**0.633**	1	316	0.000	1	316	0.633
08:00 - 09:00	3	718	0.279	3	718	0.093	3	718	0.372
09:00 - 10:00	3	718	0.511	3	718	0.139	3	718	0.650
10:00 - 11:00	3	718	0.093	3	718	0.464	3	718	0.557
11:00 - 12:00	3	718	0.418	3	718	0.232	3	718	0.650
12:00 - 13:00	3	718	0.279	**3**	**718**	**0.696**	**3**	**718**	**0.975**
13:00 - 14:00	3	718	0.279	3	718	0.464	3	718	0.743
14:00 - 15:00	3	718	0.325	3	718	0.093	3	718	0.418
15:00 - 16:00	3	718	0.232	3	718	0.232	3	718	0.464
16:00 - 17:00	2	919	0.163	2	919	0.054	2	919	0.217
17:00 - 18:00	2	919	0.163	2	919	0.435	2	919	0.598
18:00 - 19:00	2	919	0.435	2	919	0.163	2	919	0.598
19:00 - 20:00	2	919	0.163	2	919	0.163	2	919	0.326
20:00 - 21:00	2	919	0.000	2	919	0.000	2	919	0.000
21:00 - 22:00	2	919	0.000	2	919	0.109	2	919	0.109
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.973			3.337			7.310

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.

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Parameter summary

Trip rate parameter range selected:	316 - 1486 (units: sqm)
Survey date date range:	01/01/00 - 07/06/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	316	0.000	1	316	0.000	1	316	0.000
08:00 - 09:00	3	718	0.000	3	718	0.000	3	718	0.000
09:00 - 10:00	3	718	0.000	3	718	0.000	3	718	0.000
10:00 - 11:00	3	718	0.000	3	718	0.000	3	718	0.000
11:00 - 12:00	3	718	0.000	3	718	0.000	3	718	0.000
12:00 - 13:00	3	718	0.000	3	718	0.000	3	718	0.000
13:00 - 14:00	**3**	**718**	**0.046**	3	718	0.000	**3**	**718**	**0.046**
14:00 - 15:00	3	718	0.000	**3**	**718**	**0.046**	3	718	0.046
15:00 - 16:00	3	718	0.000	3	718	0.000	3	718	0.000
16:00 - 17:00	2	919	0.000	2	919	0.000	2	919	0.000
17:00 - 18:00	2	919	0.000	2	919	0.000	2	919	0.000
18:00 - 19:00	2	919	0.000	2	919	0.000	2	919	0.000
19:00 - 20:00	2	919	0.000	2	919	0.000	2	919	0.000
20:00 - 21:00	2	919	0.000	2	919	0.000	2	919	0.000
21:00 - 22:00	2	919	0.000	2	919	0.000	2	919	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

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.

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	316	0.000	1	316	0.000	1	316	0.000
08:00 - 09:00	3	718	0.000	3	718	0.000	3	718	0.000
09:00 - 10:00	3	718	0.000	3	718	0.000	3	718	0.000
10:00 - 11:00	**3**	**718**	**0.046**	**3**	**718**	**0.046**	**3**	**718**	**0.092**
11:00 - 12:00	3	718	0.000	3	718	0.000	3	718	0.000
12:00 - 13:00	3	718	0.000	3	718	0.000	3	718	0.000
13:00 - 14:00	3	718	0.000	3	718	0.000	3	718	0.000
14:00 - 15:00	3	718	0.000	3	718	0.000	3	718	0.000
15:00 - 16:00	3	718	0.000	3	718	0.000	3	718	0.000
16:00 - 17:00	2	919	0.000	2	919	0.000	2	919	0.000
17:00 - 18:00	2	919	0.000	2	919	0.000	2	919	0.000
18:00 - 19:00	2	919	0.000	2	919	0.000	2	919	0.000
19:00 - 20:00	2	919	0.000	2	919	0.000	2	919	0.000
20:00 - 21:00	2	919	0.000	2	919	0.000	2	919	0.000
21:00 - 22:00	2	919	0.000	2	919	0.000	2	919	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

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.

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	316	0.000	1	316	0.000	1	316	0.000
08:00 - 09:00	3	718	0.000	3	718	0.000	3	718	0.000
09:00 - 10:00	3	718	0.000	3	718	0.000	3	718	0.000
10:00 - 11:00	3	718	0.000	3	718	0.000	3	718	0.000
11:00 - 12:00	3	718	0.000	3	718	0.000	3	718	0.000
12:00 - 13:00	3	718	0.000	3	718	0.000	3	718	0.000
13:00 - 14:00	3	718	0.000	3	718	0.000	3	718	0.000
14:00 - 15:00	3	718	0.000	3	718	0.000	3	718	0.000
15:00 - 16:00	3	718	0.000	3	718	0.000	3	718	0.000
16:00 - 17:00	2	919	0.000	2	919	0.000	2	919	0.000
17:00 - 18:00	2	919	0.000	2	919	0.000	2	919	0.000
18:00 - 19:00	2	919	0.000	2	919	0.000	2	919	0.000
19:00 - 20:00	**2**	**919**	**0.109**	2	919	0.000	**2**	**919**	**0.109**
20:00 - 21:00	2	919	0.000	**2**	**919**	**0.109**	2	919	0.109
21:00 - 22:00	2	919	0.000	2	919	0.000	2	919	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.109			0.218

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.

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Calculation Reference: AUDIT-515506-210903-0942

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
	SC	SURREY	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: 363 to 514 (units:)
Range Selected by User: 350 to 850 (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: 01/01/00 to 27/09/17

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:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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	3

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	3 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:

10,001 to 15,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 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	3 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:

Not Known	2 days
No	1 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	3 days

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

LIST OF SITES relevant to selection parameters

1	**ES-03-A-01**	**MIXED HOUSES/FLATS**		**EAST SUSSEX**
	OLD MALLING WAY			
	LEWES			
	SOUTH MALLING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		491	
	Survey date: THURSDAY		*29/03/01*	*Survey Type: MANUAL*
2	**KC-03-A-06**	**MIXED HOUSES & FLATS**		**KENT**
	MARGATE ROAD			
	HERNE BAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		363	
	Survey date: WEDNESDAY		*27/09/17*	*Survey Type: MANUAL*
3	**SC-03-A-02**	**SEMI DETACHED**		**SURREY**
	A24			
	EPSOM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		514	
	Survey date: TUESDAY		*03/10/00*	*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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-A-17	Too Far from schools
WS-03-A-06	Too Far from schools

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	456	0.075	3	456	0.297	3	456	0.372
08:00 - 09:00	3	456	0.120	**3**	**456**	**0.396**	**3**	**456**	**0.516**
09:00 - 10:00	3	456	0.167	3	456	0.192	3	456	0.359
10:00 - 11:00	3	456	0.133	3	456	0.155	3	456	0.288
11:00 - 12:00	3	456	0.151	3	456	0.159	3	456	0.310
12:00 - 13:00	3	456	0.186	3	456	0.149	3	456	0.335
13:00 - 14:00	3	456	0.157	3	456	0.145	3	456	0.302
14:00 - 15:00	3	456	0.152	3	456	0.149	3	456	0.301
15:00 - 16:00	3	456	0.243	3	456	0.197	3	456	0.440
16:00 - 17:00	3	456	0.275	3	456	0.163	3	456	0.438
17:00 - 18:00	3	456	0.308	3	456	0.200	3	456	0.508
18:00 - 19:00	**3**	**456**	**0.315**	3	456	0.184	3	456	0.499
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.282			2.386			4.668

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.

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Parameter summary

Trip rate parameter range selected:	363 - 514 (units:)
Survey date date range:	01/01/00 - 27/09/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	456	0.002	3	456	0.002	3	456	0.004
08:00 - 09:00	3	456	0.004	3	456	0.003	3	456	0.007
09:00 - 10:00	3	456	0.004	3	456	0.004	3	456	0.008
10:00 - 11:00	3	456	0.004	**3**	**456**	**0.005**	**3**	**456**	**0.009**
11:00 - 12:00	3	456	0.004	3	456	0.004	3	456	0.008
12:00 - 13:00	3	456	0.004	3	456	0.004	3	456	0.008
13:00 - 14:00	3	456	0.004	3	456	0.004	3	456	0.008
14:00 - 15:00	3	456	0.001	3	456	0.002	3	456	0.003
15:00 - 16:00	3	456	0.004	3	456	0.004	3	456	0.008
16:00 - 17:00	**3**	**456**	**0.004**	3	456	0.002	3	456	0.006
17:00 - 18:00	3	456	0.001	3	456	0.001	3	456	0.002
18:00 - 19:00	3	456	0.000	3	456	0.001	3	456	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	456	0.004	3	456	0.002	3	456	0.006
08:00 - 09:00	**3**	**456**	**0.008**	3	456	0.007	3	456	0.015
09:00 - 10:00	3	456	0.007	3	456	0.006	3	456	0.013
10:00 - 11:00	3	456	0.005	3	456	0.004	3	456	0.009
11:00 - 12:00	3	456	0.004	3	456	0.004	3	456	0.008
12:00 - 13:00	3	456	0.006	3	456	0.007	3	456	0.013
13:00 - 14:00	3	456	0.004	3	456	0.004	3	456	0.008
14:00 - 15:00	3	456	0.004	3	456	0.003	3	456	0.007
15:00 - 16:00	3	456	0.008	**3**	**456**	**0.008**	**3**	**456**	**0.016**
16:00 - 17:00	3	456	0.004	3	456	0.004	3	456	0.008
17:00 - 18:00	3	456	0.005	3	456	0.006	3	456	0.011
18:00 - 19:00	3	456	0.004	3	456	0.004	3	456	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.059			0.122

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

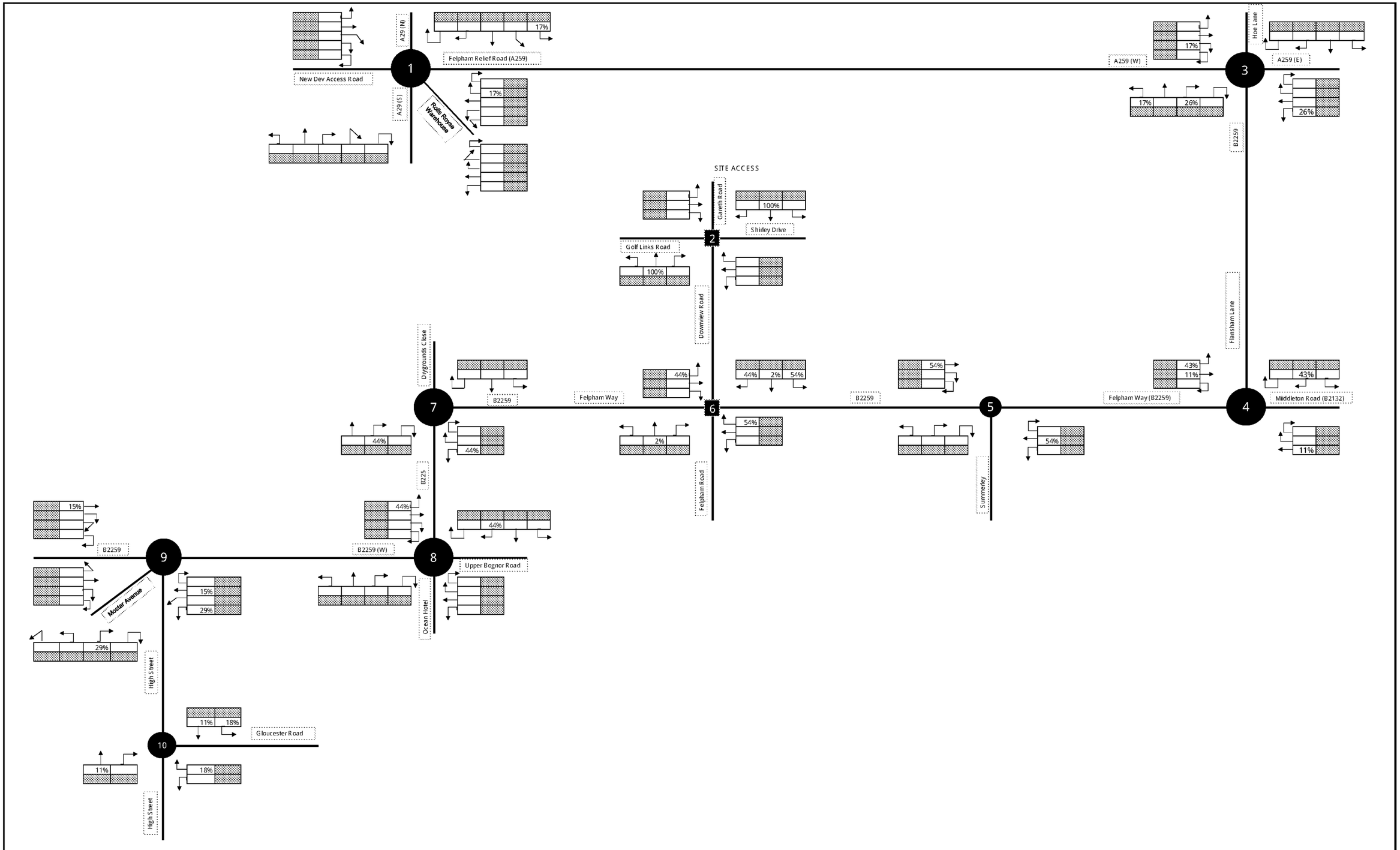
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	456	0.007	3	456	0.017	3	456	0.024
08:00 - 09:00	3	456	0.007	**3**	**456**	**0.018**	**3**	**456**	**0.025**
09:00 - 10:00	3	456	0.004	3	456	0.011	3	456	0.015
10:00 - 11:00	3	456	0.003	3	456	0.007	3	456	0.010
11:00 - 12:00	3	456	0.006	3	456	0.003	3	456	0.009
12:00 - 13:00	3	456	0.006	3	456	0.003	3	456	0.009
13:00 - 14:00	3	456	0.004	3	456	0.004	3	456	0.008
14:00 - 15:00	3	456	0.002	3	456	0.001	3	456	0.003
15:00 - 16:00	3	456	0.007	3	456	0.007	3	456	0.014
16:00 - 17:00	3	456	0.010	3	456	0.005	3	456	0.015
17:00 - 18:00	**3**	**456**	**0.012**	3	456	0.006	3	456	0.018
18:00 - 19:00	3	456	0.010	3	456	0.003	3	456	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.085			0.163

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.*

Appendix 10 ¯ Proposed Development Flows

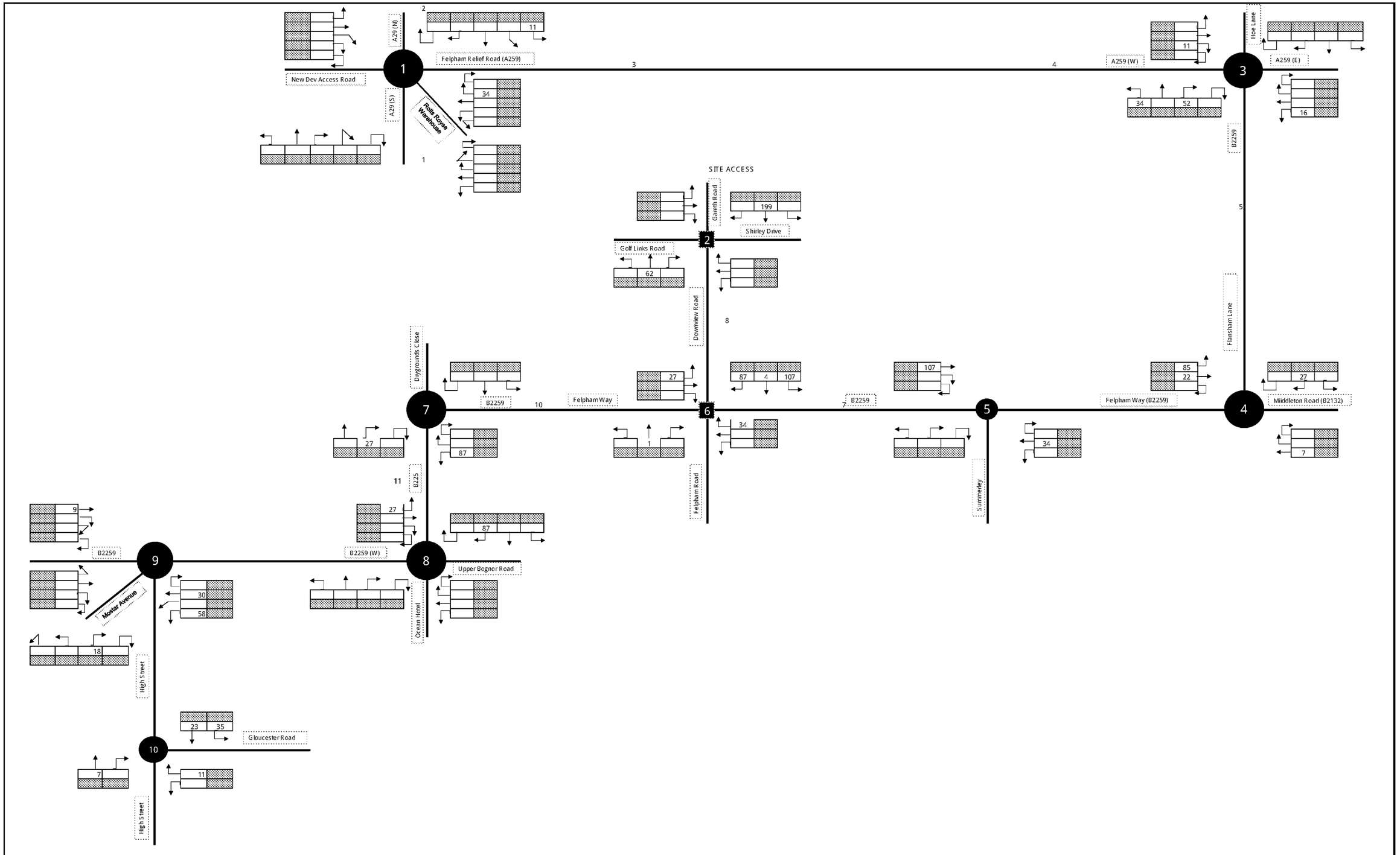
ARUN DISTRICT COUNCIL M/16/22/PL



Notes

Project Name: Bognor Regis
Job Number: JNY10830
Title Proposed Development Trip Distribution

Figure No. 21

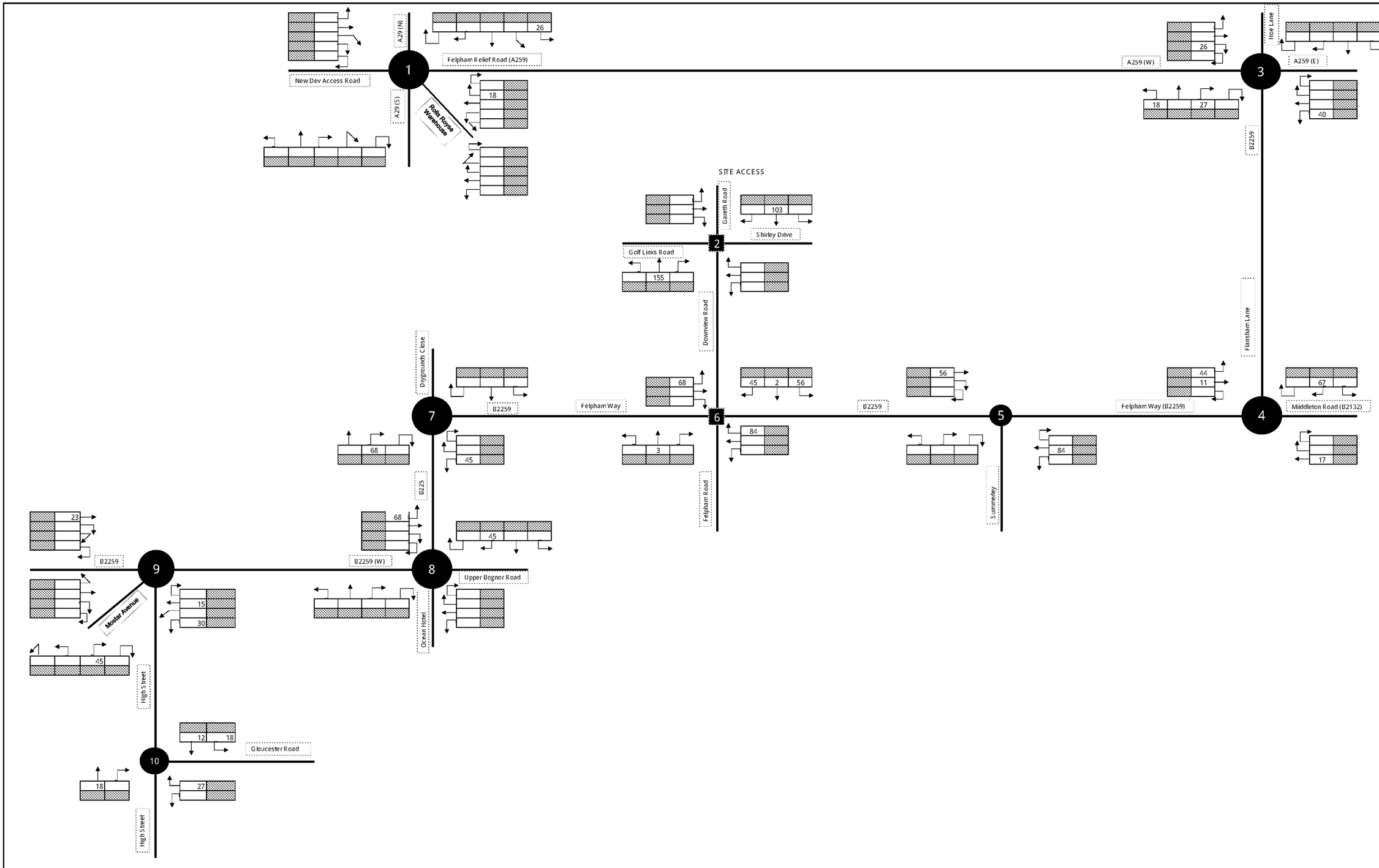


Notes Includes 500 Dwellings & 755m2 Community Facilities

Project Name: Bognor Regis
Job Number: JNY10830
Title Propsoed Development Trips
AM Peak

Figure No. 22

ARUN DISTRICT COUNCIL M/16/22/PL

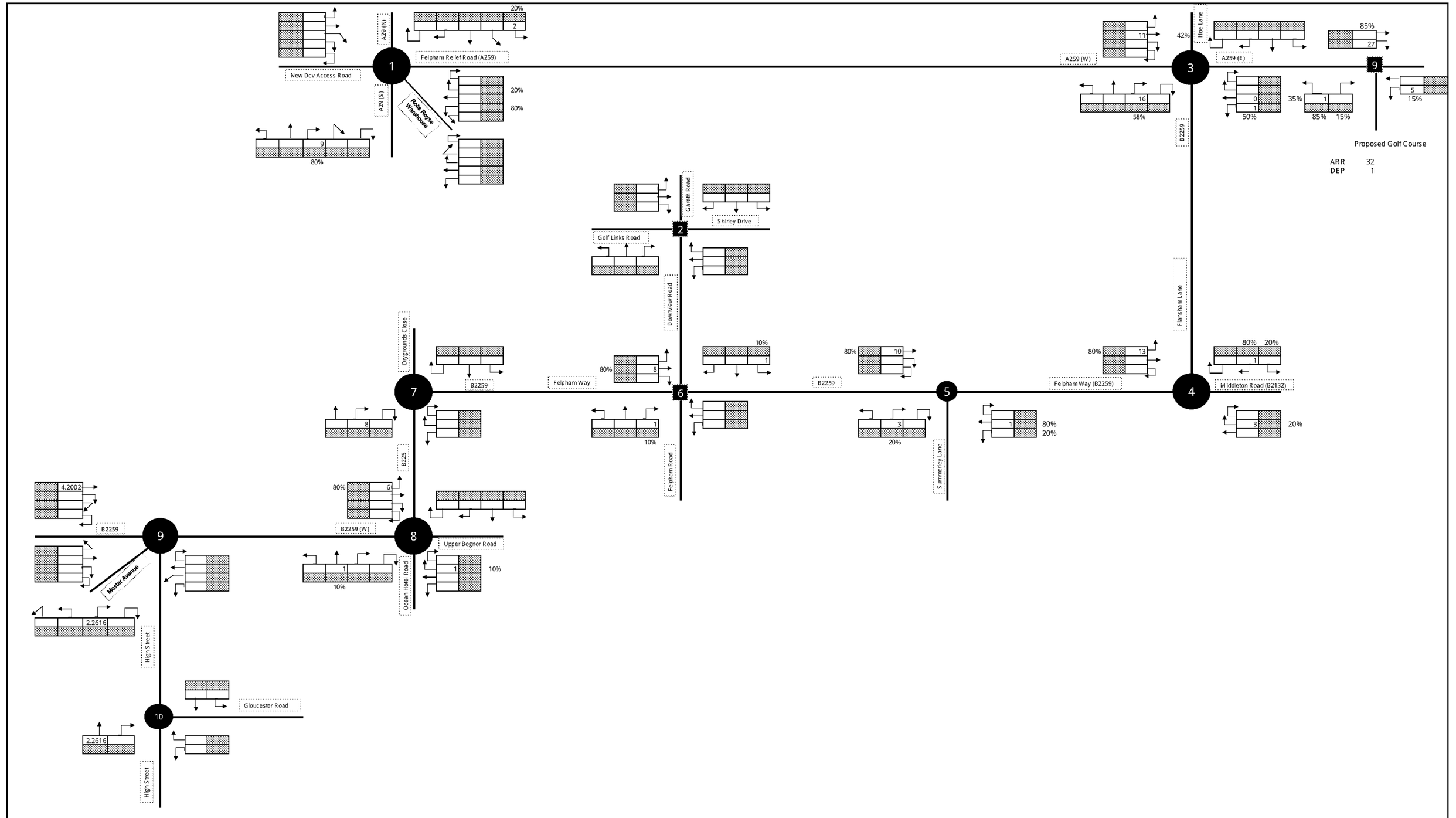


Notes Includes 500 Dwellings & 755m2 Community Facilities

Project Name: Bognor Regis
Job Number: JNY10830
Title Proposed Development Trips
PM Peak

Figure No. 23

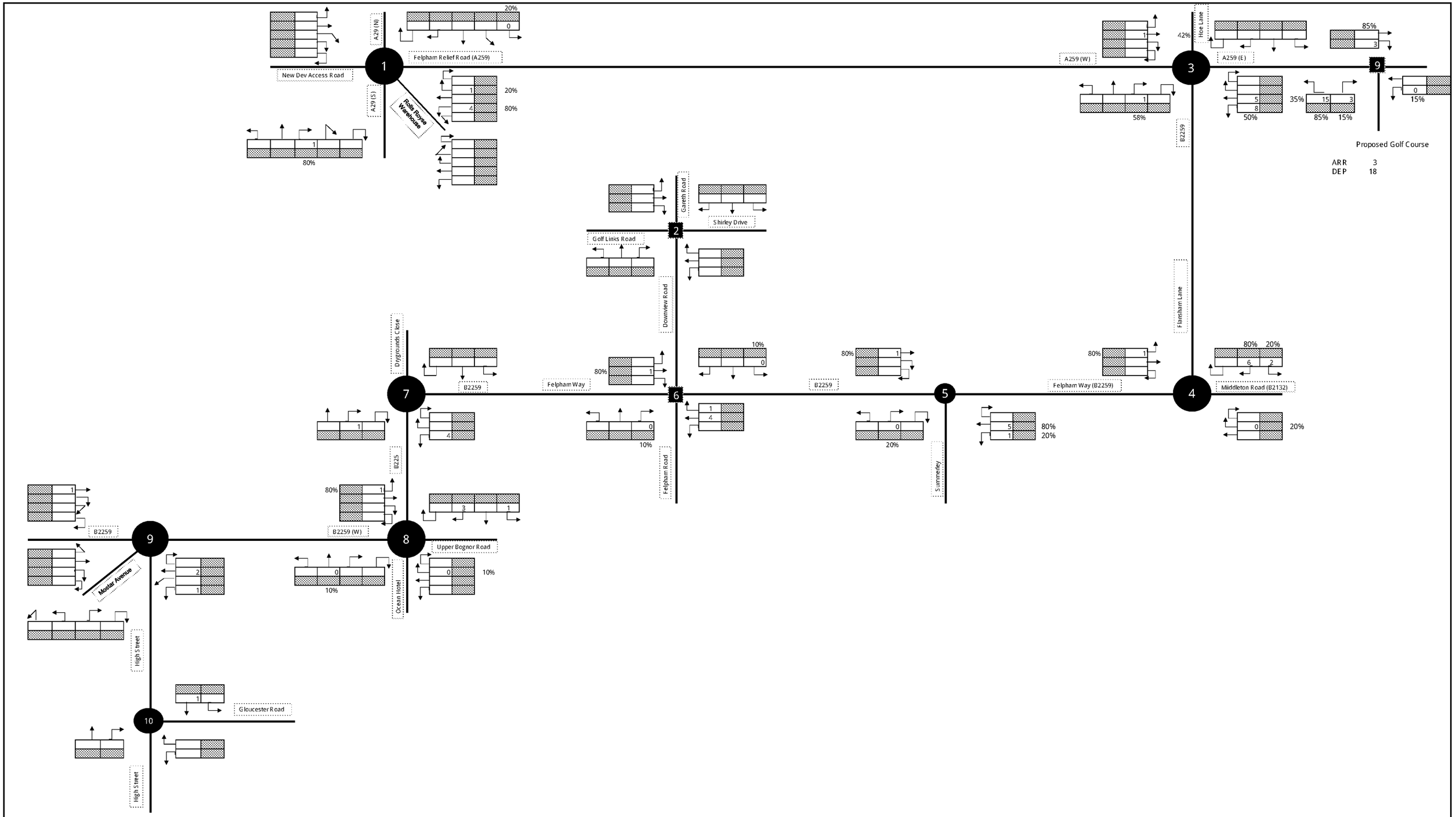
ARUN DISTRICT COUNCIL M/16/22/PL



Notes Trips Used are the same as the existing Golf Course

Project Name: Bognor Regis
Job Number: JNY10830
Title Proposed Golf Course Flows
AM Peak

Figure No. 24



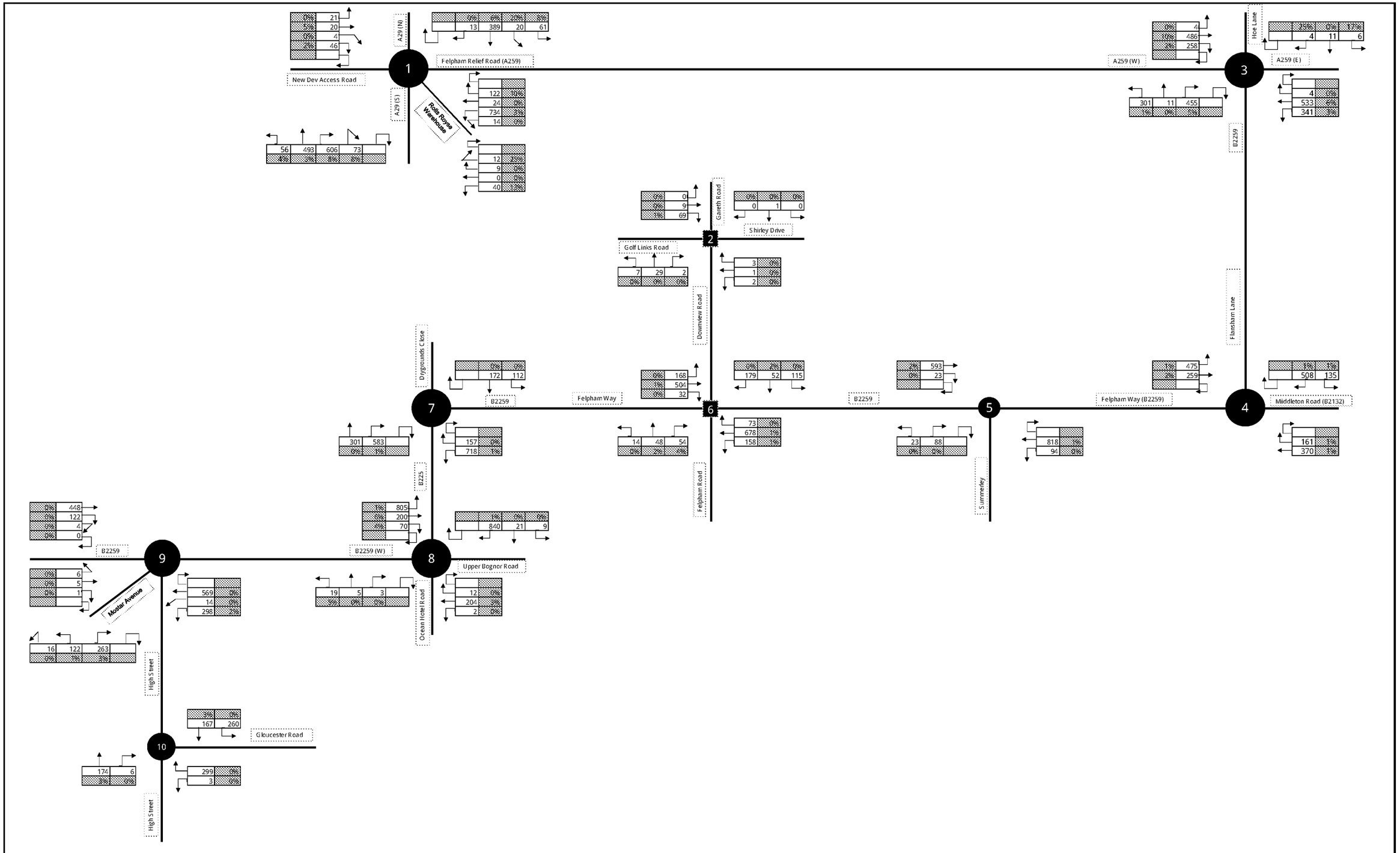
Notes Trips Used are the same as the existing Golf Course

Project Name: Bognor Regis
Job Number: JNY10830
Title Proposed Golf Course Flows
PM Peak

Figure No. 25

Appendix 11 ¯ Base Traffic Flows

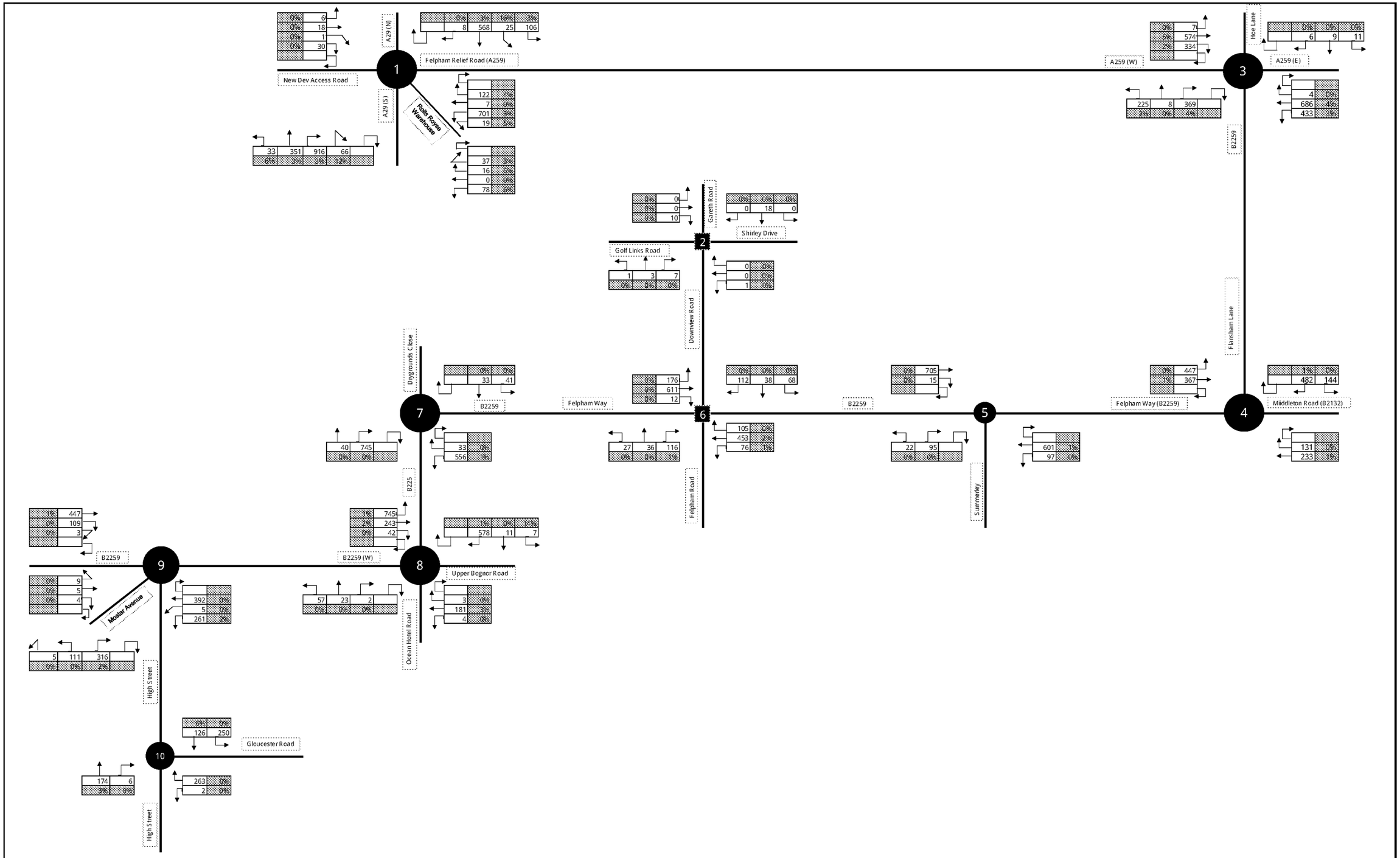
ARUN DISTRICT COUNCIL M/16/22/PL



Notes

Project Name: Bognor Regis
Job Number: JNY10830
Title Base 2021 AM Peak 08:00-09:00

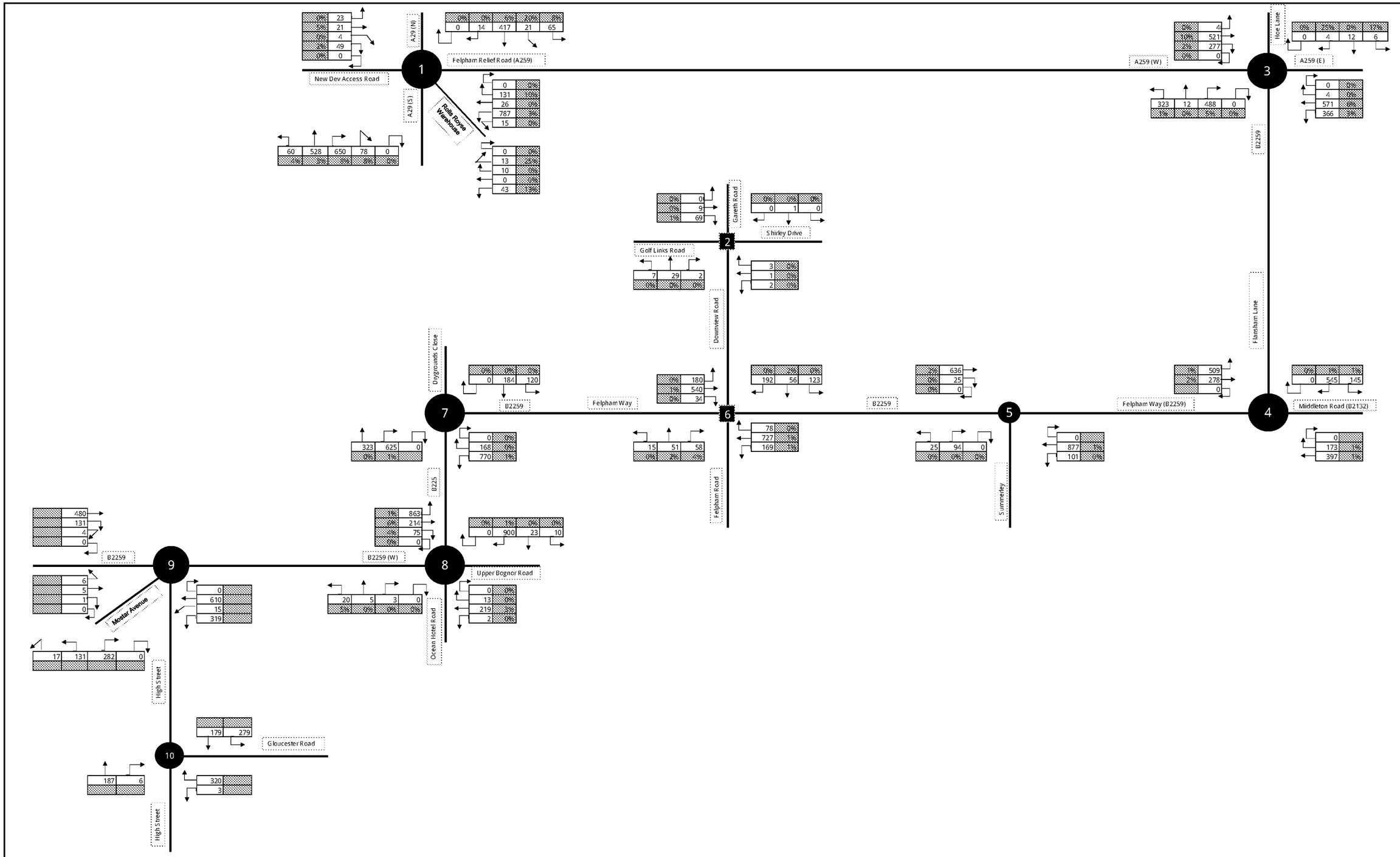
Figure No. 1



rps	otes

Project Name: Bognor Regis
Job Number: JNY10830
Title Base 2021 PM Peak 16:45-17:45

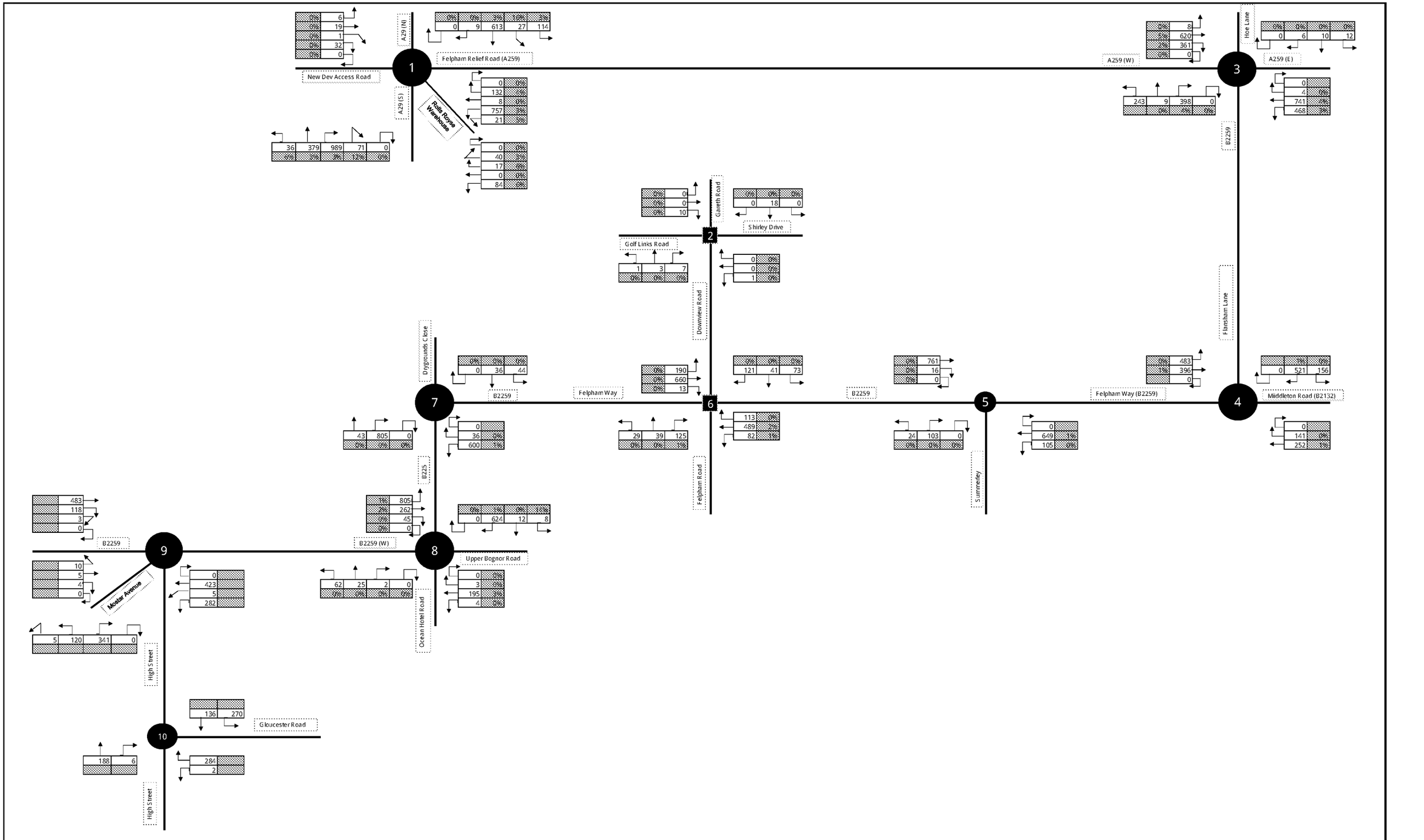
Figure No. 2



Notes

Project Name: Bognor Regis
Job Number: JNY10830
Title 2031 Base AM Peak 08:00-09:00

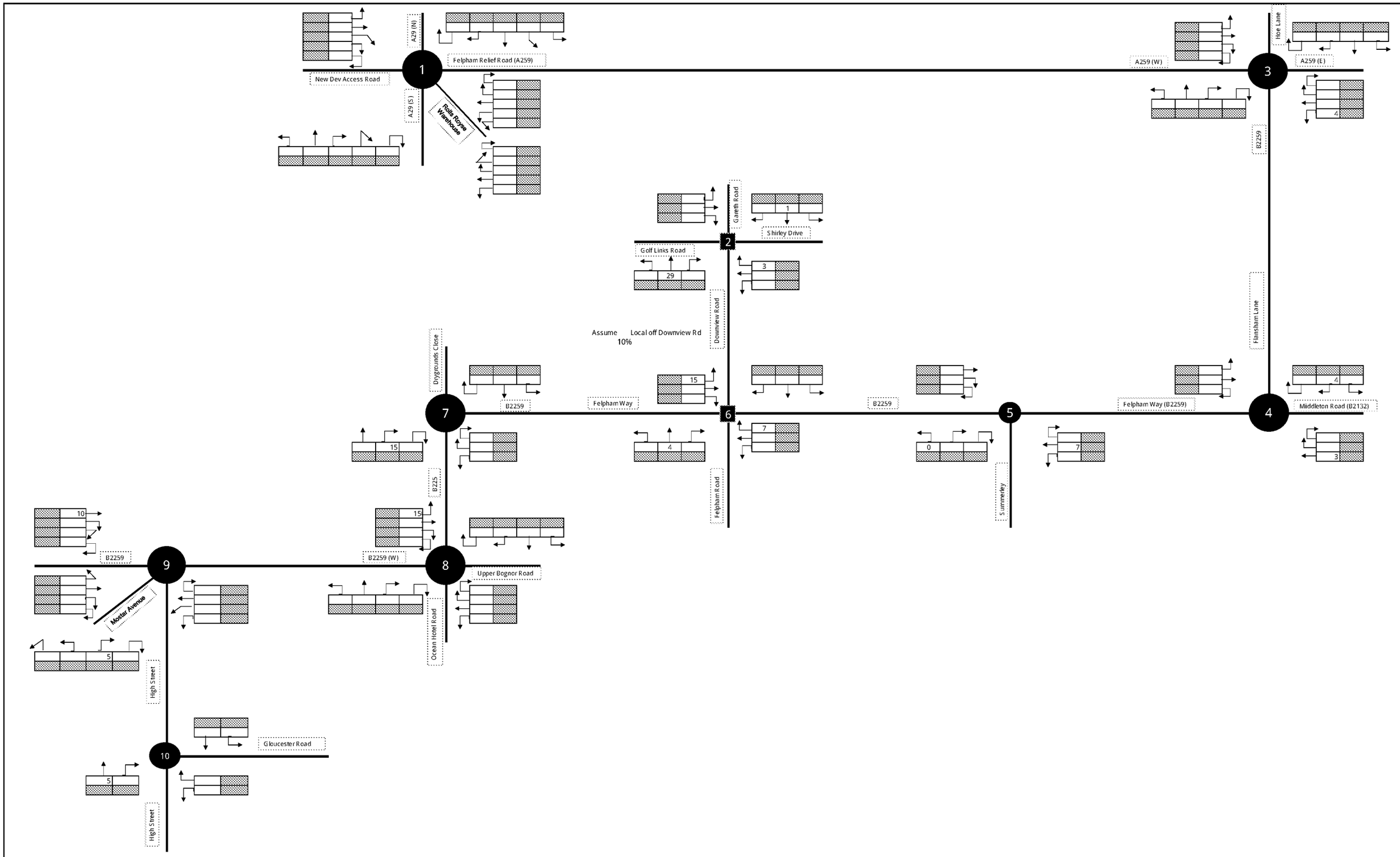
Figure No. 3



Notes

Project NPMe: Bognor Regis
Job Number: JNY10830
Title 2031 Base PM Peak 16:45-17:45

Figure No. 4

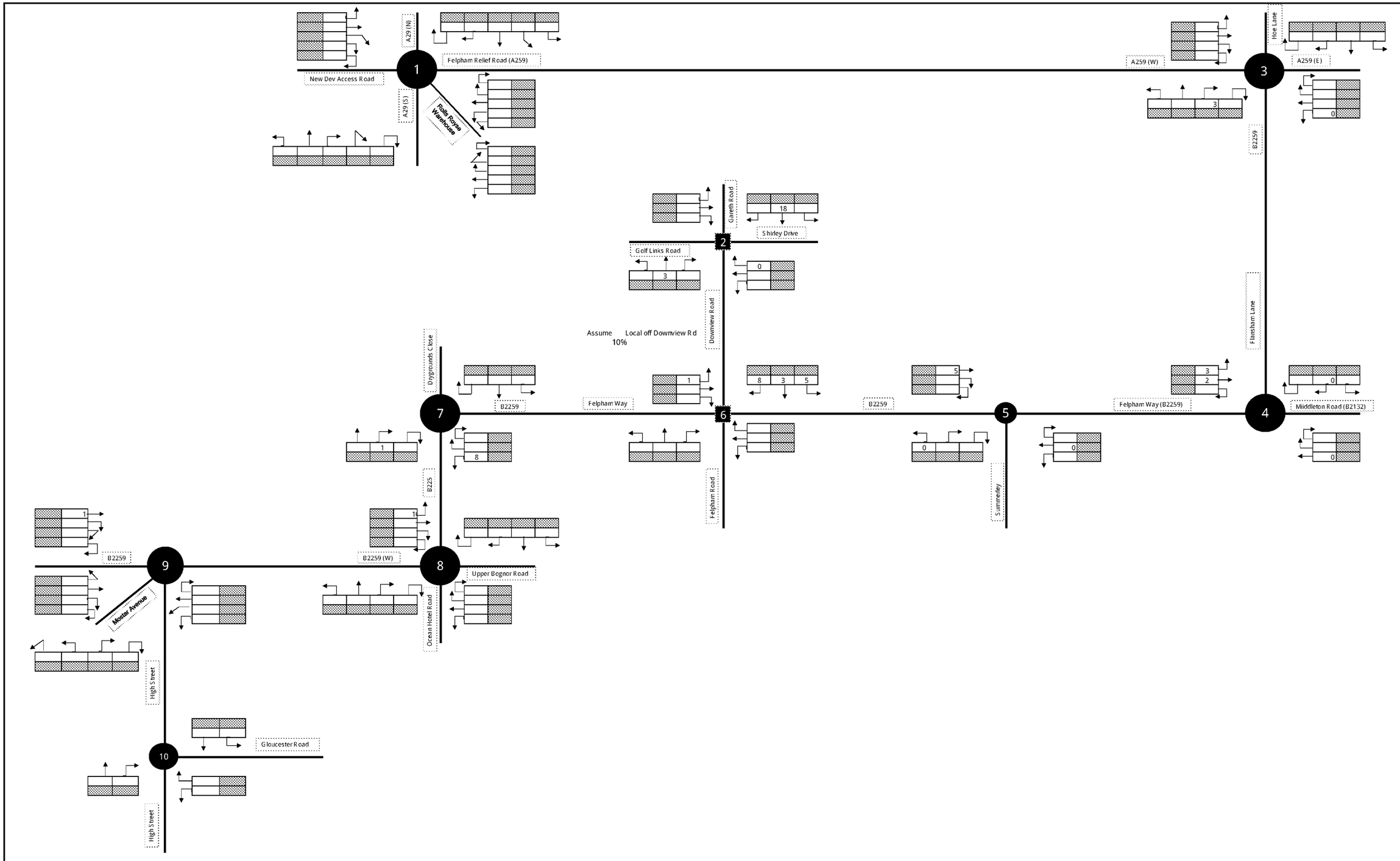


Notes

Project Name: Bognor Regis
Job Number: JNY10830
Title Existing Golf Course Trips - AM Peak

Figure No. 5

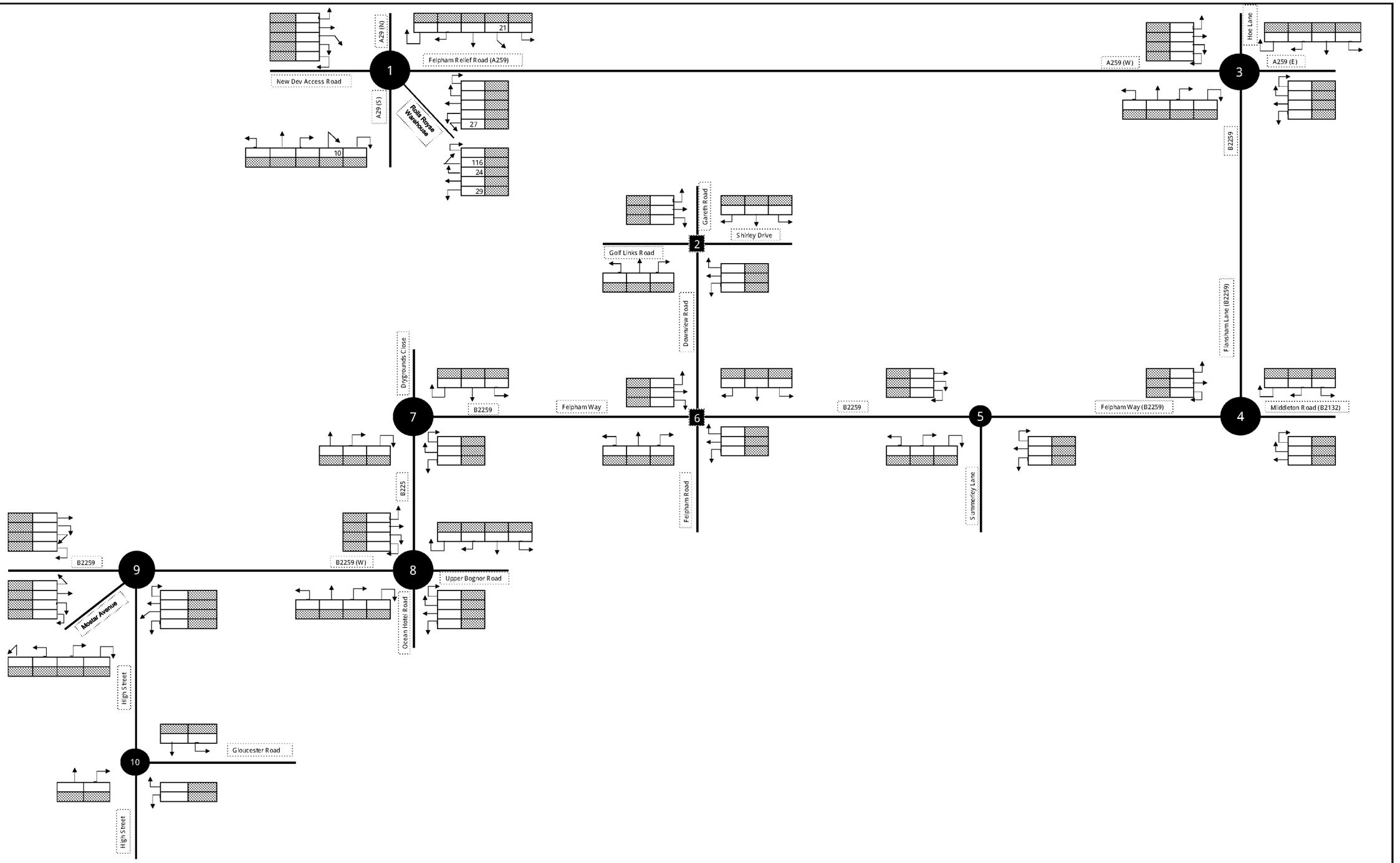
ARUN DISTRICT COUNCIL M/16/22/PL



Notes

Project NPMe: Bognor Regis
Job Number: JNY10830
Title Existing Golf Course Trips - PM Peak

Figure No. 6

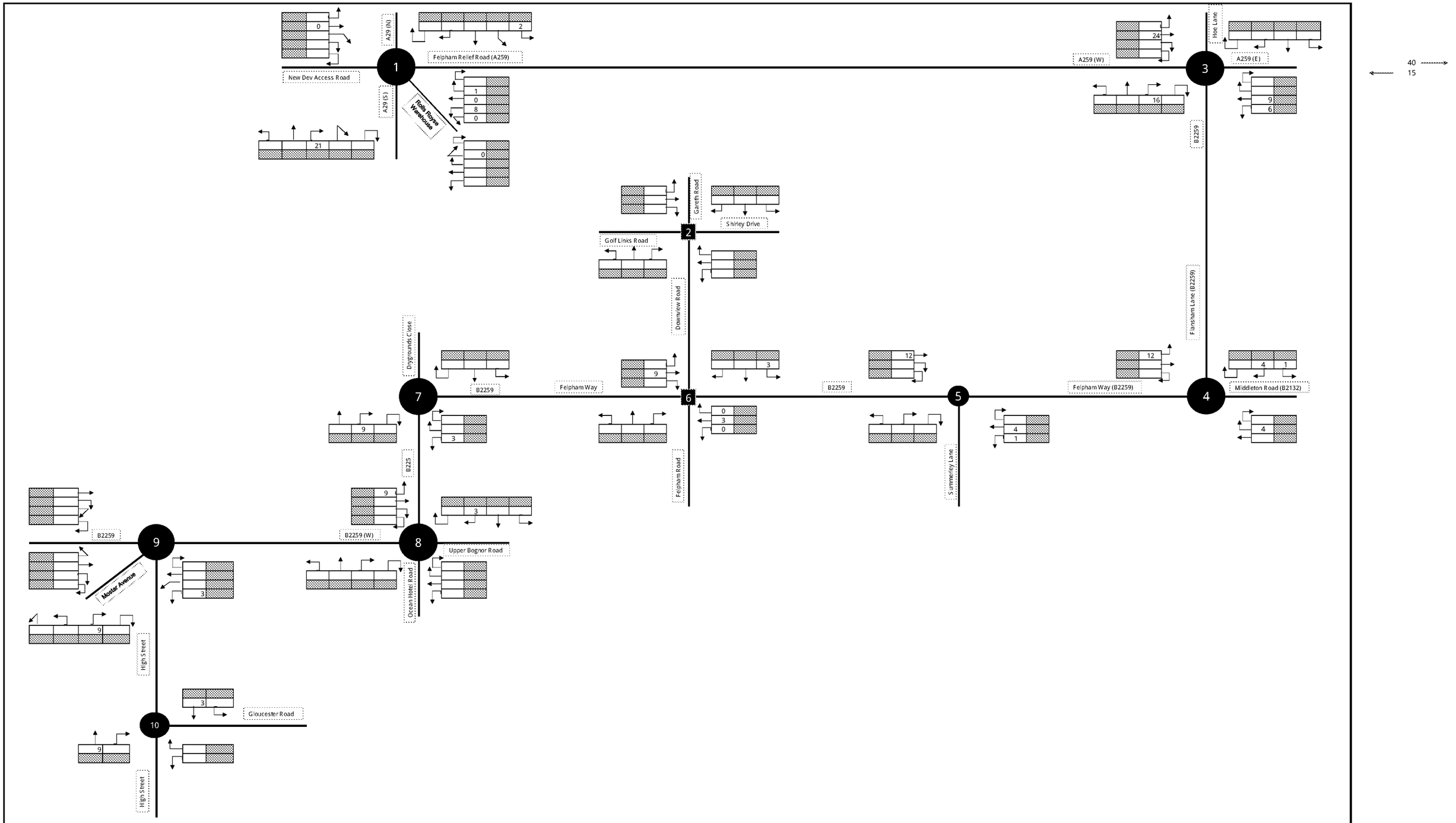


Notes
Proposed Residential Development 250 Dwellings
Bilsham Road, Yapton
APP Ref: Y/91/17/OUT
Odyssey TA - Dec 2017

Only traffic leading onto the A259 Grevatts/Yapton Road is included in the TA, traffic movements west of this junction have therefore been dsitributed in proportion to existing traffic flows.

Project Name: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
AM Peak

Figure No. 7

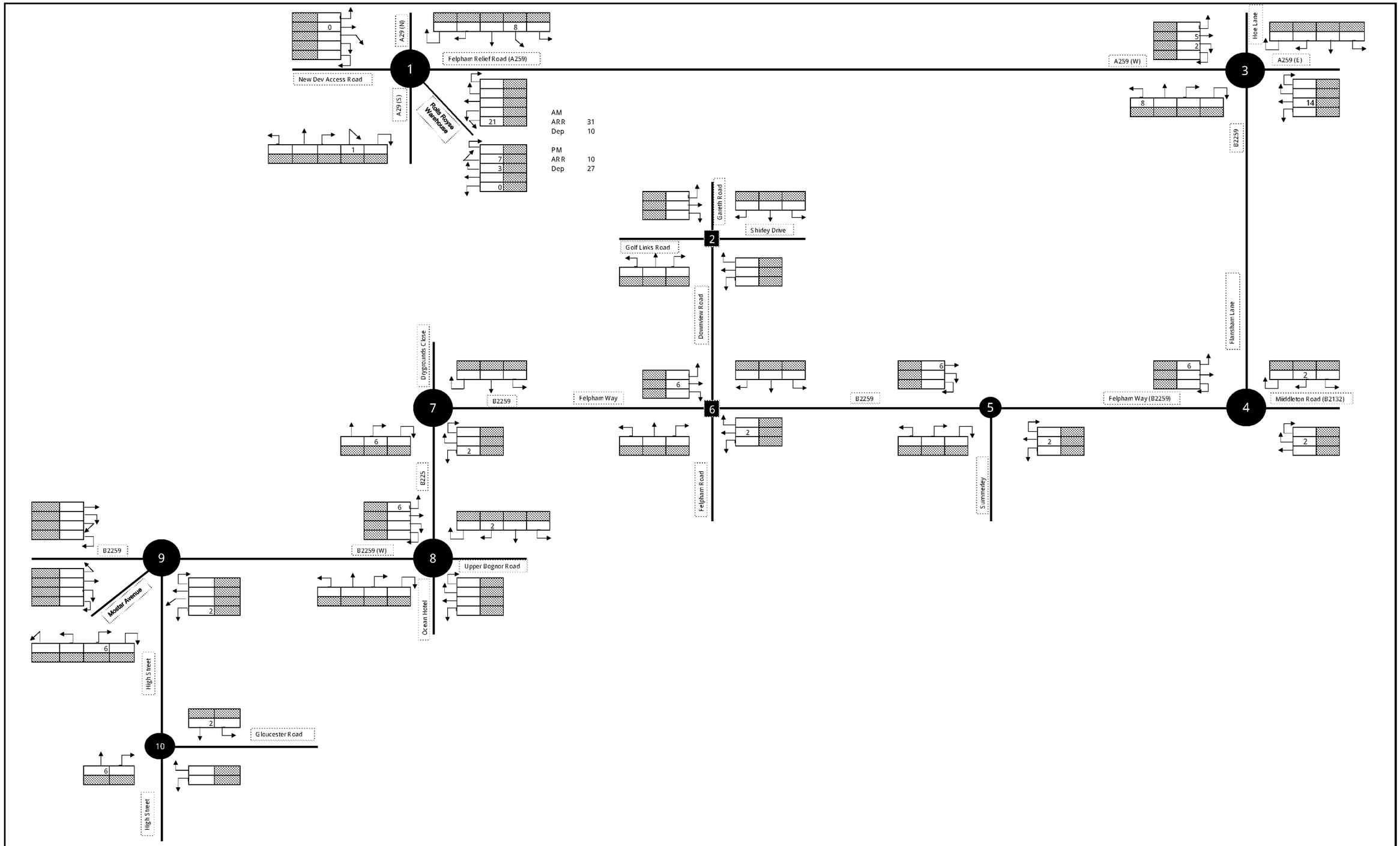


Notes
Proposed Residential Development 250 Dwellings
Bilsham Road, Yapton
APP Ref: Y/91/17/OUT
Odyssey TA - Dec 2017

Only traffic leading onto the A259 Grevatts/Yapton Road is included in the TA, traffic movements west of this junction have therefore been dsitributed in proportion to existing traffic flows.

Project Name: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
PM Peak

Figure No. 8

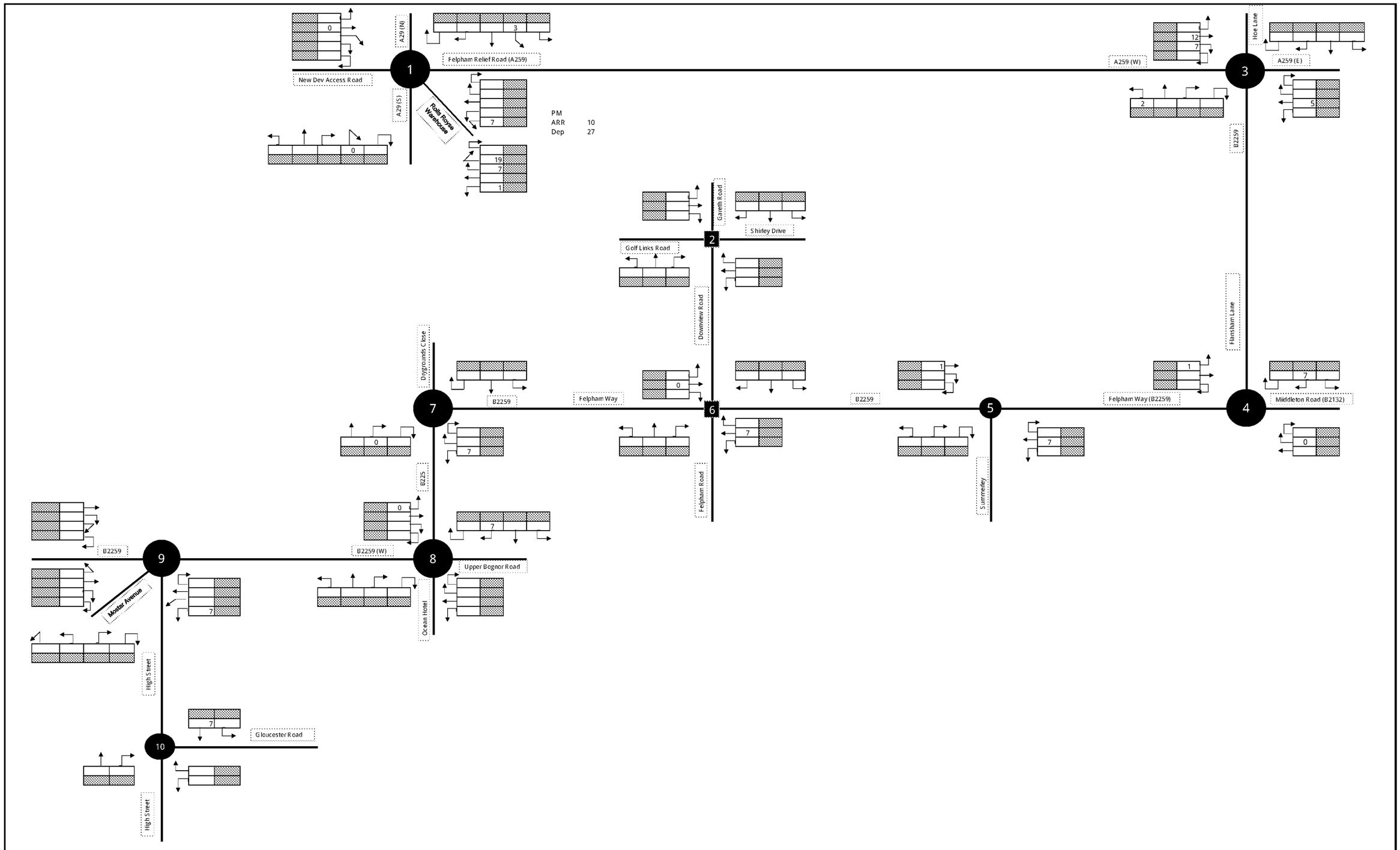


Notes
Proposed Emloyment Use - 11,412sqm
Oldlands Farm, Bognor Regis
APP Ref: AL/87/21/PL
Vectos TA - J an 2021

Only description of trip distbution provided in TA, for the A29/A259 junction. Traffic movements beyond this junction have therefore been dsitributed in proportion to existing traffic flows.

Project Name: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
AM Peak

Figure No. 9

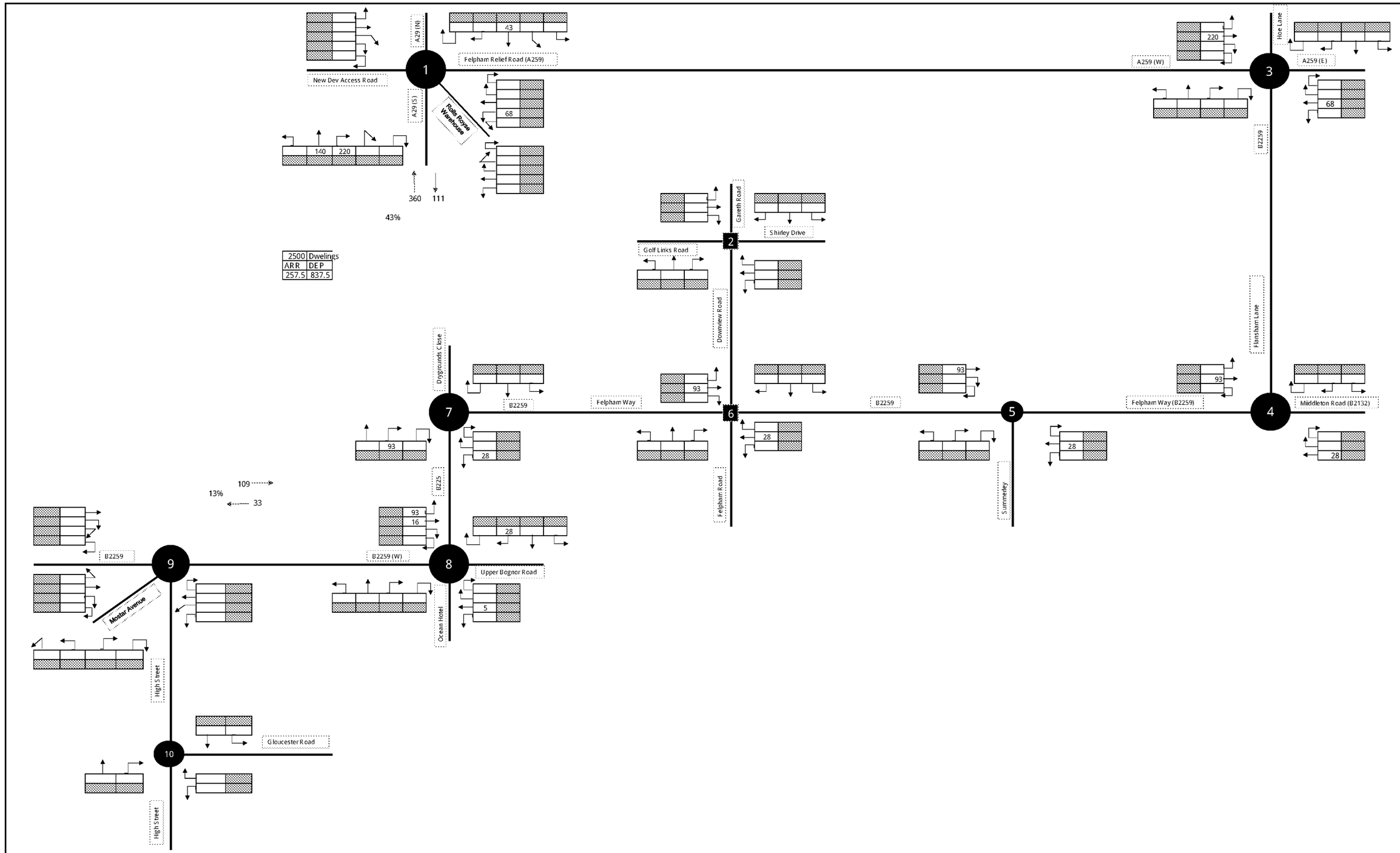


Notes
Proposed Emloyment Use - 11,412sqm
Oldlands Farm, Bognor Regis
APP Ref: AL/87/21/PL
Vectos TA - J an 2021

Only description of trip distbution provided in TA, for the A29/A259 junction. Traffic movements beyond this junction have therefore been dsitributed in proportion to existing traffic flows.

Project NPMe: Bognor Regis
J ob Number: J NY10830
Title Committed Dev Flows
PM Peak

Figure No. 10

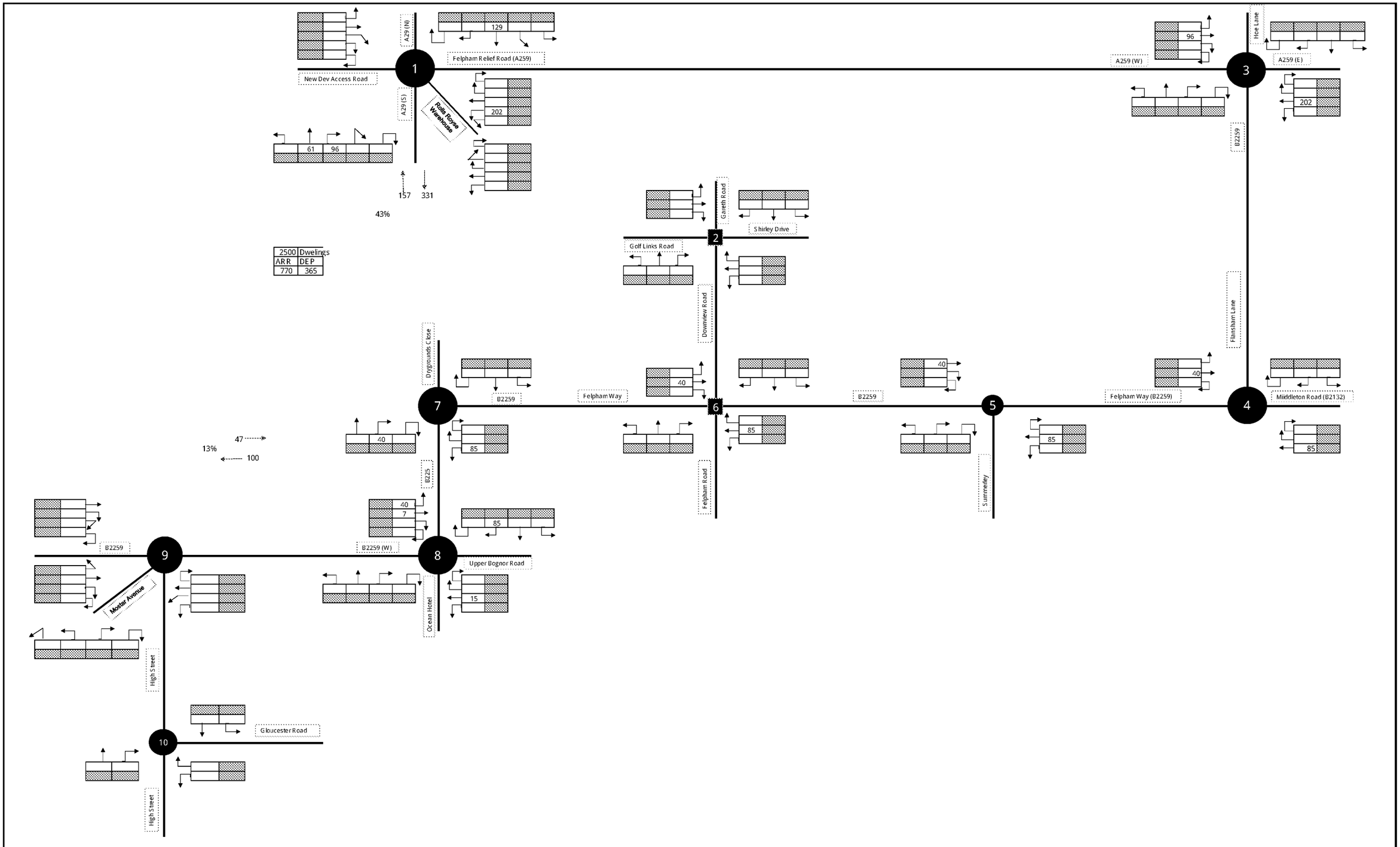


Notes
Proposed Residential Development 2500 Dwellings
Land West of Bersted
No Application Submitted to Date - ES Scoping only
Ref: BE/99/20/EIS

No traffic data has been provided, therefore assumptions have been made which include; Trip Rates same as this application, Distrbution same as this application, access via A259/B2259 junction & Chalcraft Lane.

Project Name: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
AM Peak

Figure No. 11

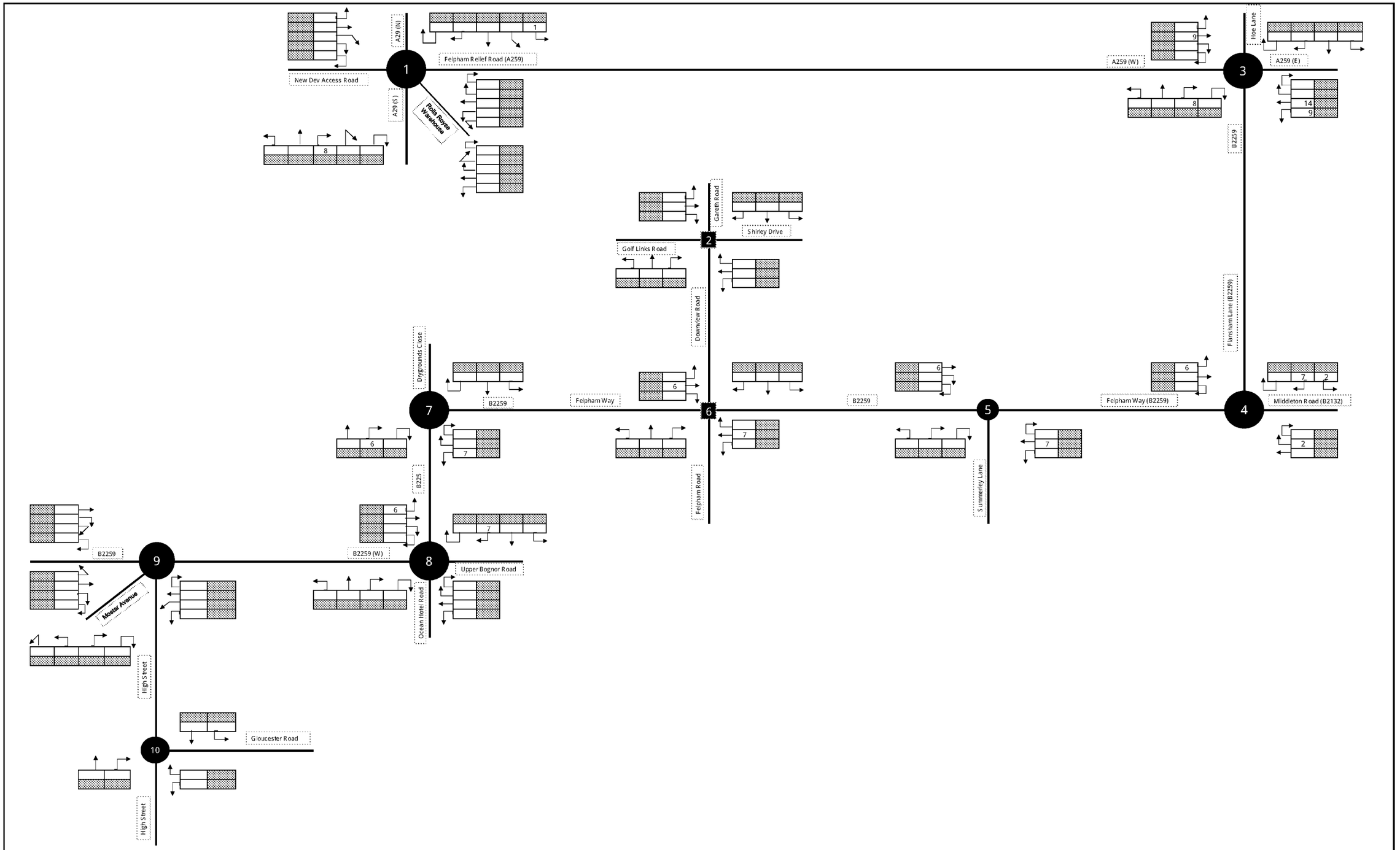


Notes
Proposed Residential Development 2500 Dwellings
Land West of Bersted
No Application Submitted to Date - ES Scoping only
Ref: BE/99/20/EIS

No traffic data has been provided, therefore assumptions have been made which include; Trip Rates same as this application, Distrbution same as this application, access via A259/B2259 junction & Chalcraft Lane.

Project Name: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
PM Peak

Figure No. 12

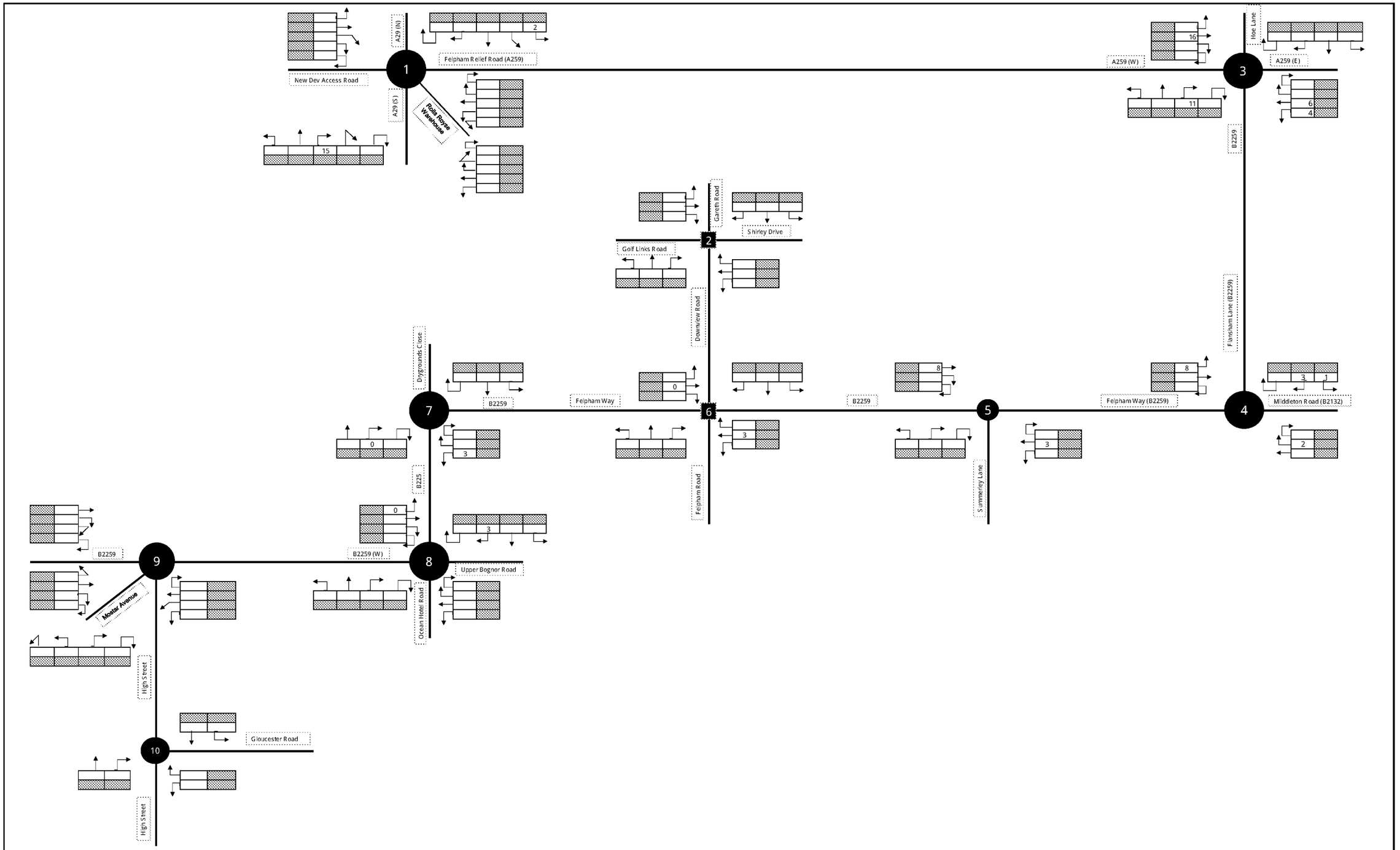


Notes
Proposed Residential Development 300 Dwellings
Land South of B2233 Main Road, Yapton
APP Ref: Y/92/17/OUT
Odyssey TA - Dec 2017

Only traffic leading onto the A259 Grevatts/Yapton Road is included in the TA, traffic movements west of this junction have therefore been dsitributed in proportion to existing traffic flows.

Project Name: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
AM Peak

Figure No. 13

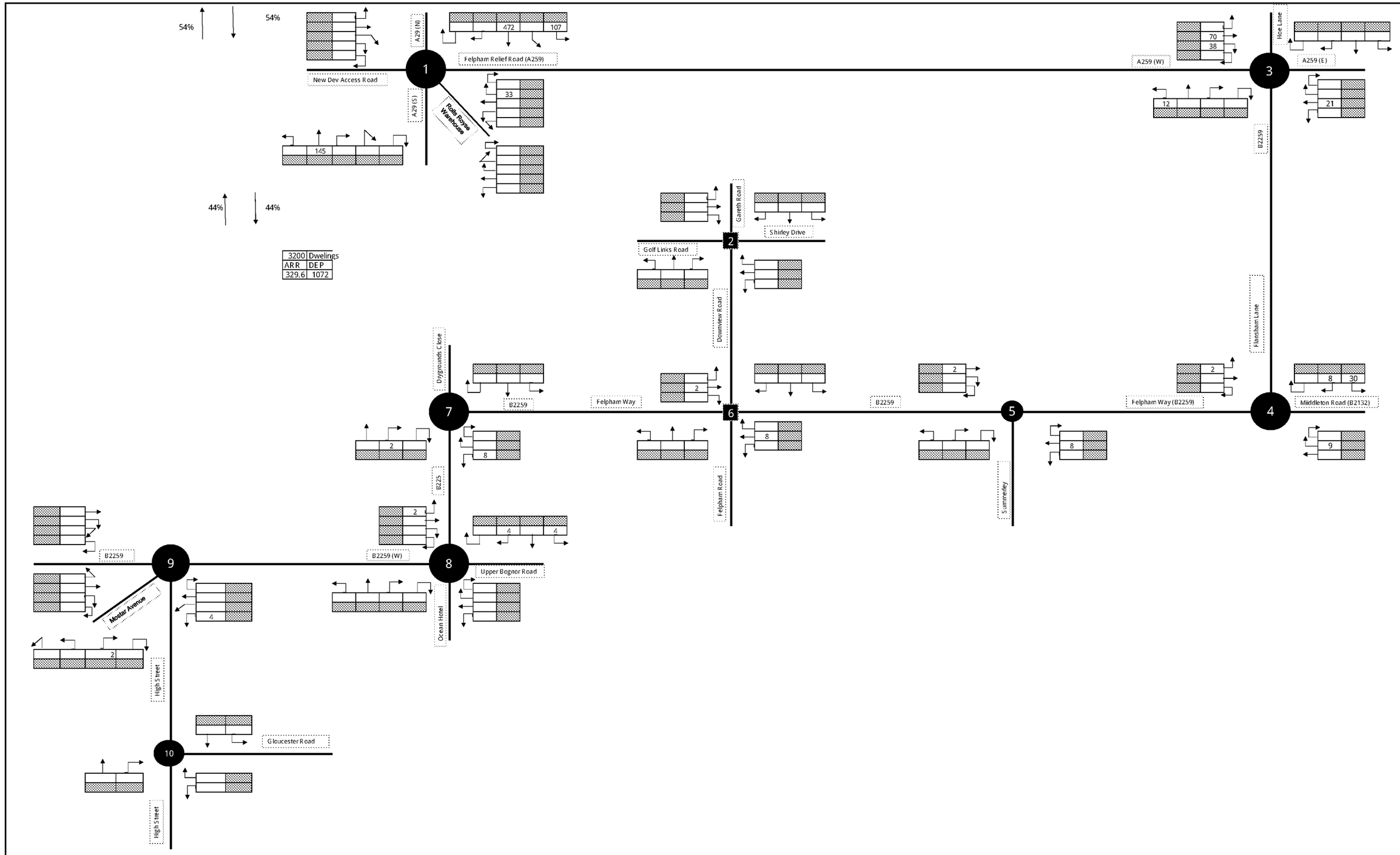


Notes
Proposed Residential Development 300 Dwellings
Land South of B2233 Main Road, Yapton
APP Ref: Y/92/17/OUT
Odyssey TA - Dec 2017

Only traffic leading onto the A259 Grevatts/Yapton Road is included in the TA, traffic movements west of this junction have therefore been dsitributed in proportion to existing traffic flows.

Project NPMe: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
PM Peak

Figure No. 14

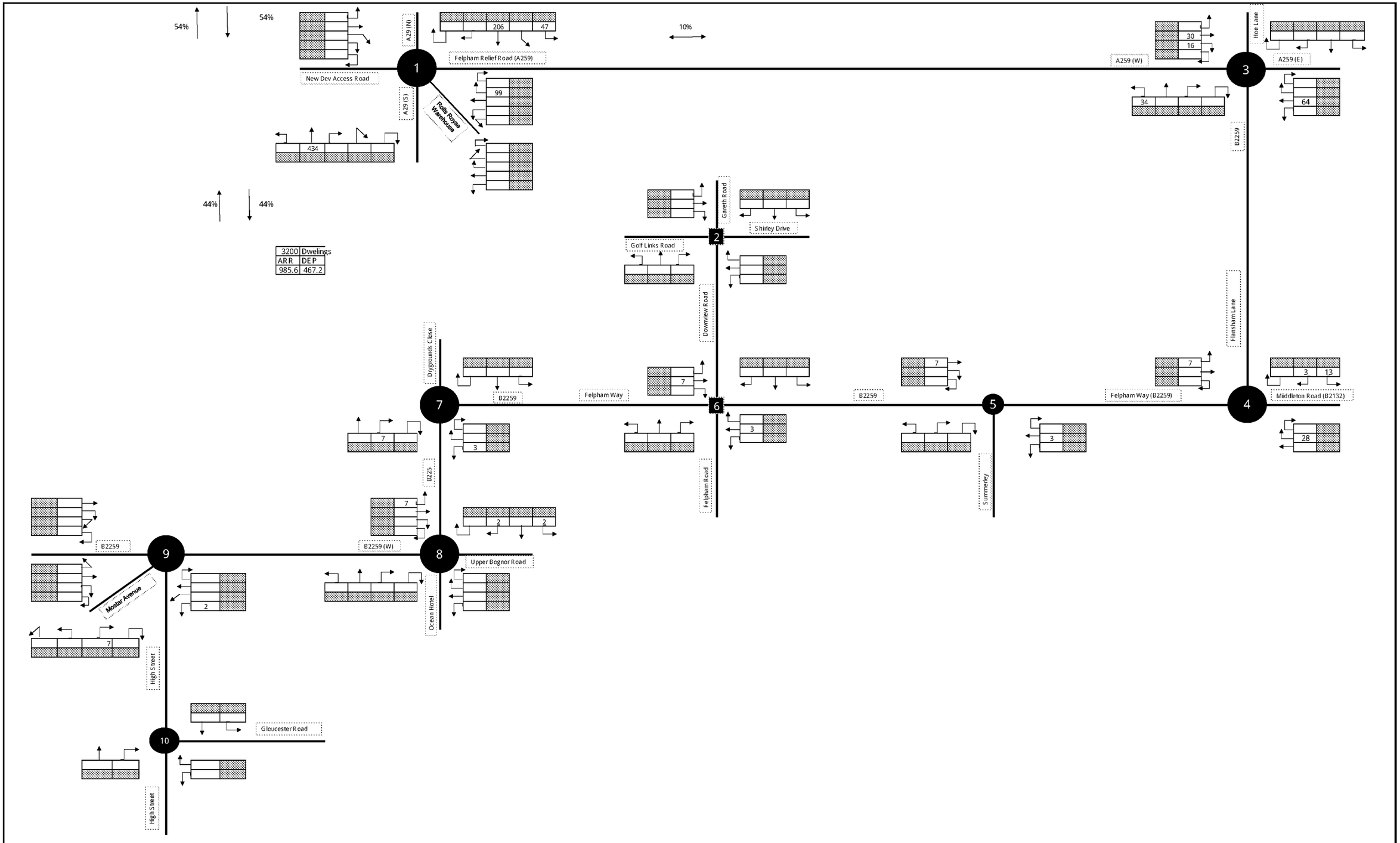


Notes
Proposed Residential Development 3200 Dwellings
Land at Barnham Eastergate - Westergate
No Application Submitted to Date - Masterplan only

No traffic data has been provided, therefore assumptions have been made which include; Trip Rates same as this application, Distrbution same as this application, access via A259/B2259 junction & Chalcraft Lane.

Project Name: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
AM Peak

Figure No. 15

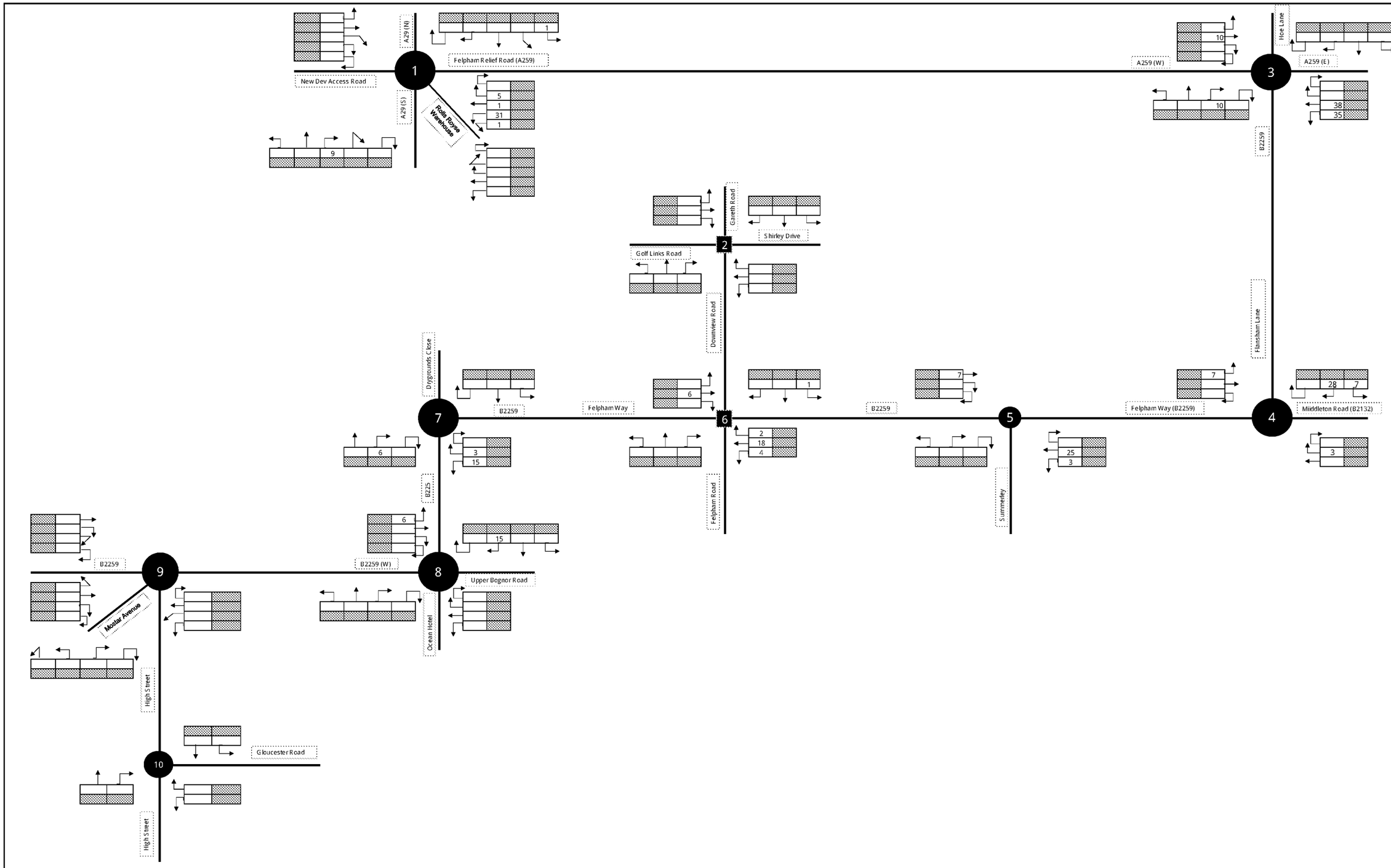


Notes
Proposed Residential Development 3200 Dwellings
Land at Barnham Eastergate - Westergate
No Application Submitted to Date - Masterplan only

No traffic data has been provided, therefore assumptions have been made which include; Trip Rates same as this application, Distrbution same as this application, access via A259/B2259 junction & Chalcraft Lane.

Project Name: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
PM Peak

Figure No. 16



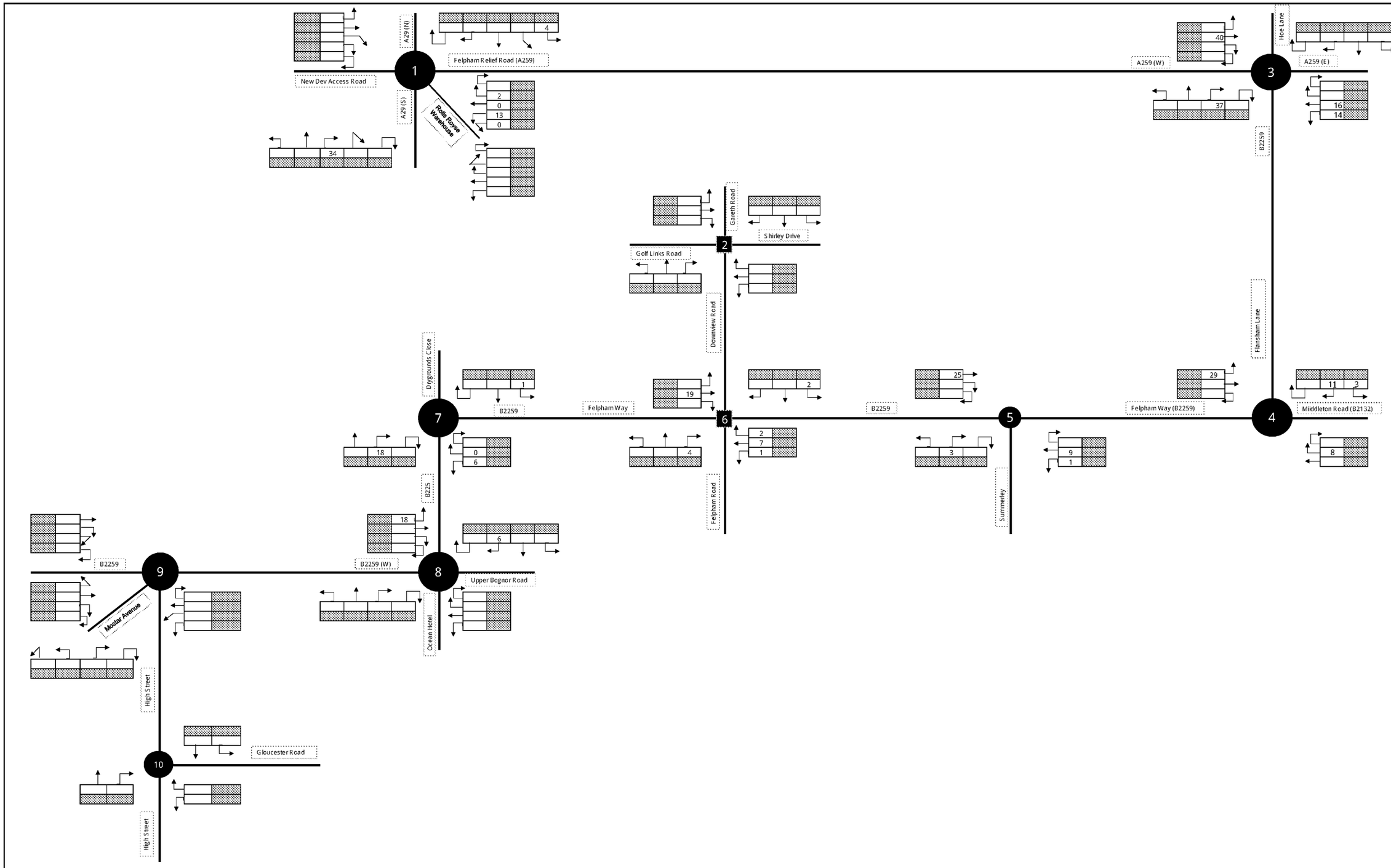
100% Occupation

Notes
Proposed Residential Development 1200 Dwellings
Ford Airfield,
APP Ref:
I Transport TA - Oct 2019

Only traffic up to the A259 Hoe Lane is included in the TA, traffic movements beyond this junction have therefore been dsitributed in proportion to existing traffic flows.

Project Name: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
AM Peak

Figure No. 17



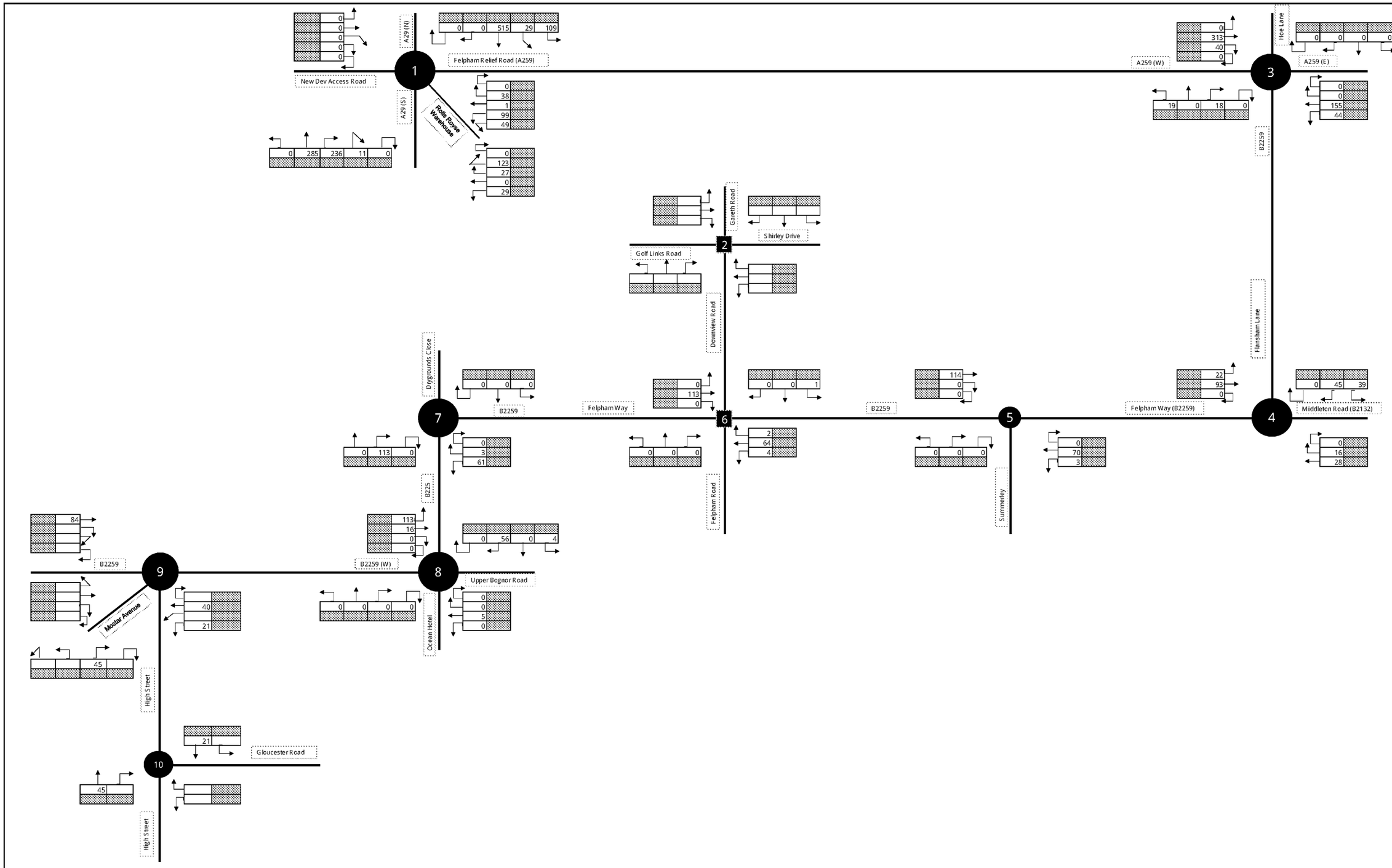
100% Occupation

Notes
Proposed Residential Development 1200 Dwellings
Ford Airfield,
APP Ref:
I Transport TA - Oct 2019

Only traffic up to the A259 Hoe Lane is included in the TA, traffic movements beyond this junction have therefore been dsitributed in proportion to existing traffic flows.

Project NPMe: Bognor Regis
Job Number: JNY10830
Title Committed Dev Flows
PM Peak

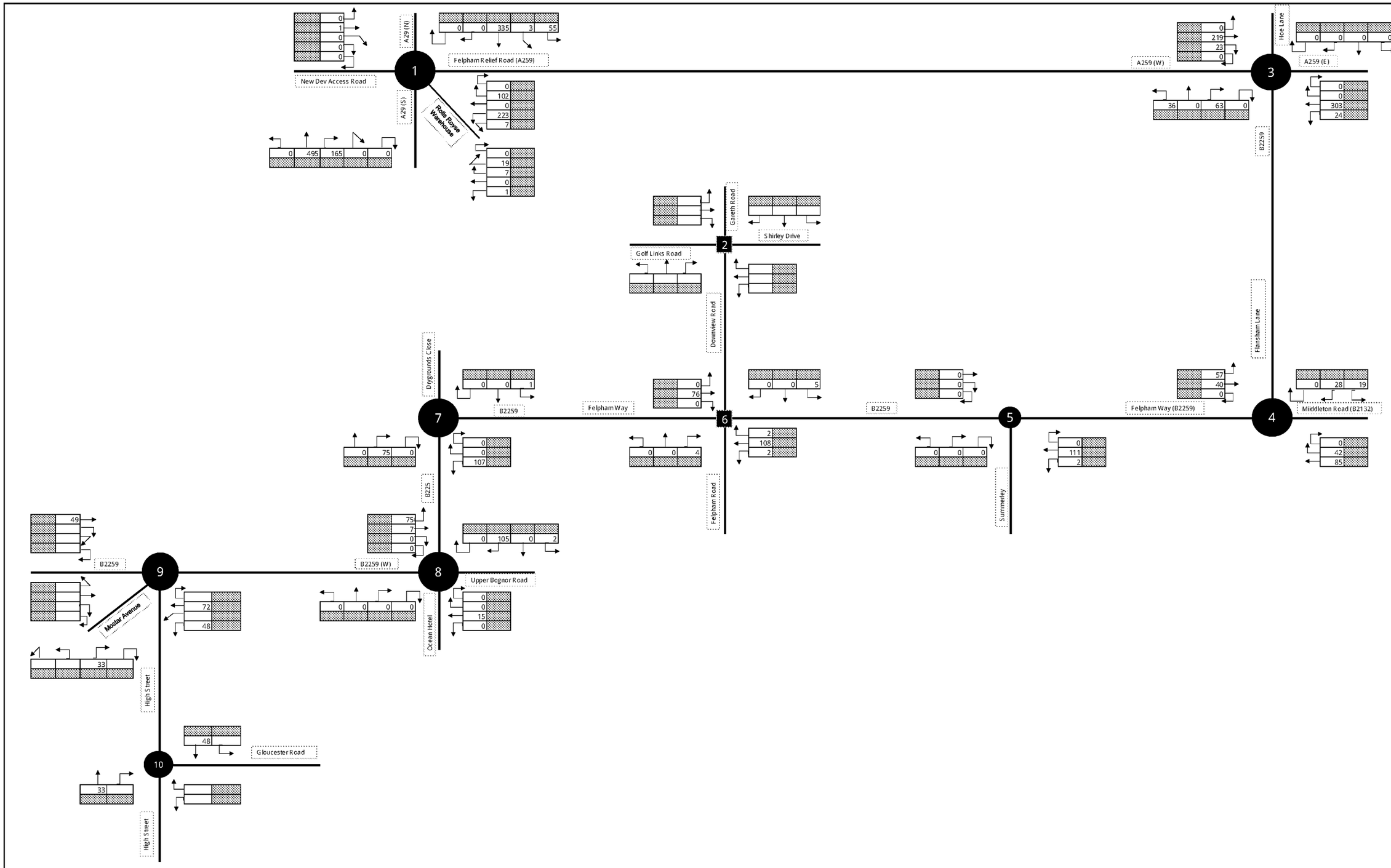
Figure No. 18



Notes

Project Name: Bognor Regis
Job Number: JNY10830
Title: Total Committed Dev Flows 2031 AM Peak

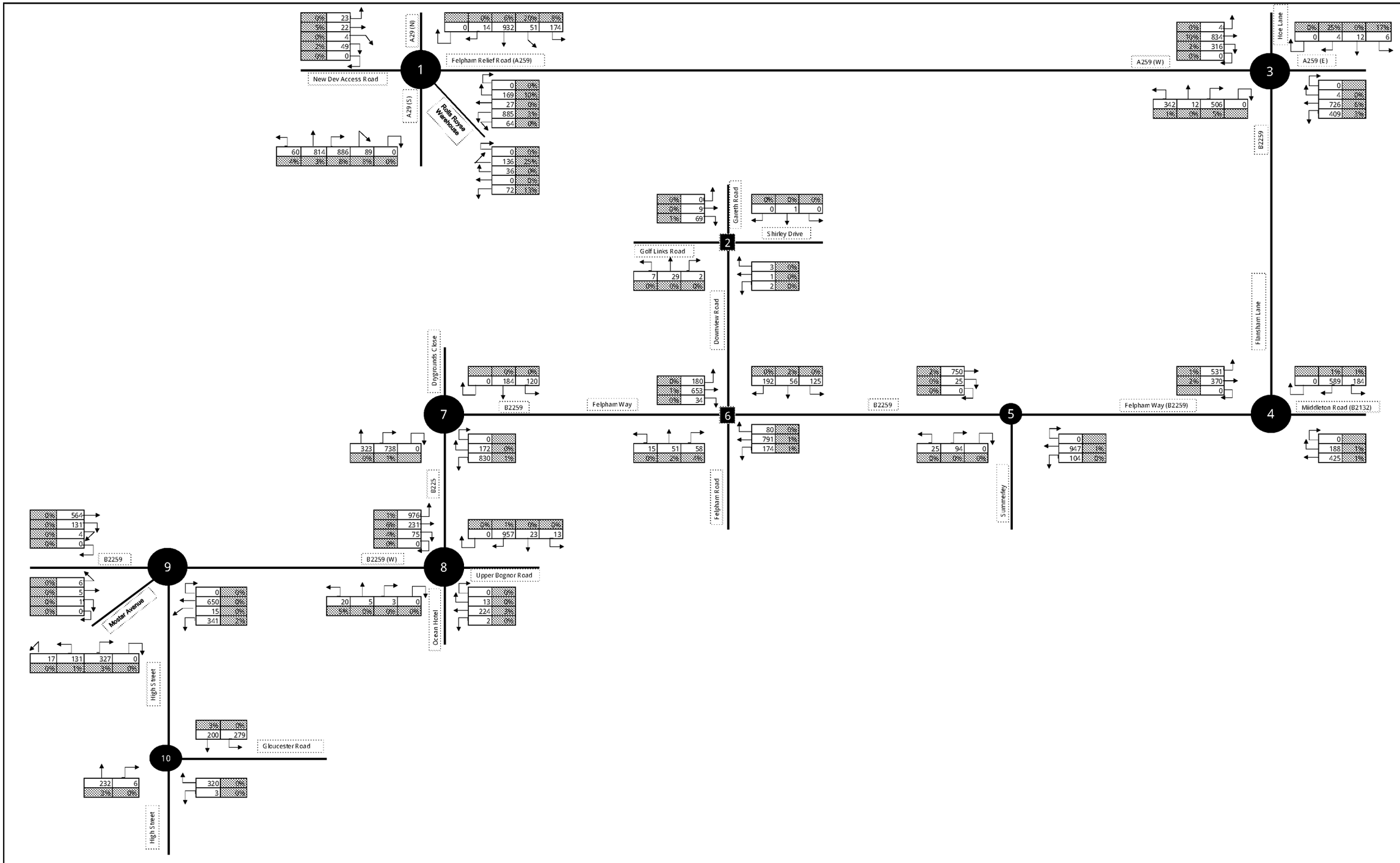
Figure No. 19



Notes

Project NPMe: Bognor Regis
Job Number: JNY10830
Title: Total Committed Dev Flows - 2031 PM Peak

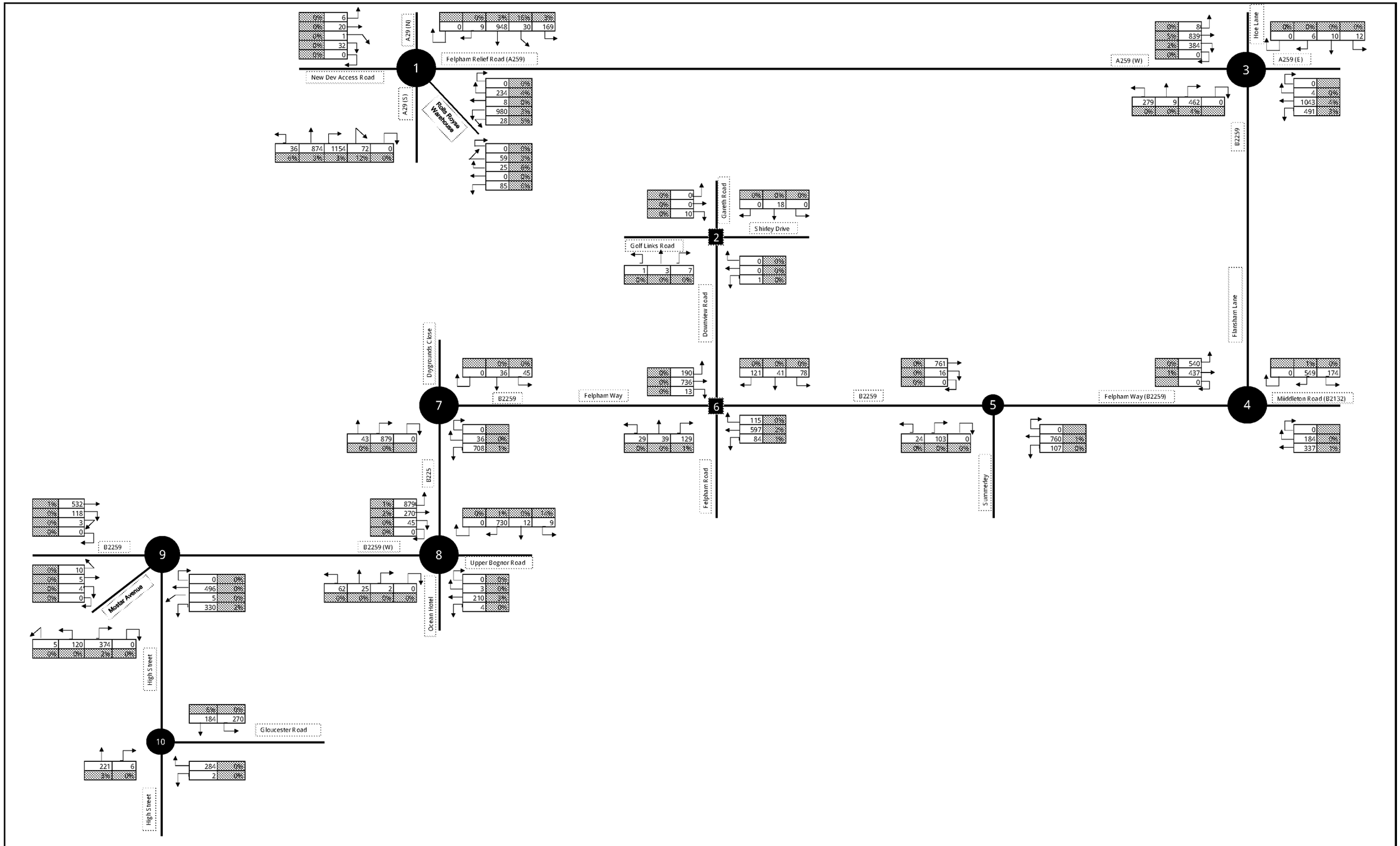
Figure No. 20



Notes

Project Name: Bognor Regis
Job Number: JNY10830
Title 2031 Base + Committed AM Peak

Figure No. 26



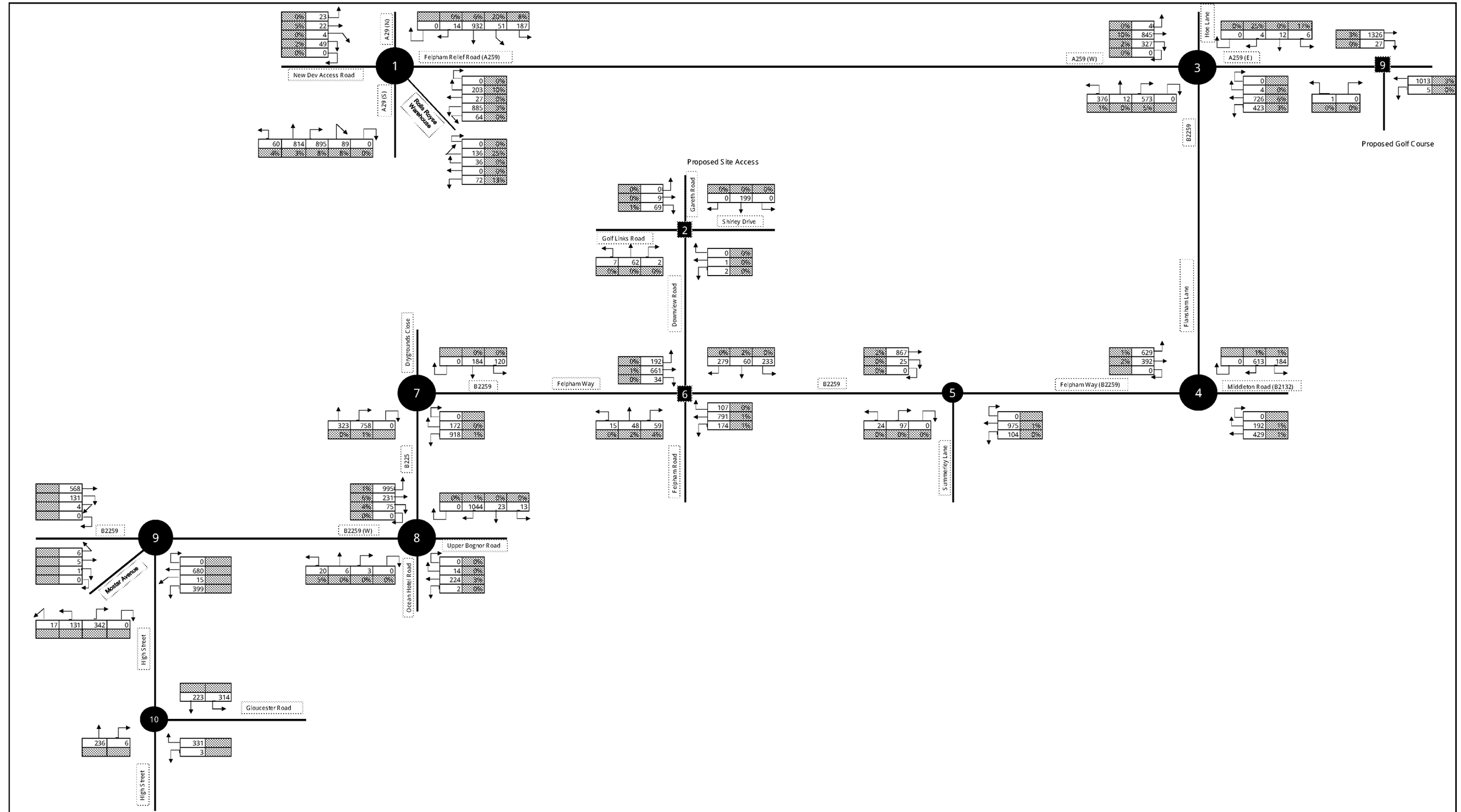
Notes

Project Name: Bognor Regis
Job Number: JNY10830
Title 2031 Base + Committed PM Peak

Figure No. 27

Appendix 12 ¯ Proposed 2031 Traffic Flows

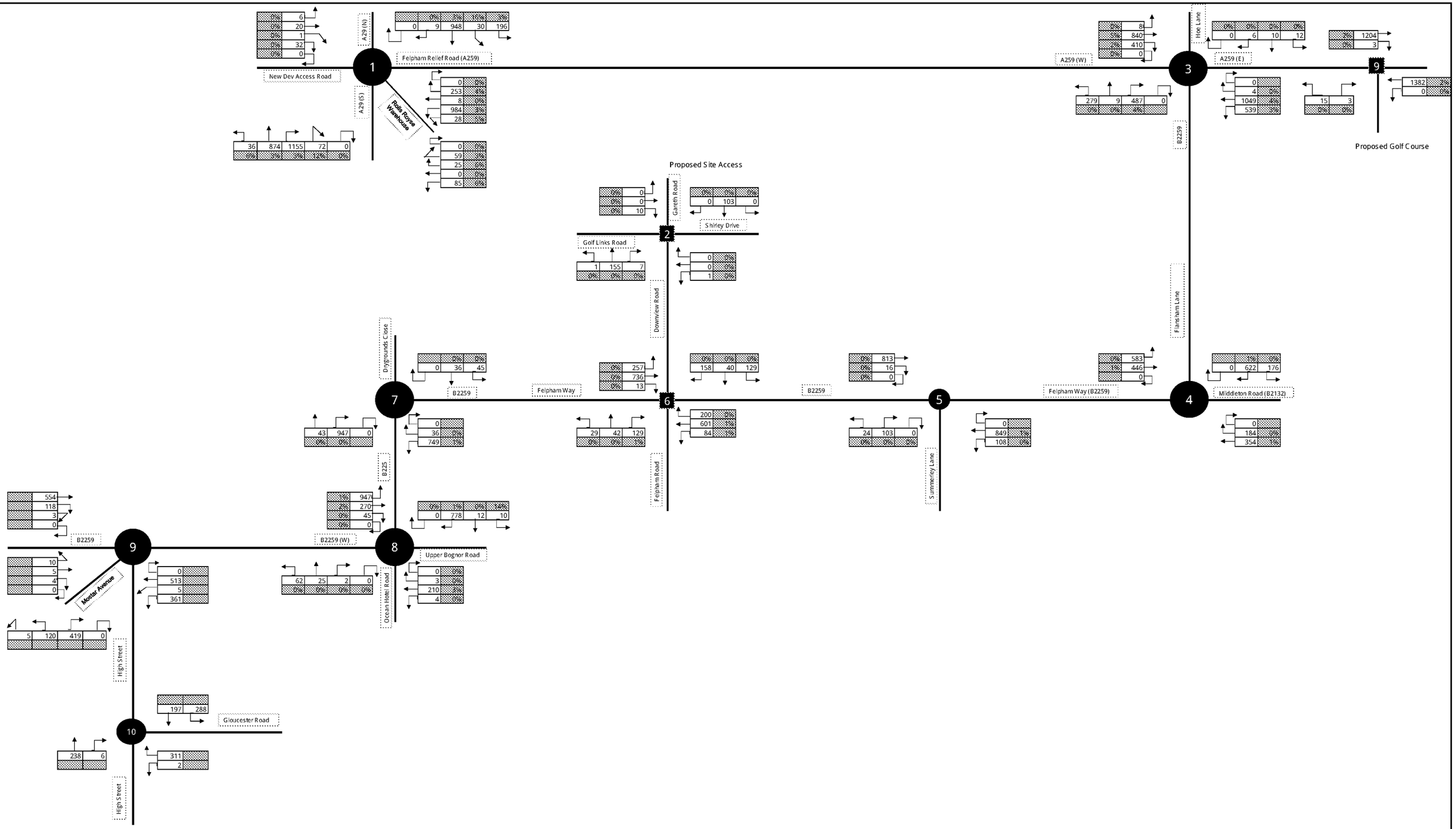
ARUN DISTRICT COUNCIL M/16/22/PL



Notes
Excludes Existing Golf Course, includes Proposed Golf Course

Project Name: Bognor Regis
Job Number: JNY10830
Title 2031 Base + Committed + Dev AM Peak

Figure No. 28



Notes
Excludes Existing Golf Course, includes Proposed Golf Course

Project Name: Bognor Regis
Job Number: JNY10830
Title 2031 Base + Committed + Dev PM Peak

Figure No. 29

Appendix 13 ¯ Existing Junction and Proposed Site Access Analysis Output

ARUN DISTRICT COUNCIL M/16/22/PL

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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For sales and distribution information, program advice and maintenance, contact TRL:
[redacted]
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: A29.A259 Roundabout (Junction 1).j9
Path: P:\JNY10830 - Bognor Regis\Transport\Arcady\2026 scenarios removed - 30.11.2021
Report generation date: 01/12/2021 10:37:16

»2021, AM
»2021, PM
»2031 Base + Committed, AM
»2031 Base + Committed, PM
»2031 Base + Committed + Dev, AM
»2031 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2021										
1 - A29 (S)	D1	2.0	5.47	0.67	A	D2	2.7	6.54	0.73	A
2 - A29 New Dev Access		0.2	8.00	0.18	A		0.1	8.69	0.13	A
3 - A29 (N)		0.4	2.71	0.29	A		0.8	3.93	0.46	A
4 - A259		2.0	7.21	0.66	A		2.0	7.74	0.67	A
5 - Warehouse Access		0.1	5.10	0.09	A		0.2	5.66	0.18	A
2031 Base + Committed										
1 - A29 (S)	D3	34.7	148.44	1.03	F	D4	301.2	866.84	1.19	F
2 - A29 New Dev Access		1.4	48.99	0.60	E		0.6	32.25	0.37	D
3 - A29 (N)		4.6	13.29	0.83	B		3.4	9.95	0.78	A
4 - A259		91.2	934.79	1.16	F		120.6	895.26	1.20	F
5 - Warehouse Access		1.7	24.21	0.65	C		0.7	14.18	0.42	B
2031 Base + Committed + Dev										
1 - A29 (S)	D5	106.1	169.38	1.19	F	D6	206.7	370.98	1.19	F
2 - A29 New Dev Access		1.5	52.06	0.62	F		0.6	32.94	0.37	D
3 - A29 (N)		4.8	13.84	0.84	B		3.8	10.72	0.80	B
4 - A259		110.3	279.62	1.19	F		132.9	336.84	1.22	F
5 - Warehouse Access		1.8	24.46	0.65	C		0.7	14.21	0.42	B

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

File summary

File Description

Title	
Location	
Site number	
Date	24/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\Danesh.Aryan
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	2021	AM	ONE HOUR	00:00	01:30	15	✓
D2	2021	PM	ONE HOUR	00:00	01:30	15	✓
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	15	✓
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	15	✓
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2021, 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, 4, 5	5.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A29 (S)	
2	A29 New Dev Access	
3	A29 (N)	
4	A259	
5	Warehouse Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A29 (S)	7.31	7.96	0.6	19.6	60.0	28.5	
2 - A29 New Dev Access	3.50	8.59	3.4	18.8	60.0	31.5	
3 - A29 (N)	7.14	9.58	5.2	35.1	60.0	13.0	
4 - A259	4.80	6.99	19.6	17.6	60.0	32.0	
5 - Warehouse Access	4.93	6.78	6.1	14.0	60.0	33.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A29 (S)	0.657	2268
2 - A29 New Dev Access	0.488	1313
3 - A29 (N)	0.744	2655
4 - A259	0.591	1917
5 - Warehouse Access	0.552	1719

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	2021	AM	ONE HOUR	00:00	01:30	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 - A29 (S)		ONE HOUR	✓	1228	100.000
2 - A29 New Dev Access		ONE HOUR	✓	91	100.000
3 - A29 (N)		ONE HOUR	✓	483	100.000
4 - A259		ONE HOUR	✓	894	100.000
5 - Warehouse Access		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	56	493	606	73
	2 - A29 New Dev Access	46	0	21	20	4
	3 - A29 (N)	389	13	0	61	20
	4 - A259	734	24	122	0	14
	5 - Warehouse Access	40	0	9	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	4	3	8	8
	2 - A29 New Dev Access	2	0	0	5	0
	3 - A29 (N)	6	0	0	8	20
	4 - A259	3	0	10	0	0
	5 - Warehouse Access	13	0	0	25	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 - A29 (S)	0.67	5.47	2.0	A	1127	1690
2 - A29 New Dev Access	0.18	8.00	0.2	A	84	125
3 - A29 (N)	0.29	2.71	0.4	A	443	665
4 - A259	0.66	7.21	2.0	A	820	1231
5 - Warehouse Access	0.09	5.10	0.1	A	56	84

Main Results for each time segment

00:00 - 00:15

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 - A29 (S)	925	231	135	2053	0.450	921	907	0.0	0.8	3.173	A
2 - A29 New Dev Access	69	17	986	785	0.087	68	70	0.0	0.1	5.022	A
3 - A29 (N)	364	91	571	2060	0.176	363	484	0.0	0.2	2.119	A
4 - A259	673	168	409	1599	0.421	670	524	0.0	0.7	3.866	A
5 - Warehouse Access	46	11	996	1009	0.046	46	83	0.0	0.0	3.735	A

00:15 - 00:30

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 - A29 (S)	1104	276	162	2035	0.543	1103	1085	0.8	1.2	3.850	A
2 - A29 New Dev Access	82	20	1181	686	0.119	82	83	0.1	0.1	5.955	A
3 - A29 (N)	434	109	683	1976	0.220	434	579	0.2	0.3	2.334	A
4 - A259	804	201	490	1550	0.519	802	628	0.7	1.1	4.806	A
5 - Warehouse Access	55	14	1192	910	0.060	55	100	0.0	0.1	4.210	A

00:30 - 00:45

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 - A29 (S)	1352	338	198	2010	0.673	1349	1328	1.2	2.0	5.411	A
2 - A29 New Dev Access	100	25	1444	552	0.182	100	102	0.1	0.2	7.957	A
3 - A29 (N)	532	133	836	1861	0.286	531	708	0.3	0.4	2.707	A
4 - A259	984	246	599	1484	0.663	981	768	1.1	1.9	7.111	A
5 - Warehouse Access	67	17	1458	775	0.087	67	122	0.1	0.1	5.087	A

00:45 - 01:00

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 - A29 (S)	1352	338	198	2010	0.673	1352	1331	2.0	2.0	5.468	A
2 - A29 New Dev Access	100	25	1448	550	0.182	100	102	0.2	0.2	8.001	A
3 - A29 (N)	532	133	838	1860	0.286	532	710	0.4	0.4	2.710	A
4 - A259	984	246	600	1483	0.664	984	770	1.9	2.0	7.213	A
5 - Warehouse Access	67	17	1462	773	0.087	67	122	0.1	0.1	5.101	A

01:00 - 01:15

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 - A29 (S)	1104	276	162	2034	0.543	1107	1090	2.0	1.2	3.898	A
2 - A29 New Dev Access	82	20	1186	683	0.120	82	84	0.2	0.1	5.991	A
3 - A29 (N)	434	109	686	1974	0.220	435	582	0.4	0.3	2.339	A
4 - A259	804	201	491	1549	0.519	807	630	2.0	1.1	4.874	A
5 - Warehouse Access	55	14	1198	907	0.060	55	100	0.1	0.1	4.227	A

01:15 - 01:30

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 - A29 (S)	925	231	136	2052	0.451	926	912	1.2	0.8	3.203	A
2 - A29 New Dev Access	69	17	992	782	0.088	69	70	0.1	0.1	5.049	A
3 - A29 (N)	364	91	574	2058	0.177	364	486	0.3	0.2	2.126	A
4 - A259	673	168	411	1598	0.421	674	527	1.1	0.7	3.905	A
5 - Warehouse Access	46	11	1001	1007	0.046	46	84	0.1	0.0	3.746	A

2021, 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, 4, 5	6.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	00:00	01:30	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 - A29 (S)		ONE HOUR	✓	1366	100.000
2 - A29 New Dev Access		ONE HOUR	✓	55	100.000
3 - A29 (N)		ONE HOUR	✓	707	100.000
4 - A259		ONE HOUR	✓	849	100.000
5 - Warehouse Access		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	33	351	916	66
	2 - A29 New Dev Access	30	0	6	18	1
	3 - A29 (N)	568	8	0	106	25
	4 - A259	701	7	122	0	19
	5 - Warehouse Access	78	0	16	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	6	3	3	12
	2 - A29 New Dev Access	0	0	0	0	0
	3 - A29 (N)	3	0	0	3	16
	4 - A259	3	0	4	0	5
	5 - Warehouse Access	6	0	6	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 - A29 (S)	0.73	6.54	2.7	A	1253	1880
2 - A29 New Dev Access	0.13	8.69	0.1	A	50	76
3 - A29 (N)	0.46	3.93	0.8	A	649	973
4 - A259	0.67	7.74	2.0	A	779	1169
5 - Warehouse Access	0.18	5.66	0.2	A	120	180

Main Results for each time segment

00:00 - 00:15

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 - A29 (S)	1028	257	142	2097	0.490	1025	1033	0.0	1.0	3.343	A
2 - A29 New Dev Access	41	10	1131	742	0.056	41	36	0.0	0.1	5.134	A
3 - A29 (N)	532	133	801	1972	0.270	531	371	0.0	0.4	2.496	A
4 - A259	639	160	524	1545	0.414	636	808	0.0	0.7	3.949	A
5 - Warehouse Access	99	25	1077	1053	0.094	98	83	0.0	0.1	3.769	A

00:15 - 00:30

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 - A29 (S)	1228	307	171	2079	0.591	1226	1236	1.0	1.4	4.212	A
2 - A29 New Dev Access	49	12	1354	630	0.079	49	43	0.1	0.1	6.202	A
3 - A29 (N)	636	159	959	1855	0.343	635	444	0.4	0.5	2.950	A
4 - A259	763	191	627	1484	0.514	762	967	0.7	1.0	4.977	A
5 - Warehouse Access	118	29	1289	938	0.126	118	100	0.1	0.1	4.386	A

00:30 - 00:45

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 - A29 (S)	1504	376	208	2054	0.732	1499	1512	1.4	2.7	6.429	A
2 - A29 New Dev Access	61	15	1655	478	0.127	60	53	0.1	0.1	8.622	A
3 - A29 (N)	778	195	1172	1696	0.459	777	543	0.5	0.8	3.912	A
4 - A259	935	234	767	1400	0.668	931	1182	1.0	2.0	7.614	A
5 - Warehouse Access	144	36	1576	783	0.184	144	122	0.1	0.2	5.632	A

00:45 - 01:00

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 - A29 (S)	1504	376	209	2054	0.732	1504	1516	2.7	2.7	6.545	A
2 - A29 New Dev Access	61	15	1660	475	0.128	61	53	0.1	0.1	8.687	A
3 - A29 (N)	778	195	1176	1693	0.460	778	545	0.8	0.8	3.935	A
4 - A259	935	234	768	1399	0.668	935	1186	2.0	2.0	7.742	A
5 - Warehouse Access	144	36	1581	780	0.185	144	122	0.2	0.2	5.658	A

01:00 - 01:15

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 - A29 (S)	1228	307	172	2078	0.591	1233	1242	2.7	1.5	4.284	A
2 - A29 New Dev Access	49	12	1361	626	0.079	50	43	0.1	0.1	6.251	A
3 - A29 (N)	636	159	964	1851	0.343	637	447	0.8	0.5	2.970	A
4 - A259	763	191	629	1483	0.515	767	972	2.0	1.1	5.056	A
5 - Warehouse Access	118	29	1296	934	0.126	118	100	0.2	0.1	4.412	A

01:15 - 01:30

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 - A29 (S)	1028	257	143	2097	0.490	1030	1039	1.5	1.0	3.381	A
2 - A29 New Dev Access	41	10	1137	739	0.056	42	36	0.1	0.1	5.164	A
3 - A29 (N)	532	133	806	1968	0.270	533	373	0.5	0.4	2.508	A
4 - A259	639	160	526	1544	0.414	641	812	1.1	0.7	3.991	A
5 - Warehouse Access	99	25	1083	1049	0.094	99	84	0.1	0.1	3.790	A

2031 Base + Committed, 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, 4, 5	124.97	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	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 - A29 (S)		ONE HOUR	✓	1849	100.000
2 - A29 New Dev Access		ONE HOUR	✓	98	100.000
3 - A29 (N)		ONE HOUR	✓	1171	100.000
4 - A259		ONE HOUR	✓	1145	100.000
5 - Warehouse Access		ONE HOUR	✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	60	814	886	89
	2 - A29 New Dev Access	49	0	23	22	4
	3 - A29 (N)	932	14	0	174	51
	4 - A259	885	27	169	0	64
	5 - Warehouse Access	72	0	36	136	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	4	3	8	8
	2 - A29 New Dev Access	2	0	0	5	0
	3 - A29 (N)	6	0	0	8	20
	4 - A259	3	0	10	0	0
	5 - Warehouse Access	13	0	0	25	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 - A29 (S)	1.09	148.44	94.7	F	1697	2545
2 - A29 New Dev Access	0.60	48.00	1.4	E	90	135
3 - A29 (N)	0.83	13.29	4.6	B	1075	1612
4 - A259	1.15	204.79	91.2	F	1051	1576
5 - Warehouse Access	0.65	24.21	1.7	C	224	336

Main Results for each time segment

00:00 - 00:15

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 - A29 (S)	1392	348	285	1945	0.716	1382	1450	0.0	2.5	6.289	A
2 - A29 New Dev Access	74	18	1592	471	0.157	73	76	0.0	0.2	9.037	A
3 - A29 (N)	882	220	886	1809	0.487	878	779	0.0	0.9	3.850	A
4 - A259	862	216	853	1329	0.649	855	911	0.0	1.8	7.483	A
5 - Warehouse Access	184	46	1553	697	0.264	182	156	0.0	0.4	6.977	A

00:15 - 00:30

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 - A29 (S)	1662	416	341	1906	0.872	1648	1730	2.5	6.1	13.210	B
2 - A29 New Dev Access	88	22	1898	314	0.281	87	90	0.2	0.4	15.833	C
3 - A29 (N)	1053	263	1057	1679	0.627	1050	928	0.9	1.7	5.697	A
4 - A259	1029	257	1020	1228	0.838	1018	1087	1.8	4.7	16.325	C
5 - Warehouse Access	219	55	1853	550	0.399	218	185	0.4	0.7	10.823	B

00:30 - 00:45

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 - A29 (S)	2036	509	388	1873	1.087	1851	1987	6.1	52.4	66.027	F
2 - A29 New Dev Access	108	27	2137	191	0.566	105	101	0.4	1.2	40.482	E
3 - A29 (N)	1289	322	1204	1566	0.823	1279	1038	1.7	4.3	12.089	B
4 - A259	1261	315	1234	1098	1.148	1085	1248	4.7	48.8	100.081	F
5 - Warehouse Access	269	67	2109	423	0.635	265	210	0.7	1.6	22.224	C

00:45 - 01:00

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 - A29 (S)	2036	509	391	1870	1.089	1867	2001	82.4	94.7	148.444	F
2 - A29 New Dev Access	108	27	2156	181	0.596	107	102	1.2	1.4	47.998	E
3 - A29 (N)	1289	322	1216	1557	0.828	1288	1047	4.3	4.6	13.290	B
4 - A259	1261	315	1245	1092	1.156	1090	1259	48.6	91.2	234.733	F
5 - Warehouse Access	269	67	2124	416	0.646	268	211	1.6	1.7	24.212	C

01:00 - 01:15

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 - A29 (S)	1662	416	375	1883	0.883	1863	1885	94.7	44.5	136.466	F
2 - A29 New Dev Access	88	22	2137	193	0.458	90	101	1.4	0.9	35.684	E
3 - A29 (N)	1053	263	1175	1590	0.662	1063	1051	4.6	2.0	6.963	A
4 - A259	1029	257	1043	1214	0.848	1201	1195	91.2	48.4	210.367	F
5 - Warehouse Access	219	55	2037	460	0.477	223	207	1.7	0.9	15.381	C

01:15 - 01:30

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 - A29 (S)	1392	348	321	1921	0.725	1559	1608	44.5	2.7	15.532	C
2 - A29 New Dev Access	74	18	1794	368	0.201	76	86	0.9	0.3	12.449	B
3 - A29 (N)	882	220	984	1736	0.508	885	886	2.0	1.0	4.252	A
4 - A259	862	216	870	1319	0.654	1048	999	48.4	2.0	26.101	D
5 - Warehouse Access	184	46	1743	604	0.304	186	175	0.9	0.4	8.638	A

2031 Base + Committed, 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, 4, 5	240.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	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 - A29 (S)		ONE HOUR	✓	2136	100.000
2 - A29 New Dev Access		ONE HOUR	✓	59	100.000
3 - A29 (N)		ONE HOUR	✓	1156	100.000
4 - A259		ONE HOUR	✓	1250	100.000
5 - Warehouse Access		ONE HOUR	✓	169	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	36	874	1154	72
	2 - A29 New Dev Access	32	0	6	20	1
	3 - A29 (N)	948	9	0	169	30
	4 - A259	980	8	234	0	28
	5 - Warehouse Access	85	0	25	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	6	3	3	12
	2 - A29 New Dev Access	0	0	0	0	0
	3 - A29 (N)	3	0	0	3	16
	4 - A259	3	0	4	0	5
	5 - Warehouse Access	6	0	6	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 - A29 (S)	1.19	368.84	201.2	F	1960	2940
2 - A29 New Dev Access	0.37	32.25	0.6	D	54	81
3 - A29 (N)	0.78	9.95	3.4	A	1061	1591
4 - A259	1.20	295.26	120.8	F	1147	1721
5 - Warehouse Access	0.42	14.18	0.7	B	155	233

Main Results for each time segment

00:00 - 00:15

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 - A29 (S)	1608	402	250	2029	0.792	1593	1529	0.0	3.7	8.010	A
2 - A29 New Dev Access	44	11	1804	403	0.110	44	40	0.0	0.1	10.005	B
3 - A29 (N)	870	218	998	1828	0.476	867	850	0.0	0.9	3.733	A
4 - A259	941	235	818	1370	0.687	933	1047	0.0	2.1	8.071	A
5 - Warehouse Access	127	32	1653	742	0.171	126	98	0.0	0.2	5.837	A

00:15 - 00:30

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 - A29 (S)	1920	480	298	1998	0.961	1878	1823	3.7	14.1	24.265	C
2 - A29 New Dev Access	53	13	2129	239	0.222	52	47	0.1	0.3	19.207	C
3 - A29 (N)	1039	260	1178	1694	0.614	1037	1004	0.9	1.6	5.456	A
4 - A259	1124	281	978	1276	0.881	1107	1237	2.1	6.2	19.690	C
5 - Warehouse Access	152	38	1969	571	0.266	151	116	0.2	0.4	8.561	A

00:30 - 00:45

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 - A29 (S)	2352	588	323	1981	1.187	1976	2064	14.1	108.2	118.588	F
2 - A29 New Dev Access	65	16	2249	179	0.363	64	50	0.3	0.5	31.006	D
3 - A29 (N)	1273	318	1256	1636	0.778	1266	1057	1.6	3.3	9.536	A
4 - A259	1376	344	1183	1154	1.192	1146	1339	6.2	83.9	120.647	F
5 - Warehouse Access	186	47	2202	445	0.418	185	126	0.4	0.7	13.758	B

00:45 - 01:00

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 - A29 (S)	2352	588	325	1980	1.188	1980	2073	198.2	201.2	385.828	F
2 - A29 New Dev Access	65	16	2254	176	0.368	65	51	0.5	0.6	32.248	D
3 - A29 (N)	1273	318	1259	1633	0.779	1272	1059	3.3	3.4	9.946	A
4 - A259	1376	344	1189	1150	1.196	1150	1342	83.8	120.6	289.758	F
5 - Warehouse Access	186	47	2212	440	0.423	186	127	0.7	0.7	14.183	B

01:00 - 01:15

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 - A29 (S)	1920	480	328	1978	0.971	1968	1950	201.2	169.1	358.836	F
2 - A29 New Dev Access	53	13	2247	180	0.295	54	49	0.6	0.4	28.633	D
3 - A29 (N)	1039	260	1231	1654	0.628	1046	1069	3.4	1.7	5.988	A
4 - A259	1124	281	989	1269	0.886	1258	1288	120.6	86.9	295.260	F
5 - Warehouse Access	152	38	2125	487	0.312	153	123	0.7	0.5	10.823	B

01:15 - 01:30

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 - A29 (S)	1608	402	318	1985	0.810	1974	1807	169.1	97.6	262.606	F
2 - A29 New Dev Access	44	11	2244	181	0.245	45	48	0.4	0.3	26.450	D
3 - A29 (N)	870	218	1218	1664	0.523	873	1071	1.7	1.1	4.566	A
4 - A259	941	235	837	1359	0.693	1279	1254	86.9	2.6	195.341	F
5 - Warehouse Access	127	32	1997	556	0.229	128	119	0.5	0.3	8.422	A

2031 Base + Committed + 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, 4, 5	145.62	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	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 - A29 (S)		ONE HOUR	✓	1858	100.000
2 - A29 New Dev Access		ONE HOUR	✓	98	100.000
3 - A29 (N)		ONE HOUR	✓	1184	100.000
4 - A259		ONE HOUR	✓	1179	100.000
5 - Warehouse Access		ONE HOUR	✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	60	814	895	89
	2 - A29 New Dev Access	49	0	23	22	4
	3 - A29 (N)	932	14	0	187	51
	4 - A259	885	27	203	0	64
	5 - Warehouse Access	72	0	36	136	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	4	3	8	8
	2 - A29 New Dev Access	2	0	0	5	0
	3 - A29 (N)	6	0	0	8	20
	4 - A259	3	0	10	0	0
	5 - Warehouse Access	13	0	0	25	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 - A29 (S)	1.10	169.36	108.1	F	1705	2557
2 - A29 New Dev Access	0.62	52.06	1.5	F	90	135
3 - A29 (N)	0.84	13.84	4.8	B	1086	1630
4 - A259	1.19	279.62	110.3	F	1082	1623
5 - Warehouse Access	0.65	24.46	1.8	C	224	336

Main Results for each time segment

00:00 - 00:15

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 - A29 (S)	1399	350	311	1928	0.726	1389	1449	0.0	2.6	6.556	A
2 - A29 New Dev Access	74	18	1624	454	0.162	73	75	0.0	0.2	9.426	A
3 - A29 (N)	891	223	893	1804	0.494	888	804	0.0	1.0	3.911	A
4 - A259	888	222	853	1327	0.669	880	927	0.0	2.0	7.922	A
5 - Warehouse Access	184	46	1578	684	0.269	182	155	0.0	0.4	7.153	A

00:15 - 00:30

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 - A29 (S)	1670	418	370	1886	0.886	1653	1728	2.6	6.8	14.523	B
2 - A29 New Dev Access	88	22	1934	295	0.298	87	90	0.2	0.4	17.236	C
3 - A29 (N)	1064	266	1064	1674	0.636	1061	957	1.0	1.7	5.851	A
4 - A259	1060	265	1020	1226	0.865	1046	1105	2.0	5.5	18.657	C
5 - Warehouse Access	219	55	1880	535	0.410	218	185	0.4	0.7	11.306	B

00:30 - 00:45

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 - A29 (S)	2046	511	414	1854	1.103	1836	1964	6.8	59.1	73.505	F
2 - A29 New Dev Access	108	27	2151	183	0.589	104	99	0.4	1.3	44.913	E
3 - A29 (N)	1304	326	1200	1569	0.831	1292	1055	1.7	4.5	12.542	B
4 - A259	1298	325	1233	1097	1.183	1088	1260	5.5	58.2	118.670	F
5 - Warehouse Access	269	67	2113	420	0.639	265	207	0.7	1.7	22.603	C

00:45 - 01:00

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 - A29 (S)	2046	511	417	1852	1.105	1850	1976	89.1	108.1	168.933	F
2 - A29 New Dev Access	108	27	2167	175	0.616	107	100	1.3	1.5	52.056	F
3 - A29 (N)	1304	326	1211	1560	0.836	1302	1063	4.5	4.8	13.837	B
4 - A259	1298	325	1243	1091	1.190	1090	1270	98.2	110.3	279.621	F
5 - Warehouse Access	269	67	2125	415	0.648	268	208	1.7	1.8	24.464	C

01:00 - 01:15

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 - A29 (S)	1670	418	404	1863	0.897	1846	1859	108.1	84.2	169.362	F
2 - A29 New Dev Access	88	22	2150	185	0.476	90	100	1.5	1.0	38.532	E
3 - A29 (N)	1064	266	1171	1593	0.668	1075	1069	4.8	2.1	7.098	A
4 - A259	1060	265	1043	1212	0.874	1201	1203	110.3	74.9	276.292	F
5 - Warehouse Access	219	55	2040	457	0.480	223	204	1.8	1.0	15.547	C

01:15 - 01:30

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 - A29 (S)	1399	350	371	1887	0.741	1644	1682	84.2	3.0	33.632	D
2 - A29 New Dev Access	74	18	1924	301	0.245	76	91	1.0	0.3	16.183	C
3 - A29 (N)	891	223	1032	1699	0.525	895	968	2.1	1.1	4.499	A
4 - A259	888	222	874	1314	0.675	1178	1054	74.9	2.2	77.773	F
5 - Warehouse Access	184	46	1868	542	0.339	185	184	1.0	0.5	10.132	B

2031 Base + Committed + 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, 4, 5	256.60	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	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 - A29 (S)		ONE HOUR	✓	2137	100.000
2 - A29 New Dev Access		ONE HOUR	✓	59	100.000
3 - A29 (N)		ONE HOUR	✓	1183	100.000
4 - A259		ONE HOUR	✓	1272	100.000
5 - Warehouse Access		ONE HOUR	✓	169	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	36	874	1155	72
	2 - A29 New Dev Access	32	0	6	20	1
	3 - A29 (N)	948	9	0	196	30
	4 - A259	984	8	252	0	28
	5 - Warehouse Access	85	0	25	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A29 (S)	2 - A29 New Dev Access	3 - A29 (N)	4 - A259	5 - Warehouse Access
From	1 - A29 (S)	0	6	3	3	12
	2 - A29 New Dev Access	0	0	0	0	0
	3 - A29 (N)	3	0	0	3	16
	4 - A259	3	0	4	0	5
	5 - Warehouse Access	6	0	6	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 - A29 (S)	1.19	370.88	208.7	F	1961	2941
2 - A29 New Dev Access	0.37	32.94	0.6	D	54	81
3 - A29 (N)	0.80	10.72	3.8	B	1086	1628
4 - A259	1.22	305.84	132.9	F	1167	1751
5 - Warehouse Access	0.42	14.21	0.7	B	155	233

Main Results for each time segment

00:00 - 00:15

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 - A29 (S)	1609	402	263	2021	0.796	1594	1532	0.0	3.7	8.174	A
2 - A29 New Dev Access	44	11	1818	396	0.112	44	40	0.0	0.1	10.202	B
3 - A29 (N)	891	223	999	1827	0.487	887	863	0.0	0.9	3.813	A
4 - A259	958	239	818	1370	0.699	949	1067	0.0	2.2	8.353	A
5 - Warehouse Access	127	32	1669	734	0.173	126	98	0.0	0.2	5.921	A

00:15 - 00:30

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 - A29 (S)	1921	480	313	1988	0.966	1876	1824	3.7	15.0	25.466	D
2 - A29 New Dev Access	53	13	2142	232	0.228	52	47	0.1	0.3	19.917	C
3 - A29 (N)	1063	266	1177	1695	0.628	1061	1018	0.9	1.7	5.652	A
4 - A259	1144	286	977	1276	0.896	1124	1260	2.2	7.0	21.517	C
5 - Warehouse Access	152	38	1986	562	0.270	151	116	0.2	0.4	8.754	A

00:30 - 00:45

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 - A29 (S)	2353	588	336	1973	1.193	1968	2053	15.0	111.3	122.828	F
2 - A29 New Dev Access	65	16	2254	176	0.368	64	50	0.3	0.6	31.813	D
3 - A29 (N)	1303	326	1252	1639	0.795	1294	1066	1.7	3.7	10.205	B
4 - A259	1401	350	1182	1155	1.213	1148	1364	7.0	79.2	131.526	F
5 - Warehouse Access	186	47	2204	444	0.419	185	125	0.4	0.7	13.812	B

00:45 - 01:00

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 - A29 (S)	2353	588	337	1972	1.193	1971	2062	111.3	206.7	234.828	F
2 - A29 New Dev Access	65	16	2258	174	0.373	65	50	0.6	0.6	32.936	D
3 - A29 (N)	1303	326	1255	1637	0.796	1302	1068	3.7	3.8	10.718	B
4 - A259	1401	350	1189	1151	1.217	1150	1368	70.2	132.9	317.378	F
5 - Warehouse Access	186	47	2213	439	0.424	186	126	0.7	0.7	14.210	B

01:00 - 01:15

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 - A29 (S)	1921	480	341	1969	0.976	1960	1938	206.7	197.0	370.983	F
2 - A29 New Dev Access	53	13	2252	177	0.299	54	49	0.6	0.4	29.264	D
3 - A29 (N)	1063	266	1227	1658	0.642	1071	1079	3.8	1.8	6.221	A
4 - A259	1144	286	990	1268	0.902	1259	1308	132.9	104.0	335.840	F
5 - Warehouse Access	152	38	2127	486	0.313	153	122	0.7	0.5	10.856	B

01:15 - 01:30

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 - A29 (S)	1609	402	345	1966	0.818	1957	1846	197.0	110.1	283.571	F
2 - A29 New Dev Access	44	11	2254	176	0.252	45	48	0.4	0.3	27.471	D
3 - A29 (N)	891	223	1208	1671	0.533	893	1090	1.8	1.2	4.645	A
4 - A259	958	239	836	1359	0.705	1346	1265	104.0	6.9	153.063	F
5 - Warehouse Access	127	32	2063	520	0.245	128	119	0.5	0.3	9.196	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A259.B2259.Hoe Lane Roundabout (Junction 3).j9
Path: P:\JNY10830 - Bognor Regis\Transport\Arcady\2026 scenarios removed - 30.11.2021
Report generation date: 03/12/2021 13:47:39

»2021, AM
»2021, PM
»2031 Base + Committed, AM
»2031 Base + Committed, PM
»2031 Base + Committed + Dev, AM
»2031 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2021										
1 - A259 (E)	D1	0.6	2.27	0.38	A	D2	1.0	2.78	0.49	A
2 - B2259		2.2	9.58	0.69	A		1.4	7.80	0.59	A
3 - A259 (W)		1.4	6.03	0.58	A		1.9	6.87	0.66	A
4 - Hoe Lane		0.1	12.62	0.07	B		0.1	12.68	0.09	B
2031 Base + Committed										
1 - A259 (E)	D3	1.0	2.86	0.50	A	D4	2.1	4.47	0.68	A
2 - B2259		6.1	24.63	0.87	C		10.4	48.34	0.94	E
3 - A259 (W)		9.8	29.62	0.92	D		10.1	28.61	0.92	D
4 - Hoe Lane		0.4	57.11	0.28	F		0.4	48.00	0.29	E
2031 Base + Committed + Dev										
1 - A259 (E)	D5	1.0	2.90	0.51	A	D6	2.4	4.93	0.71	A
2 - B2259		16.7	58.99	0.97	F		14.8	64.97	0.97	F
3 - A259 (W)		16.3	47.40	0.97	E		14.0	38.47	0.95	E
4 - Hoe Lane		0.7	120.05	0.46	F		0.5	66.64	0.37	F

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

File summary

File Description

Title	
Location	
Site number	
Date	24/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\Danesh.Aryan
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	2021	AM	ONE HOUR	00:00	01:30	15	✓
D2	2021	PM	ONE HOUR	00:00	01:30	15	✓
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	15	✓
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	15	✓
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2021, 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, 4	5.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A259 (E)	
2	B2259	
3	A259 (W)	
4	Hoe Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A259 (E)	3.78	7.66	8.6	25.0	50.0	32.0	
2 - B2259	4.19	6.28	6.5	24.4	50.0	20.5	
3 - A259 (W)	4.68	6.99	15.0	20.3	50.0	33.0	
4 - Hoe Lane	2.39	5.19	5.4	11.3	50.0	38.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A259 (E)	Percentage		175.00
2 - B2259	None		
3 - A259 (W)	None		
4 - Hoe Lane	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A259 (E)	0.597	2857
2 - B2259	0.610	1646
3 - A259 (W)	0.638	1868
4 - Hoe Lane	0.451	972

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	2021	AM	ONE HOUR	00:00	01:30	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 - A259 (E)		ONE HOUR	✓	878	100.000
2 - B2259		ONE HOUR	✓	767	100.000
3 - A259 (W)		ONE HOUR	✓	748	100.000
4 - Hoe Lane		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	341	533	4
	2 - B2259	455	0	301	11
	3 - A259 (W)	486	258	0	4
	4 - Hoe Lane	6	11	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	3	6	0
	2 - B2259	5	0	1	0
	3 - A259 (W)	10	2	0	0
	4 - Hoe Lane	17	0	25	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 - A259 (E)	0.38	2.27	0.6	A	806	1208
2 - B2259	0.69	9.58	2.2	A	704	1056
3 - A259 (W)	0.58	6.03	1.4	A	686	1030
4 - Hoe Lane	0.07	12.62	0.1	B	19	29

Main Results for each time segment

00:00 - 00:15

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 - A259 (E)	661	165	205	2607	0.254	660	710	0.0	0.3	1.849	A
2 - B2259	577	144	406	1338	0.431	574	458	0.0	0.8	4.695	A
3 - A259 (W)	563	141	352	1523	0.370	561	629	0.0	0.6	3.730	A
4 - Hoe Lane	16	4	899	493	0.032	16	14	0.0	0.0	7.539	A

00:15 - 00:30

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 - A259 (E)	789	197	245	2583	0.306	789	850	0.3	0.4	2.006	A
2 - B2259	690	172	486	1288	0.535	688	548	0.8	1.1	5.980	A
3 - A259 (W)	672	168	422	1480	0.454	671	752	0.6	0.8	4.446	A
4 - Hoe Lane	19	5	1076	415	0.045	19	17	0.0	0.0	9.078	A

00:30 - 00:45

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 - A259 (E)	967	242	300	2551	0.379	966	1039	0.4	0.6	2.269	A
2 - B2259	844	211	595	1220	0.692	840	671	1.1	2.2	9.377	A
3 - A259 (W)	824	206	515	1422	0.579	821	921	0.8	1.4	5.974	A
4 - Hoe Lane	23	6	1316	310	0.075	23	21	0.0	0.1	12.523	B

00:45 - 01:00

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 - A259 (E)	967	242	301	2551	0.379	967	1043	0.6	0.6	2.272	A
2 - B2259	844	211	596	1220	0.692	844	672	2.2	2.2	9.579	A
3 - A259 (W)	824	206	517	1420	0.580	824	923	1.4	1.4	6.032	A
4 - Hoe Lane	23	6	1320	308	0.075	23	21	0.1	0.1	12.618	B

01:00 - 01:15

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 - A259 (E)	789	197	246	2582	0.306	790	855	0.6	0.4	2.009	A
2 - B2259	690	172	487	1288	0.535	694	549	2.2	1.2	6.098	A
3 - A259 (W)	672	168	425	1478	0.455	675	755	1.4	0.8	4.494	A
4 - Hoe Lane	19	5	1082	412	0.046	19	17	0.1	0.0	9.151	A

01:15 - 01:30

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 - A259 (E)	661	165	206	2606	0.254	661	715	0.4	0.3	1.853	A
2 - B2259	577	144	408	1338	0.432	579	460	1.2	0.8	4.755	A
3 - A259 (W)	563	141	355	1522	0.370	564	632	0.8	0.6	3.765	A
4 - Hoe Lane	16	4	905	490	0.032	16	14	0.0	0.0	7.589	A

2021, 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, 4	5.41	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	2021	PM	ONE HOUR	00:00	01:30	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 - A259 (E)		ONE HOUR	✓	1123	100.000
2 - B2259		ONE HOUR	✓	602	100.000
3 - A259 (W)		ONE HOUR	✓	915	100.000
4 - Hoe Lane		ONE HOUR	✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	433	686	4
	2 - B2259	369	0	225	8
	3 - A259 (W)	574	334	0	7
	4 - Hoe Lane	11	9	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	3	4	0
	2 - B2259	4	0	2	0
	3 - A259 (W)	5	2	0	0
	4 - Hoe Lane	0	0	0	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 - A259 (E)	0.49	2.78	1.0	A	1030	1546
2 - B2259	0.59	7.80	1.4	A	552	829
3 - A259 (W)	0.66	6.87	1.9	A	840	1259
4 - Hoe Lane	0.09	12.68	0.1	B	24	36

Main Results for each time segment

00:00 - 00:15

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 - A259 (E)	845	211	262	2604	0.325	844	715	0.0	0.5	2.043	A
2 - B2259	453	113	523	1274	0.356	451	582	0.0	0.5	4.363	A
3 - A259 (W)	689	172	285	1617	0.426	686	688	0.0	0.7	3.855	A
4 - Hoe Lane	20	5	957	523	0.037	19	14	0.0	0.0	7.147	A

00:15 - 00:30

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 - A259 (E)	1010	252	313	2574	0.392	1009	856	0.5	0.6	2.299	A
2 - B2259	541	135	625	1211	0.447	540	697	0.5	0.8	5.359	A
3 - A259 (W)	823	206	342	1581	0.520	821	824	0.7	1.1	4.731	A
4 - Hoe Lane	23	6	1146	434	0.054	23	17	0.0	0.1	8.758	A

00:30 - 00:45

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 - A259 (E)	1236	309	383	2533	0.488	1235	1047	0.6	0.9	2.772	A
2 - B2259	663	166	766	1125	0.589	660	853	0.8	1.4	7.711	A
3 - A259 (W)	1007	252	418	1532	0.658	1004	1008	1.1	1.9	6.776	A
4 - Hoe Lane	29	7	1401	315	0.091	28	21	0.1	0.1	12.574	B

00:45 - 01:00

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 - A259 (E)	1236	309	384	2532	0.488	1236	1050	0.9	1.0	2.778	A
2 - B2259	663	166	766	1124	0.590	663	854	1.4	1.4	7.797	A
3 - A259 (W)	1007	252	419	1531	0.658	1007	1010	1.9	1.9	6.869	A
4 - Hoe Lane	29	7	1406	312	0.092	29	21	0.1	0.1	12.685	B

01:00 - 01:15

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 - A259 (E)	1010	252	315	2573	0.392	1011	861	1.0	0.6	2.306	A
2 - B2259	541	135	626	1210	0.447	544	699	1.4	0.8	5.418	A
3 - A259 (W)	823	206	344	1579	0.521	826	826	1.9	1.1	4.798	A
4 - Hoe Lane	23	6	1153	431	0.054	24	17	0.1	0.1	8.833	A

01:15 - 01:30

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 - A259 (E)	845	211	263	2603	0.325	846	720	0.6	0.5	2.049	A
2 - B2259	453	113	524	1273	0.356	454	585	0.8	0.6	4.403	A
3 - A259 (W)	689	172	287	1615	0.426	690	691	1.1	0.7	3.897	A
4 - Hoe Lane	20	5	963	520	0.038	20	14	0.1	0.0	7.197	A

2031 Base + Committed, 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, 4	18.96	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)	Run automatically
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	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 - A259 (E)		ONE HOUR	✓	1139	100.000
2 - B2259		ONE HOUR	✓	860	100.000
3 - A259 (W)		ONE HOUR	✓	1154	100.000
4 - Hoe Lane		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	409	726	4
	2 - B2259	506	0	342	12
	3 - A259 (W)	834	316	0	4
	4 - Hoe Lane	6	12	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	3	6	0
	2 - B2259	5	0	1	0
	3 - A259 (W)	10	2	0	0
	4 - Hoe Lane	17	0	25	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 - A259 (E)	0.50	2.86	1.0	A	1045	1568
2 - B2259	0.87	24.63	6.1	C	789	1184
3 - A259 (W)	0.92	29.62	9.8	D	1059	1588
4 - Hoe Lane	0.28	57.11	0.4	F	20	30

Main Results for each time segment

00:00 - 00:15

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 - A259 (E)	857	214	248	2579	0.333	856	1007	0.0	0.5	2.087	A
2 - B2259	647	162	551	1248	0.519	643	553	0.0	1.1	5.913	A
3 - A259 (W)	869	217	390	1491	0.583	863	804	0.0	1.4	5.685	A
4 - Hoe Lane	17	4	1239	342	0.048	16	15	0.0	0.1	11.031	B

00:15 - 00:30

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 - A259 (E)	1024	256	297	2550	0.401	1023	1205	0.5	0.7	2.355	A
2 - B2259	773	193	659	1180	0.655	770	661	1.1	1.8	8.709	A
3 - A259 (W)	1037	259	467	1444	0.719	1033	962	1.4	2.5	8.676	A
4 - Hoe Lane	20	5	1482	235	0.084	20	18	0.1	0.1	16.725	C

00:30 - 00:45

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 - A259 (E)	1254	314	358	2515	0.499	1253	1455	0.7	1.0	2.850	A
2 - B2259	947	237	807	1088	0.871	932	804	1.8	5.7	21.265	C
3 - A259 (W)	1271	318	565	1383	0.919	1246	1173	2.5	8.5	23.153	C
4 - Hoe Lane	24	6	1790	99	0.246	23	22	0.1	0.3	47.311	E

00:45 - 01:00

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 - A259 (E)	1254	314	364	2512	0.499	1254	1477	1.0	1.0	2.861	A
2 - B2259	947	237	808	1087	0.871	945	810	5.7	6.1	24.634	C
3 - A259 (W)	1271	318	574	1378	0.922	1266	1180	8.5	9.8	29.623	D
4 - Hoe Lane	24	6	1817	87	0.279	24	22	0.3	0.4	57.116	F

01:00 - 01:15

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 - A259 (E)	1024	256	307	2545	0.402	1025	1241	1.0	0.7	2.372	A
2 - B2259	773	193	661	1179	0.656	790	671	6.1	2.0	9.620	A
3 - A259 (W)	1037	259	479	1436	0.722	1066	971	9.8	2.7	10.418	B
4 - Hoe Lane	20	5	1527	215	0.092	21	18	0.4	0.1	18.627	C

01:15 - 01:30

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 - A259 (E)	857	214	251	2577	0.333	858	1019	0.7	0.5	2.094	A
2 - B2259	647	162	553	1247	0.519	651	557	2.0	1.1	6.078	A
3 - A259 (W)	869	217	395	1488	0.584	874	809	2.7	1.4	5.907	A
4 - Hoe Lane	17	4	1254	336	0.049	17	15	0.1	0.1	11.292	B

2031 Base + Committed, 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, 4	22.44	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)	Run automatically
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	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 - A259 (E)		ONE HOUR	✓	1538	100.000
2 - B2259		ONE HOUR	✓	750	100.000
3 - A259 (W)		ONE HOUR	✓	1231	100.000
4 - Hoe Lane		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	491	1043	4
	2 - B2259	462	0	279	9
	3 - A259 (W)	839	384	0	8
	4 - Hoe Lane	12	10	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	3	4	0
	2 - B2259	4	0	2	0
	3 - A259 (W)	5	2	0	0
	4 - Hoe Lane	0	0	0	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 - A259 (E)	0.68	4.47	2.1	A	1411	2117
2 - B2259	0.94	48.34	10.4	E	688	1032
3 - A259 (W)	0.92	28.61	10.1	D	1130	1694
4 - Hoe Lane	0.29	48.06	0.4	E	26	39

Main Results for each time segment

00:00 - 00:15

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 - A259 (E)	1158	289	299	2580	0.449	1155	982	0.0	0.8	2.520	A
2 - B2259	565	141	790	1109	0.509	561	663	0.0	1.0	6.513	A
3 - A259 (W)	927	232	355	1570	0.590	921	996	0.0	1.4	5.503	A
4 - Hoe Lane	21	5	1260	380	0.055	21	16	0.0	0.1	10.017	B

00:15 - 00:30

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 - A259 (E)	1383	346	358	2546	0.543	1381	1175	0.8	1.2	3.087	A
2 - B2259	674	169	946	1014	0.665	671	794	1.0	1.9	10.378	B
3 - A259 (W)	1107	277	425	1525	0.725	1102	1191	1.4	2.6	8.413	A
4 - Hoe Lane	25	6	1508	264	0.095	25	19	0.1	0.1	15.072	C

00:30 - 00:45

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 - A259 (E)	1693	423	432	2502	0.677	1690	1412	1.2	2.1	4.413	A
2 - B2259	826	206	1157	884	0.934	799	965	1.9	8.6	34.834	D
3 - A259 (W)	1355	339	506	1474	0.920	1331	1450	2.6	8.7	22.173	C
4 - Hoe Lane	31	8	1814	120	0.257	30	23	0.1	0.3	33.680	E

00:45 - 01:00

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 - A259 (E)	1693	423	439	2498	0.678	1693	1437	2.1	2.1	4.471	A
2 - B2259	826	206	1159	883	0.936	819	973	8.6	10.4	48.336	E
3 - A259 (W)	1355	339	519	1466	0.925	1350	1459	8.7	10.1	28.611	D
4 - Hoe Lane	31	8	1845	105	0.293	31	23	0.3	0.4	48.006	E

01:00 - 01:15

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 - A259 (E)	1383	346	369	2539	0.545	1386	1221	2.1	1.2	3.133	A
2 - B2259	674	169	949	1012	0.666	707	806	10.4	2.1	13.056	B
3 - A259 (W)	1107	277	448	1511	0.733	1136	1209	10.1	2.8	10.293	B
4 - Hoe Lane	25	6	1564	237	0.106	26	19	0.4	0.1	17.134	C

01:15 - 01:30

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 - A259 (E)	1158	289	303	2578	0.449	1159	995	1.2	0.8	2.542	A
2 - B2259	565	141	794	1107	0.510	569	669	2.1	1.1	6.734	A
3 - A259 (W)	927	232	360	1567	0.592	932	1002	2.8	1.5	5.723	A
4 - Hoe Lane	21	5	1277	372	0.057	21	16	0.1	0.1	10.261	B

2031 Base + Committed + 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, 4	35.80	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	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 - A259 (E)		ONE HOUR	✓	1152	100.000
2 - B2259		ONE HOUR	✓	961	100.000
3 - A259 (W)		ONE HOUR	✓	1176	100.000
4 - Hoe Lane		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	422	726	4
	2 - B2259	573	0	376	12
	3 - A259 (W)	845	327	0	4
	4 - Hoe Lane	6	12	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	3	6	0
	2 - B2259	5	0	1	0
	3 - A259 (W)	10	2	0	0
	4 - Hoe Lane	17	0	25	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 - A259 (E)	0.51	2.90	1.0	A	1057	1586
2 - B2259	0.97	58.33	16.7	F	882	1323
3 - A259 (W)	0.97	47.40	16.3	E	1079	1619
4 - Hoe Lane	0.46	120.05	0.7	F	20	30

Main Results for each time segment

00:00 - 00:15

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 - A259 (E)	867	217	256	2575	0.337	865	1064	0.0	0.5	2.103	A
2 - B2259	723	181	551	1247	0.580	718	570	0.0	1.4	6.732	A
3 - A259 (W)	885	221	440	1461	0.606	879	829	0.0	1.5	6.129	A
4 - Hoe Lane	17	4	1304	314	0.053	16	15	0.0	0.1	12.090	B

00:15 - 00:30

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 - A259 (E)	1036	259	307	2546	0.407	1035	1273	0.5	0.7	2.382	A
2 - B2259	864	216	659	1180	0.732	859	682	1.4	2.6	11.045	B
3 - A259 (W)	1057	264	526	1407	0.751	1052	992	1.5	2.9	9.968	A
4 - Hoe Lane	20	5	1560	201	0.098	20	18	0.1	0.1	19.832	C

00:30 - 00:45

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 - A259 (E)	1268	317	366	2511	0.505	1267	1516	0.7	1.0	2.891	A
2 - B2259	1058	265	807	1087	0.973	1017	826	2.6	12.8	38.542	E
3 - A259 (W)	1295	324	624	1347	0.961	1257	1201	2.9	12.5	31.343	D
4 - Hoe Lane	24	6	1859	69	0.352	23	21	0.1	0.5	75.891	F

00:45 - 01:00

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 - A259 (E)	1268	317	373	2507	0.506	1268	1547	1.0	1.0	2.905	A
2 - B2259	1058	265	808	1087	0.974	1043	833	12.8	16.7	58.333	F
3 - A259 (W)	1295	324	639	1337	0.968	1279	1212	12.5	16.3	47.395	E
4 - Hoe Lane	24	6	1897	52	0.465	23	22	0.5	0.7	120.053	F

01:00 - 01:15

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 - A259 (E)	1036	259	324	2535	0.409	1037	1351	1.0	0.7	2.404	A
2 - B2259	864	216	661	1179	0.733	919	700	16.7	2.9	16.600	C
3 - A259 (W)	1057	264	563	1385	0.764	1109	1017	16.3	3.4	15.260	C
4 - Hoe Lane	20	5	1653	160	0.124	22	19	0.7	0.1	26.508	D

01:15 - 01:30

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 - A259 (E)	867	217	261	2572	0.337	868	1081	0.7	0.5	2.114	A
2 - B2259	723	181	553	1246	0.581	729	575	2.9	1.4	7.044	A
3 - A259 (W)	885	221	447	1457	0.608	893	835	3.4	1.6	6.463	A
4 - Hoe Lane	17	4	1325	305	0.054	17	15	0.1	0.1	12.509	B

2031 Base + Committed + 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, 4	29.65	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)	Run automatically
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	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 - A259 (E)		ONE HOUR	✓	1592	100.000
2 - B2259		ONE HOUR	✓	774	100.000
3 - A259 (W)		ONE HOUR	✓	1258	100.000
4 - Hoe Lane		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	539	1049	4
	2 - B2259	486	0	279	9
	3 - A259 (W)	840	410	0	8
	4 - Hoe Lane	12	10	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A259 (E)	2 - B2259	3 - A259 (W)	4 - Hoe Lane
From	1 - A259 (E)	0	3	4	0
	2 - B2259	4	0	2	0
	3 - A259 (W)	5	2	0	0
	4 - Hoe Lane	0	0	0	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 - A259 (E)	0.71	4.93	2.4	A	1461	2191
2 - B2259	0.97	64.37	14.8	F	710	1065
3 - A259 (W)	0.95	38.47	14.0	E	1154	1732
4 - Hoe Lane	0.37	66.84	0.5	F	26	39

Main Results for each time segment

00:00 - 00:15

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 - A259 (E)	1199	300	319	2569	0.467	1195	1000	0.0	0.9	2.613	A
2 - B2259	583	146	795	1106	0.527	578	719	0.0	1.1	6.765	A
3 - A259 (W)	947	237	373	1559	0.607	941	1000	0.0	1.5	5.769	A
4 - Hoe Lane	21	5	1298	362	0.058	21	16	0.0	0.1	10.530	B

00:15 - 00:30

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 - A259 (E)	1431	358	381	2532	0.565	1430	1197	0.9	1.3	3.260	A
2 - B2259	696	174	951	1010	0.689	692	860	1.1	2.1	11.149	B
3 - A259 (W)	1131	283	446	1512	0.748	1126	1197	1.5	2.9	9.178	A
4 - Hoe Lane	25	6	1553	243	0.104	25	19	0.1	0.1	16.504	C

00:30 - 00:45

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 - A259 (E)	1753	438	457	2488	0.705	1749	1427	1.3	2.3	4.842	A
2 - B2259	852	213	1163	880	0.968	816	1043	2.1	11.3	42.191	E
3 - A259 (W)	1385	346	526	1462	0.948	1352	1453	2.9	11.2	27.003	D
4 - Hoe Lane	31	8	1855	101	0.306	30	22	0.1	0.4	43.770	E

00:45 - 01:00

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 - A259 (E)	1753	438	465	2483	0.706	1753	1457	2.3	2.4	4.926	A
2 - B2259	852	213	1166	878	0.970	838	1052	11.3	14.8	64.971	F
3 - A259 (W)	1385	346	541	1452	0.954	1374	1464	11.2	14.0	38.470	E
4 - Hoe Lane	31	8	1892	84	0.368	30	23	0.4	0.5	66.842	F

01:00 - 01:15

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 - A259 (E)	1431	358	398	2523	0.567	1435	1263	2.4	1.3	3.325	A
2 - B2259	696	174	955	1008	0.690	746	878	14.8	2.3	16.209	C
3 - A259 (W)	1131	283	480	1491	0.759	1174	1220	14.0	3.3	12.760	B
4 - Hoe Lane	25	6	1634	205	0.123	27	20	0.5	0.1	20.403	C

01:15 - 01:30

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 - A259 (E)	1199	300	323	2567	0.467	1200	1015	1.3	0.9	2.637	A
2 - B2259	583	146	799	1104	0.528	587	725	2.3	1.1	7.033	A
3 - A259 (W)	947	237	379	1555	0.609	954	1007	3.3	1.6	6.054	A
4 - Hoe Lane	21	5	1317	354	0.060	21	16	0.1	0.1	10.842	B

Junctions 9

ARCADY 9 - Roundabout Module

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

Filename: B2259.B2132 Mini roundabout (Junction 4).j9
Path: P:\JNY10830 - Bognor Regis\Transport\Arcady\2026 scenarios removed - 30.11.2021
Report generation date: 01/12/2021 10:49:10

»2021, AM
»2021, PM
»2031 Base + Committed, AM
»2031 Base + Committed, PM
»2031 Base + Committed + Dev, AM
»2031 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2021										
1 - B2132	D1	3.0	20.41	0.75	C	D2	1.0	9.90	0.50	A
3 - B2259 (W)		5.5	27.44	0.85	D		8.7	39.84	0.90	E
4 - B2259 (N)		3.9	21.99	0.80	C		5.7	33.60	0.86	D
2031 Base + Committed										
1 - B2132	D3	9.6	69.49	0.92	F	D4	3.1	21.52	0.76	C
3 - B2259 (W)		104.0	420.63	1.07	F		133.6	758.68	1.15	F
4 - B2259 (N)		60.2	382.52	1.04	F		33.3	169.91	1.00	F
2031 Base + Committed + Dev										
1 - B2132	D5	13.6	83.19	0.95	F	D6	4.0	27.50	0.81	D
3 - B2259 (W)		260.2	1113.42	1.22	F		264.9	1033.36	1.20	F
4 - B2259 (N)		66.8	313.32	1.05	F		110.3	510.94	1.09	F

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

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

File summary

File Description

Title	
Location	
Site number	
Date	24/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\Danesh.Aryan
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 period length (min)	Time segment length (min)	Run automatically
D1	2021	AM	DIRECT	00:00	01:30	90	15	✓
D2	2021	PM	DIRECT	00:00	01:30	90	15	✓
D3	2031 Base + Committed	AM	DIRECT	00:00	01:30	90	15	✓
D4	2031 Base + Committed	PM	DIRECT	00:00	01:30	90	15	✓
D5	2031 Base + Committed + Dev	AM	DIRECT	00:00	01:30	90	15	✓
D6	2031 Base + Committed + Dev	PM	DIRECT	00:00	01:30	90	15	✓

Analysis Set Details

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

2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2021, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 3, 4	23.65	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B2132	
3	B2259 (W)	
4	B2259 (N)	

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 - B2132	3.25	3.25	4.50	6.7	20.00	16.71	0.0	
3 - B2259 (W)	3.10	3.10	5.05	7.6	20.00	20.00	0.0	
4 - B2259 (N)	5.77	5.77	6.40	0.8	19.70	14.78	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - B2132	Percentage		115.00
3 - B2259 (W)	Percentage		74.00
4 - B2259 (N)	Percentage		93.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2132	0.688	1067
3 - B2259 (W)	0.938	1028
4 - B2259 (N)	0.725	1006

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2021	AM	DIRECT	00:00	01:30	90	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	Scaling Factor (%)
1 - B2132		DIRECT	✓	100.000
3 - B2259 (W)		DIRECT	✓	100.000
4 - B2259 (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	370	161
	3 - B2259 (W)	259	0	475
	4 - B2259 (N)	135	508	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	1	1
	3 - B2259 (W)	2	0	1
	4 - B2259 (N)	1	1	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 - B2132	0.75	20.41	3.0	C	531	797
3 - B2259 (W)	0.85	27.44	5.5	D	734	1101
4 - B2259 (N)	0.80	21.99	3.9	C	643	965

Main Results for each time segment

00:00 - 00:15

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 - B2132	531	133	497	714	0.743	520	384	0.0	2.7	17.686	C
3 - B2259 (W)	734	183	158	867	0.847	715	860	0.0	4.7	21.611	C
4 - B2259 (N)	643	161	252	811	0.793	629	621	0.0	3.5	18.607	C

00:15 - 00:30

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 - B2132	531	133	507	707	0.751	530	393	2.7	2.9	20.146	C
3 - B2259 (W)	734	183	161	864	0.849	732	877	4.7	5.1	26.578	D
4 - B2259 (N)	643	161	258	807	0.797	642	635	3.5	3.7	21.615	C

00:30 - 00:45

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 - B2132	531	133	508	707	0.751	531	394	2.9	2.9	20.320	C
3 - B2259 (W)	734	183	161	864	0.850	733	878	5.1	5.3	27.083	D
4 - B2259 (N)	643	161	259	806	0.798	643	636	3.7	3.8	21.844	C

00:45 - 01:00

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 - B2132	531	133	508	707	0.751	531	394	2.9	2.9	20.372	C
3 - B2259 (W)	734	183	161	864	0.850	734	878	5.3	5.4	27.277	D
4 - B2259 (N)	643	161	259	806	0.798	643	636	3.8	3.8	21.923	C

01:00 - 01:15

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 - B2132	531	133	508	707	0.751	531	394	2.9	3.0	20.396	C
3 - B2259 (W)	734	183	161	864	0.850	734	878	5.4	5.4	27.379	D
4 - B2259 (N)	643	161	259	806	0.798	643	636	3.8	3.8	21.962	C

01:15 - 01:30

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 - B2132	531	133	508	707	0.751	531	394	3.0	3.0	20.411	C
3 - B2259 (W)	734	183	161	864	0.850	734	878	5.4	5.5	27.443	D
4 - B2259 (N)	643	161	259	806	0.798	643	636	3.8	3.9	21.986	C

2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2021, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 3, 4	31.63	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 period length (min)	Time segment length (min)	Run automatically
D2	2021	PM	DIRECT	00:00	01:30	90	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	Scaling Factor (%)
1 - B2132		DIRECT	✓	100.000
3 - B2259 (W)		DIRECT	✓	100.000
4 - B2259 (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	233	131
	3 - B2259 (W)	367	0	447
	4 - B2259 (N)	144	482	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	1	0
	3 - B2259 (W)	1	0	0
	4 - B2259 (N)	0	1	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 - B2132	0.50	9.90	1.0	A	364	546
3 - B2259 (W)	0.90	39.84	8.7	E	814	1221
4 - B2259 (N)	0.86	33.60	5.7	D	626	939

Main Results for each time segment

00:00 - 00:15

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 - B2132	364	91	468	737	0.494	360	495	0.0	1.0	9.458	A
3 - B2259 (W)	814	203	130	902	0.902	787	698	0.0	6.8	26.815	D
4 - B2259 (N)	626	156	355	740	0.846	608	562	0.0	4.6	24.552	C

00:15 - 00:30

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 - B2132	364	91	480	729	0.500	364	509	1.0	1.0	9.863	A
3 - B2259 (W)	814	203	131	901	0.903	810	713	6.8	7.7	36.651	E
4 - B2259 (N)	626	156	365	733	0.855	624	576	4.6	5.2	31.711	D

00:30 - 00:45

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 - B2132	364	91	481	728	0.500	364	510	1.0	1.0	9.889	A
3 - B2259 (W)	814	203	131	901	0.903	812	714	7.7	8.2	38.314	E
4 - B2259 (N)	626	156	366	732	0.855	625	577	5.2	5.4	32.798	D

00:45 - 01:00

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 - B2132	364	91	482	728	0.500	364	510	1.0	1.0	9.896	A
3 - B2259 (W)	814	203	131	901	0.903	813	715	8.2	8.4	39.038	E
4 - B2259 (N)	626	156	367	732	0.855	626	577	5.4	5.5	33.231	D

01:00 - 01:15

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 - B2132	364	91	482	728	0.500	364	511	1.0	1.0	9.901	A
3 - B2259 (W)	814	203	131	901	0.903	813	715	8.4	8.6	39.538	E
4 - B2259 (N)	626	156	367	732	0.856	626	578	5.5	5.6	33.461	D

01:15 - 01:30

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 - B2132	364	91	482	728	0.500	364	511	1.0	1.0	9.902	A
3 - B2259 (W)	814	203	131	901	0.903	814	715	8.6	8.7	39.835	E
4 - B2259 (N)	626	156	367	731	0.856	626	578	5.6	5.7	33.603	D

2031 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2031 Base + Committed, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 3, 4	277.38	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 period length (min)	Time segment length (min)	Run automatically
D3	2031 Base + Committed	AM	DIRECT	00:00	01:30	90	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	Scaling Factor (%)
1 - B2132		DIRECT	✓	100.000
3 - B2259 (W)		DIRECT	✓	100.000
4 - B2259 (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	425	188
	3 - B2259 (W)	370	0	531
	4 - B2259 (N)	184	589	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	1	1
	3 - B2259 (W)	2	0	1
	4 - B2259 (N)	1	1	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 - B2132	0.92	56.49	9.6	F	613	920
3 - B2259 (W)	1.07	420.63	104.0	F	901	1351
4 - B2259 (N)	1.04	282.52	60.2	F	773	1160

Main Results for each time segment

00:00 - 00:15

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 - B2132	613	153	540	685	0.895	589	501	0.0	6.1	31.943	D
3 - B2259 (W)	901	225	181	845	1.066	810	948	0.0	22.6	63.985	F
4 - B2259 (N)	773	193	333	752	1.028	708	658	0.0	16.1	55.816	F

00:15 - 00:30

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 - B2132	613	153	558	672	0.912	607	517	6.1	7.7	48.203	E
3 - B2259 (W)	901	225	186	840	1.073	833	979	22.6	33.8	147.862	F
4 - B2259 (N)	773	193	342	745	1.037	732	677	16.1	26.3	118.068	F

00:30 - 00:45

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 - B2132	613	153	561	670	0.915	610	519	7.7	8.5	53.407	F
3 - B2259 (W)	901	225	187	839	1.074	836	984	33.8	56.1	215.366	F
4 - B2259 (N)	773	193	343	744	1.038	737	680	26.3	35.3	162.548	F

00:45 - 01:00

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 - B2132	613	153	563	669	0.916	611	519	8.5	9.0	56.283	F
3 - B2259 (W)	901	225	187	839	1.074	837	986	56.1	72.1	285.107	F
4 - B2259 (N)	773	193	344	744	1.039	739	680	35.3	43.9	203.836	F

01:00 - 01:15

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 - B2132	613	153	564	669	0.917	612	520	9.0	9.4	58.158	F
3 - B2259 (W)	901	225	188	839	1.074	837	988	72.1	88.1	352.943	F
4 - B2259 (N)	773	193	344	744	1.039	740	681	43.9	52.9	243.688	F

01:15 - 01:30

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 - B2132	613	153	564	668	0.917	612	520	9.4	9.6	59.489	F
3 - B2259 (W)	901	225	188	838	1.075	837	989	88.1	104.0	420.631	F
4 - B2259 (N)	773	193	344	744	1.039	741	681	52.2	60.2	282.824	F

2031 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2031 Base + Committed, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 3, 4	393.70	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 period length (min)	Time segment length (min)	Run automatically
D4	2031 Base + Committed	PM	DIRECT	00:00	01:30	90	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	Scaling Factor (%)
1 - B2132		DIRECT	✓	100.000
3 - B2259 (W)		DIRECT	✓	100.000
4 - B2259 (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	337	184
	3 - B2259 (W)	437	0	540
	4 - B2259 (N)	174	549	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	1	0
	3 - B2259 (W)	1	0	0
	4 - B2259 (N)	0	1	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 - B2132	0.76	21.52	3.1	C	521	781
3 - B2259 (W)	1.15	788.68	193.6	F	977	1466
4 - B2259 (N)	1.00	169.91	38.3	F	723	1085

Main Results for each time segment

00:00 - 00:15

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 - B2132	521	130	511	707	0.737	511	534	0.0	2.6	17.506	C
3 - B2259 (W)	977	244	180	855	1.143	832	842	0.0	36.2	89.544	F
4 - B2259 (N)	723	181	372	728	0.934	673	640	0.0	12.4	48.242	E

00:15 - 00:30

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 - B2132	521	130	531	694	0.751	520	549	2.6	2.9	20.528	C
3 - B2259 (W)	977	244	184	852	1.147	850	867	36.2	68.0	231.434	F
4 - B2259 (N)	723	181	380	722	1.002	699	653	12.4	18.3	92.012	F

00:30 - 00:45

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 - B2132	521	130	535	691	0.754	521	550	2.9	2.9	21.042	C
3 - B2259 (W)	977	244	184	852	1.147	851	872	68.0	99.5	382.784	F
4 - B2259 (N)	723	181	381	721	1.002	705	654	18.3	22.9	116.629	F

00:45 - 01:00

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 - B2132	521	130	537	689	0.756	521	551	2.9	3.0	21.271	C
3 - B2259 (W)	977	244	184	852	1.147	851	874	99.5	130.9	494.859	F
4 - B2259 (N)	723	181	381	721	1.002	708	654	22.9	26.8	135.846	F

01:00 - 01:15

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 - B2132	521	130	539	688	0.757	521	552	3.0	3.0	21.416	C
3 - B2259 (W)	977	244	184	852	1.147	851	875	130.9	182.3	626.560	F
4 - B2259 (N)	723	181	381	721	1.002	709	655	26.8	30.2	154.132	F

01:15 - 01:30

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 - B2132	521	130	540	688	0.758	521	552	3.0	3.1	21.518	C
3 - B2259 (W)	977	244	184	852	1.147	852	876	162.3	193.6	758.681	F
4 - B2259 (N)	723	181	381	721	1.003	711	655	90.2	33.3	169.913	F

2031 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2031 Base + Committed + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 3, 4	590.61	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 period length (min)	Time segment length (min)	Run automatically
D5	2031 Base + Committed + Dev	AM	DIRECT	00:00	01:30	90	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	Scaling Factor (%)
1 - B2132		DIRECT	✓	100.000
3 - B2259 (W)		DIRECT	✓	100.000
4 - B2259 (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	429	192
	3 - B2259 (W)	392	0	629
	4 - B2259 (N)	184	612	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	1	1
	3 - B2259 (W)	2	0	1
	4 - B2259 (N)	1	1	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 - B2132	0.95	83.19	13.6	F	621	932
3 - B2259 (W)	1.22	1113.42	280.2	F	1021	1531
4 - B2259 (N)	1.05	318.32	68.8	F	796	1194

Main Results for each time segment

00:00 - 00:15

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 - B2132	621	155	556	674	0.922	592	484	0.0	7.2	36.327	E
3 - B2259 (W)	1021	255	183	843	1.211	826	965	0.0	48.7	115.881	F
4 - B2259 (N)	796	199	317	764	1.043	724	692	0.0	18.1	59.534	F

00:15 - 00:30

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 - B2132	621	155	577	660	0.941	611	495	7.2	9.7	59.723	F
3 - B2259 (W)	1021	255	189	838	1.218	837	999	48.7	94.8	318.516	F
4 - B2259 (N)	796	199	321	761	1.047	750	704	18.1	29.6	128.079	F

00:30 - 00:45

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 - B2132	621	155	580	657	0.945	615	495	9.7	11.2	69.369	F
3 - B2259 (W)	1021	255	190	836	1.221	836	1005	94.8	141.0	515.899	F
4 - B2259 (N)	796	199	321	761	1.046	755	705	29.6	40.0	177.666	F

00:45 - 01:00

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 - B2132	621	155	582	656	0.946	617	496	11.2	12.2	75.475	F
3 - B2259 (W)	1021	255	191	836	1.222	836	1008	141.0	187.4	714.284	F
4 - B2259 (N)	796	199	321	761	1.046	757	706	40.0	49.8	224.186	F

01:00 - 01:15

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 - B2132	621	155	583	656	0.947	618	496	12.2	13.0	79.856	F
3 - B2259 (W)	1021	255	191	836	1.222	835	1009	187.4	233.8	913.702	F
4 - B2259 (N)	796	199	321	761	1.046	758	706	49.8	59.4	269.184	F

01:15 - 01:30

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 - B2132	621	155	583	655	0.948	619	496	13.0	13.6	83.194	F
3 - B2259 (W)	1021	255	191	835	1.222	835	1010	233.8	280.2	1113.494	F
4 - B2259 (N)	796	199	321	761	1.046	758	706	53.4	68.8	313.318	F

2031 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2031 Base + Committed + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 3, 4	607.37	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 period length (min)	Time segment length (min)	Run automatically
D6	2031 Base + Committed + Dev	PM	DIRECT	00:00	01:30	90	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	Scaling Factor (%)
1 - B2132		DIRECT	✓	100.000
3 - B2259 (W)		DIRECT	✓	100.000
4 - B2259 (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	354	184
	3 - B2259 (W)	445	0	581
	4 - B2259 (N)	176	621	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	3 - B2259 (W)	4 - B2259 (N)
From	1 - B2132	0	1	0
	3 - B2259 (W)	1	0	0
	4 - B2259 (N)	0	1	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 - B2132	0.81	27.50	4.0	D	538	807
3 - B2259 (W)	1.20	1030.38	264.9	F	1026	1539
4 - B2259 (N)	1.09	510.94	110.3	F	797	1196

Main Results for each time segment

00:00 - 00:15

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 - B2132	538	134	548	682	0.789	525	519	0.0	3.3	21.426	C
3 - B2259 (W)	1026	256	179	856	1.198	838	893	0.0	46.9	110.700	F
4 - B2259 (N)	797	199	364	734	1.086	704	654	0.0	23.3	73.791	F

00:15 - 00:30

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 - B2132	538	134	565	670	0.803	536	529	3.3	3.7	26.333	D
3 - B2259 (W)	1026	256	183	852	1.204	851	918	46.9	90.6	300.525	F
4 - B2259 (N)	797	199	369	730	1.092	725	666	23.3	41.4	174.399	F

00:30 - 00:45

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 - B2132	538	134	567	669	0.804	537	530	3.7	3.9	27.029	D
3 - B2259 (W)	1026	256	184	852	1.204	852	920	90.6	134.2	482.313	F
4 - B2259 (N)	797	199	369	730	1.092	727	666	41.4	58.3	259.509	F

00:45 - 01:00

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 - B2132	538	134	567	668	0.805	538	530	3.9	3.9	27.286	D
3 - B2259 (W)	1026	256	184	852	1.204	852	921	134.2	177.8	666.128	F
4 - B2259 (N)	797	199	369	730	1.093	728	666	58.3	76.1	343.588	F

01:00 - 01:15

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 - B2132	538	134	568	668	0.805	538	530	3.9	4.0	27.418	D
3 - B2259 (W)	1026	256	184	852	1.204	852	922	177.8	221.3	849.677	F
4 - B2259 (N)	797	199	369	730	1.093	729	666	76.1	93.2	427.340	F

01:15 - 01:30

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 - B2132	538	134	568	668	0.805	538	530	4.0	4.0	27.496	D
3 - B2259 (W)	1026	256	184	852	1.204	852	922	221.3	264.9	1033.380	F
4 - B2259 (N)	797	199	369	729	1.093	729	666	93.2	110.3	510.939	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: B2259.Drygrounds Close Roundabout (Junction 7).j9
Path: P:\JNY10830 - Bognor Regis\Transport\Arcady\2026 scenarios removed - 30.11.2021
Report generation date: 01/12/2021 10:50:23

»2021, AM
»2021, PM
»2031 Base + Committed, AM
»2031 Base + Committed, PM
»2031 Base + Committed + Dev, AM
»2031 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2021										
1 - B2259	D1	0.9	3.45	0.48	A	D2	0.4	2.45	0.31	A
2 - B2259 (S)		0.8	3.10	0.46	A		0.6	2.59	0.38	A
3 - Drygrounds Close		0.4	4.23	0.27	A		0.1	3.69	0.08	A
2031 Base + Committed										
1 - B2259	D3	1.2	4.03	0.55	A	D4	0.6	2.78	0.39	A
2 - B2259 (S)		1.2	3.77	0.55	A		0.8	2.91	0.45	A
3 - Drygrounds Close		0.5	4.99	0.32	A		0.1	4.12	0.09	A
2031 Base + Committed + Dev										
1 - B2259	D5	1.5	4.51	0.60	A	D6	0.7	2.88	0.41	A
2 - B2259 (S)		1.3	3.86	0.56	A		0.9	3.09	0.48	A
3 - Drygrounds Close		0.5	5.09	0.32	A		0.1	4.35	0.10	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	24/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\Danesh.Aryan
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	2021	AM	ONE HOUR	00:00	01:30	15	✓
D2	2021	PM	ONE HOUR	00:00	01:30	15	✓
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	15	✓
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	15	✓
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2021, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2259 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B2259	
2	B2259 (S)	
3	Drygrounds Close	

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 - B2259	6.13	7.26	74.0	10.1	39.0	19.0	
2 - B2259 (S)	6.65	7.19	4.9	16.1	39.0	6.5	
3 - Drygrounds Close	3.71	6.36	7.8	14.0	39.0	11.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2259	0.734	2162
2 - B2259 (S)	0.782	2284
3 - Drygrounds Close	0.632	1574

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	2021	AM	ONE HOUR	00:00	01:30	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 - B2259		ONE HOUR	✓	875	100.000
2 - B2259 (S)		ONE HOUR	✓	884	100.000
3 - Drygrounds Close		ONE HOUR	✓	284	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	718	157
	2 - B2259 (S)	583	0	301
	3 - Drygrounds Close	112	172	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	1	0
	2 - B2259 (S)	1	0	0
	3 - Drygrounds Close	0	0	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 - B2259	0.48	3.45	0.9	A	803	1204
2 - B2259 (S)	0.46	3.10	0.8	A	811	1217
3 - Drygrounds Close	0.27	4.23	0.4	A	261	391

Main Results for each time segment

00:00 - 00:15

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 - B2259	659	165	129	2051	0.321	657	522	0.0	0.5	2.579	A
2 - B2259 (S)	666	166	118	2178	0.306	664	668	0.0	0.4	2.376	A
3 - Drygrounds Close	214	53	438	1295	0.165	213	344	0.0	0.2	3.326	A

00:15 - 00:30

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 - B2259	787	197	154	2032	0.387	786	624	0.5	0.6	2.887	A
2 - B2259 (S)	795	199	141	2160	0.368	794	799	0.4	0.6	2.634	A
3 - Drygrounds Close	255	64	524	1240	0.206	255	411	0.2	0.3	3.655	A

00:30 - 00:45

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 - B2259	963	241	189	2007	0.480	962	764	0.6	0.9	3.443	A
2 - B2259 (S)	973	243	173	2135	0.456	972	979	0.6	0.8	3.092	A
3 - Drygrounds Close	313	78	641	1165	0.268	312	504	0.3	0.4	4.220	A

00:45 - 01:00

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 - B2259	963	241	189	2007	0.480	963	765	0.9	0.9	3.449	A
2 - B2259 (S)	973	243	173	2135	0.456	973	980	0.8	0.8	3.097	A
3 - Drygrounds Close	313	78	642	1165	0.269	313	504	0.4	0.4	4.225	A

01:00 - 01:15

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 - B2259	787	197	155	2032	0.387	788	626	0.9	0.6	2.895	A
2 - B2259 (S)	795	199	141	2160	0.368	796	801	0.8	0.6	2.640	A
3 - Drygrounds Close	255	64	525	1239	0.206	256	412	0.4	0.3	3.660	A

01:15 - 01:30

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 - B2259	659	165	130	2050	0.321	659	524	0.6	0.5	2.589	A
2 - B2259 (S)	666	166	118	2177	0.306	666	671	0.6	0.4	2.384	A
3 - Drygrounds Close	214	53	439	1294	0.165	214	345	0.3	0.2	3.333	A

2021, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2259 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	00:00	01:30	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 - B2259		ONE HOUR	✓	589	100.000
2 - B2259 (S)		ONE HOUR	✓	785	100.000
3 - Drygrounds Close		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	556	33
	2 - B2259 (S)	745	0	40
	3 - Drygrounds Close	41	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	1	0
	2 - B2259 (S)	0	0	0
	3 - Drygrounds Close	0	0	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 - B2259	0.31	2.45	0.4	A	540	811
2 - B2259 (S)	0.38	2.59	0.6	A	720	1080
3 - Drygrounds Close	0.08	3.69	0.1	A	68	102

Main Results for each time segment

00:00 - 00:15

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 - B2259	443	111	25	2124	0.209	442	590	0.0	0.3	2.140	A
2 - B2259 (S)	591	148	25	2265	0.261	590	442	0.0	0.4	2.146	A
3 - Drygrounds Close	56	14	560	1221	0.046	56	55	0.0	0.0	3.089	A

00:15 - 00:30

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 - B2259	529	132	30	2120	0.250	529	706	0.3	0.3	2.262	A
2 - B2259 (S)	706	176	30	2261	0.312	705	529	0.4	0.5	2.313	A
3 - Drygrounds Close	67	17	669	1151	0.058	66	66	0.0	0.1	3.318	A

00:30 - 00:45

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 - B2259	649	162	36	2115	0.307	648	865	0.3	0.4	2.453	A
2 - B2259 (S)	864	216	36	2256	0.383	864	648	0.5	0.6	2.584	A
3 - Drygrounds Close	81	20	820	1056	0.077	81	80	0.1	0.1	3.692	A

00:45 - 01:00

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 - B2259	649	162	36	2115	0.307	648	865	0.4	0.4	2.453	A
2 - B2259 (S)	864	216	36	2256	0.383	864	648	0.6	0.6	2.586	A
3 - Drygrounds Close	81	20	820	1056	0.077	81	80	0.1	0.1	3.693	A

01:00 - 01:15

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 - B2259	529	132	30	2120	0.250	530	707	0.4	0.3	2.263	A
2 - B2259 (S)	706	176	30	2261	0.312	706	530	0.6	0.5	2.315	A
3 - Drygrounds Close	67	17	670	1151	0.058	67	66	0.1	0.1	3.323	A

01:15 - 01:30

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 - B2259	443	111	25	2124	0.209	444	592	0.3	0.3	2.144	A
2 - B2259 (S)	591	148	25	2265	0.261	591	444	0.5	0.4	2.152	A
3 - Drygrounds Close	56	14	561	1220	0.046	56	55	0.1	0.0	3.095	A

2031 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2259 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.04	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
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	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 - B2259		ONE HOUR	✓	1002	100.000
2 - B2259 (S)		ONE HOUR	✓	1061	100.000
3 - Drygrounds Close		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	830	172
	2 - B2259 (S)	738	0	323
	3 - Drygrounds Close	120	184	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	1	0
	2 - B2259 (S)	1	0	0
	3 - Drygrounds Close	0	0	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 - B2259	0.55	4.03	1.2	A	919	1379
2 - B2259 (S)	0.55	3.77	1.2	A	974	1460
3 - Drygrounds Close	0.32	4.99	0.5	A	279	418

Main Results for each time segment

00:00 - 00:15

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 - B2259	754	189	138	2044	0.369	752	644	0.0	0.6	2.782	A
2 - B2259 (S)	799	200	129	2168	0.368	796	761	0.0	0.6	2.619	A
3 - Drygrounds Close	229	57	554	1221	0.187	228	372	0.0	0.2	3.623	A

00:15 - 00:30

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 - B2259	901	225	165	2024	0.445	900	771	0.6	0.8	3.201	A
2 - B2259 (S)	954	238	154	2149	0.444	953	911	0.6	0.8	3.010	A
3 - Drygrounds Close	273	68	663	1151	0.237	273	445	0.2	0.3	4.098	A

00:30 - 00:45

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 - B2259	1103	276	202	1997	0.552	1102	943	0.8	1.2	4.012	A
2 - B2259 (S)	1168	292	189	2122	0.551	1166	1115	0.8	1.2	3.762	A
3 - Drygrounds Close	335	84	811	1056	0.317	334	544	0.3	0.5	4.980	A

00:45 - 01:00

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 - B2259	1103	276	203	1997	0.552	1103	945	1.2	1.2	4.027	A
2 - B2259 (S)	1168	292	189	2122	0.551	1168	1116	1.2	1.2	3.775	A
3 - Drygrounds Close	335	84	813	1056	0.317	335	545	0.5	0.5	4.993	A

01:00 - 01:15

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 - B2259	901	225	166	2024	0.445	902	773	1.2	0.8	3.217	A
2 - B2259 (S)	954	238	155	2148	0.444	955	913	1.2	0.8	3.023	A
3 - Drygrounds Close	273	68	665	1150	0.238	274	446	0.5	0.3	4.111	A

01:15 - 01:30

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 - B2259	754	189	139	2043	0.369	755	647	0.8	0.6	2.796	A
2 - B2259 (S)	799	200	130	2168	0.368	800	764	0.8	0.6	2.634	A
3 - Drygrounds Close	229	57	556	1219	0.188	229	373	0.3	0.2	3.639	A

2031 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2259 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	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 - B2259		ONE HOUR	✓	744	100.000
2 - B2259 (S)		ONE HOUR	✓	922	100.000
3 - Drygrounds Close		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	708	36
	2 - B2259 (S)	879	0	43
	3 - Drygrounds Close	45	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	1	0
	2 - B2259 (S)	0	0	0
	3 - Drygrounds Close	0	0	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 - B2259	0.39	2.78	0.6	A	683	1024
2 - B2259 (S)	0.45	2.91	0.8	A	846	1269
3 - Drygrounds Close	0.09	4.12	0.1	A	74	111

Main Results for each time segment

00:00 - 00:15

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 - B2259	560	140	27	2122	0.264	559	694	0.0	0.4	2.300	A
2 - B2259 (S)	694	174	27	2263	0.307	692	559	0.0	0.4	2.290	A
3 - Drygrounds Close	61	15	660	1157	0.053	61	59	0.0	0.1	3.283	A

00:15 - 00:30

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 - B2259	669	167	32	2118	0.316	668	830	0.4	0.5	2.483	A
2 - B2259 (S)	829	207	32	2259	0.367	828	668	0.4	0.6	2.516	A
3 - Drygrounds Close	73	18	790	1075	0.068	73	71	0.1	0.1	3.590	A

00:30 - 00:45

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 - B2259	819	205	40	2113	0.388	818	1016	0.5	0.6	2.779	A
2 - B2259 (S)	1015	254	40	2253	0.450	1014	818	0.6	0.8	2.904	A
3 - Drygrounds Close	89	22	967	963	0.093	89	87	0.1	0.1	4.118	A

00:45 - 01:00

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 - B2259	819	205	40	2113	0.388	819	1017	0.6	0.6	2.782	A
2 - B2259 (S)	1015	254	40	2253	0.450	1015	819	0.8	0.8	2.906	A
3 - Drygrounds Close	89	22	968	963	0.093	89	87	0.1	0.1	4.121	A

01:00 - 01:15

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 - B2259	669	167	32	2118	0.316	670	832	0.6	0.5	2.485	A
2 - B2259 (S)	829	207	32	2259	0.367	830	670	0.8	0.6	2.519	A
3 - Drygrounds Close	73	18	791	1074	0.068	73	71	0.1	0.1	3.594	A

01:15 - 01:30

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 - B2259	560	140	27	2122	0.264	561	696	0.5	0.4	2.307	A
2 - B2259 (S)	694	174	27	2263	0.307	695	561	0.6	0.4	2.295	A
3 - Drygrounds Close	61	15	662	1156	0.053	61	60	0.1	0.1	3.288	A

2031 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2259 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.30	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
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	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 - B2259		ONE HOUR	✓	1089	100.000
2 - B2259 (S)		ONE HOUR	✓	1080	100.000
3 - Drygrounds Close		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	917	172
	2 - B2259 (S)	757	0	323
	3 - Drygrounds Close	120	184	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	1	0
	2 - B2259 (S)	1	0	0
	3 - Drygrounds Close	0	0	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 - B2259	0.60	4.51	1.5	A	999	1499
2 - B2259 (S)	0.56	3.86	1.3	A	991	1487
3 - Drygrounds Close	0.32	5.09	0.5	A	279	418

Main Results for each time segment

00:00 - 00:15

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 - B2259	820	205	138	2044	0.401	817	658	0.0	0.7	2.929	A
2 - B2259 (S)	813	203	129	2168	0.375	811	826	0.0	0.6	2.647	A
3 - Drygrounds Close	229	57	568	1212	0.189	228	372	0.0	0.2	3.656	A

00:15 - 00:30

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 - B2259	979	245	165	2024	0.484	978	788	0.7	0.9	3.439	A
2 - B2259 (S)	971	243	154	2149	0.452	970	989	0.6	0.8	3.053	A
3 - Drygrounds Close	273	68	680	1140	0.240	273	445	0.2	0.3	4.150	A

00:30 - 00:45

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 - B2259	1199	300	202	1997	0.600	1197	964	0.9	1.5	4.486	A
2 - B2259 (S)	1189	297	189	2122	0.560	1187	1210	0.8	1.3	3.846	A
3 - Drygrounds Close	335	84	832	1043	0.321	334	544	0.3	0.5	5.073	A

00:45 - 01:00

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 - B2259	1199	300	203	1997	0.601	1199	966	1.5	1.5	4.512	A
2 - B2259 (S)	1189	297	189	2121	0.561	1189	1212	1.3	1.3	3.861	A
3 - Drygrounds Close	335	84	833	1042	0.321	335	545	0.5	0.5	5.087	A

01:00 - 01:15

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 - B2259	979	245	166	2023	0.484	981	790	1.5	0.9	3.463	A
2 - B2259 (S)	971	243	155	2148	0.452	973	992	1.3	0.8	3.066	A
3 - Drygrounds Close	273	68	682	1139	0.240	274	446	0.5	0.3	4.165	A

01:15 - 01:30

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 - B2259	820	205	139	2043	0.401	821	661	0.9	0.7	2.947	A
2 - B2259 (S)	813	203	130	2168	0.375	814	830	0.8	0.6	2.662	A
3 - Drygrounds Close	229	57	571	1210	0.189	229	373	0.3	0.2	3.670	A

2031 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - B2259 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.05	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
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	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 - B2259		ONE HOUR	✓	783	100.000
2 - B2259 (S)		ONE HOUR	✓	989	100.000
3 - Drygrounds Close		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	747	36
	2 - B2259 (S)	946	0	43
	3 - Drygrounds Close	45	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259	2 - B2259 (S)	3 - Drygrounds Close
From	1 - B2259	0	1	0
	2 - B2259 (S)	0	0	0
	3 - Drygrounds Close	0	0	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 - B2259	0.41	2.88	0.7	A	718	1078
2 - B2259 (S)	0.48	3.09	0.9	A	908	1361
3 - Drygrounds Close	0.10	4.35	0.1	A	74	111

Main Results for each time segment

00:00 - 00:15

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 - B2259	589	147	27	2122	0.278	588	744	0.0	0.4	2.344	A
2 - B2259 (S)	745	186	27	2263	0.329	743	588	0.0	0.5	2.364	A
3 - Drygrounds Close	61	15	710	1125	0.054	61	59	0.0	0.1	3.381	A

00:15 - 00:30

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 - B2259	704	176	32	2118	0.332	703	890	0.4	0.5	2.544	A
2 - B2259 (S)	889	222	32	2259	0.394	888	703	0.5	0.6	2.625	A
3 - Drygrounds Close	73	18	850	1037	0.070	73	71	0.1	0.1	3.732	A

00:30 - 00:45

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 - B2259	862	216	40	2113	0.408	861	1090	0.5	0.7	2.875	A
2 - B2259 (S)	1089	272	40	2253	0.483	1088	861	0.6	0.9	3.085	A
3 - Drygrounds Close	89	22	1040	917	0.097	89	87	0.1	0.1	4.350	A

00:45 - 01:00

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 - B2259	862	216	40	2113	0.408	862	1091	0.7	0.7	2.877	A
2 - B2259 (S)	1089	272	40	2253	0.483	1089	862	0.9	0.9	3.090	A
3 - Drygrounds Close	89	22	1042	916	0.097	89	87	0.1	0.1	4.353	A

01:00 - 01:15

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 - B2259	704	176	32	2118	0.332	705	892	0.7	0.5	2.547	A
2 - B2259 (S)	889	222	32	2259	0.394	890	705	0.9	0.7	2.633	A
3 - Drygrounds Close	73	18	852	1036	0.070	73	71	0.1	0.1	3.737	A

01:15 - 01:30

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 - B2259	589	147	27	2122	0.278	590	747	0.5	0.4	2.350	A
2 - B2259 (S)	745	186	27	2263	0.329	745	590	0.7	0.5	2.373	A
3 - Drygrounds Close	61	15	713	1124	0.054	61	60	0.1	0.1	3.389	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: B2259.High St.Mostar Avenue Roundabout (Junction 9).j9
Path: P:\JNY10830 - Bognor Regis\Transport\Arcady\2026 scenarios removed - 30.11.2021
Report generation date: 01/12/2021 10:51:27

»2021, AM
»2021, PM
»2031 Base + Committed, AM
»2031 Base + Committed, PM
»2031 Base + Committed + Dev, AM
»2031 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2021										
1 - B2259 (E)	D1	1.6	5.85	0.61	A	D2	0.8	4.15	0.46	A
2 - High Street		0.6	4.61	0.36	A		0.5	4.07	0.35	A
3 - Mostar Avenue		0.0	5.20	0.02	A		0.0	4.68	0.03	A
4 - B2259 (W)		1.0	5.70	0.50	A		1.0	6.00	0.51	A
2031 Base + Committed										
1 - B2259 (E)	D3	2.3	7.64	0.70	A	D4	1.4	5.37	0.58	A
2 - High Street		0.8	5.60	0.45	A		0.7	4.87	0.43	A
3 - Mostar Avenue		0.0	6.02	0.02	A		0.0	5.42	0.03	A
4 - B2259 (W)		1.7	8.05	0.63	A		1.6	7.91	0.61	A
2031 Base + Committed + Dev										
1 - B2259 (E)	D5	3.1	9.54	0.76	A	D6	1.6	5.82	0.61	A
2 - High Street		0.9	6.01	0.47	A		0.8	5.22	0.46	A
3 - Mostar Avenue		0.0	6.42	0.02	A		0.0	5.71	0.03	A
4 - B2259 (W)		1.8	8.37	0.65	A		1.9	9.19	0.66	A

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

File summary

File Description

Title	
Location	
Site number	
Date	13/10/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\Danesh.Aryan
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	2021	AM	ONE HOUR	00:00	01:30	15	✓
D2	2021	PM	ONE HOUR	00:00	01:30	15	✓
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	15	✓
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	15	✓
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2021, 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, 4	5.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B2259 (E)	
2	High Street	
3	Mostar Avenue	
4	B2259 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2259 (E)	4.30	5.70	11.7	20.0	23.7	15.5	
2 - High Street	3.70	6.90	24.1	17.3	23.7	51.0	
3 - Mostar Avenue	4.00	6.20	3.2	7.8	23.7	35.0	
4 - B2259 (W)	3.30	5.50	7.7	22.2	23.7	8.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2259 (E)	0.676	1691
2 - High Street	0.629	1657
3 - Mostar Avenue	0.548	1287
4 - B2259 (W)	0.638	1458

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	2021	AM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	881	100.000
2 - High Street		ONE HOUR	✓	401	100.000
3 - Mostar Avenue		ONE HOUR	✓	12	100.000
4 - B2259 (W)		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	298	14	569
	2 - High Street	263	0	16	122
	3 - Mostar Avenue	5	1	0	6
	4 - B2259 (W)	448	122	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	2	0	0
	2 - High Street	3	0	0	1
	3 - Mostar Avenue	0	0	0	0
	4 - B2259 (W)	0	0	0	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 - B2259 (E)	0.61	5.85	1.6	A	808	1213
2 - High Street	0.36	4.61	0.6	A	368	552
3 - Mostar Avenue	0.02	5.20	0.0	A	11	17
4 - B2259 (W)	0.50	5.70	1.0	A	527	790

Main Results for each time segment

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 - B2259 (E)	663	166	95	1615	0.411	660	537	0.0	0.7	3.759	A
2 - High Street	302	75	440	1349	0.224	301	316	0.0	0.3	3.431	A
3 - Mostar Avenue	9	2	715	891	0.010	9	25	0.0	0.0	4.081	A
4 - B2259 (W)	432	108	202	1325	0.326	430	523	0.0	0.5	4.015	A

00:15 - 00:30

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 - B2259 (E)	792	198	114	1603	0.494	791	643	0.7	1.0	4.428	A
2 - High Street	360	90	527	1296	0.278	360	378	0.3	0.4	3.845	A
3 - Mostar Avenue	11	3	857	813	0.013	11	31	0.0	0.0	4.487	A
4 - B2259 (W)	516	129	242	1299	0.397	515	626	0.5	0.7	4.590	A

00:30 - 00:45

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 - B2259 (E)	970	242	140	1586	0.612	968	787	1.0	1.6	5.804	A
2 - High Street	442	110	645	1223	0.361	441	462	0.4	0.6	4.596	A
3 - Mostar Avenue	13	3	1048	707	0.019	13	37	0.0	0.0	5.189	A
4 - B2259 (W)	632	158	296	1263	0.500	631	766	0.7	1.0	5.679	A

00:45 - 01:00

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 - B2259 (E)	970	242	140	1585	0.612	970	788	1.6	1.6	5.849	A
2 - High Street	442	110	646	1223	0.361	441	464	0.6	0.6	4.609	A
3 - Mostar Avenue	13	3	1050	706	0.019	13	37	0.0	0.0	5.198	A
4 - B2259 (W)	632	158	296	1263	0.500	632	767	1.0	1.0	5.704	A

01:00 - 01:15

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 - B2259 (E)	792	198	114	1602	0.494	794	645	1.6	1.0	4.467	A
2 - High Street	360	90	529	1294	0.278	361	380	0.6	0.4	3.860	A
3 - Mostar Avenue	11	3	860	811	0.013	11	31	0.0	0.0	4.499	A
4 - B2259 (W)	516	129	242	1298	0.397	517	628	1.0	0.7	4.618	A

01:15 - 01:30

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 - B2259 (E)	663	166	96	1615	0.411	664	540	1.0	0.7	3.790	A
2 - High Street	302	75	443	1348	0.224	302	317	0.4	0.3	3.446	A
3 - Mostar Avenue	9	2	719	889	0.010	9	26	0.0	0.0	4.091	A
4 - B2259 (W)	432	108	203	1324	0.326	433	526	0.7	0.5	4.042	A

2021, 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, 4	4.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021	PM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	658	100.000
2 - High Street		ONE HOUR	✓	432	100.000
3 - Mostar Avenue		ONE HOUR	✓	18	100.000
4 - B2259 (W)		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	261	5	392
	2 - High Street	316	0	5	111
	3 - Mostar Avenue	5	4	0	9
	4 - B2259 (W)	447	109	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	2	0	0
	2 - High Street	2	0	0	0
	3 - Mostar Avenue	0	0	0	0
	4 - B2259 (W)	1	0	0	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 - B2259 (E)	0.46	4.15	0.8	A	604	906
2 - High Street	0.35	4.07	0.5	A	396	595
3 - Mostar Avenue	0.03	4.68	0.0	A	17	25
4 - B2259 (W)	0.51	6.00	1.0	A	513	769

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	495	124	87	1619	0.306	494	576	0.0	0.4	3.195	A
2 - High Street	325	81	300	1447	0.225	324	280	0.0	0.3	3.204	A
3 - Mostar Avenue	14	3	614	948	0.014	13	10	0.0	0.0	3.854	A
4 - B2259 (W)	421	105	244	1289	0.327	419	384	0.0	0.5	4.130	A

00:15 - 00:30

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 - B2259 (E)	592	148	104	1607	0.368	591	690	0.4	0.6	3.539	A
2 - High Street	388	97	359	1410	0.275	388	336	0.3	0.4	3.522	A
3 - Mostar Avenue	16	4	736	881	0.018	16	12	0.0	0.0	4.164	A
4 - B2259 (W)	503	126	292	1258	0.400	502	460	0.5	0.7	4.759	A

00:30 - 00:45

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 - B2259 (E)	724	181	127	1592	0.455	723	844	0.6	0.8	4.142	A
2 - High Street	476	119	440	1360	0.350	475	411	0.4	0.5	4.064	A
3 - Mostar Avenue	20	5	901	789	0.025	20	14	0.0	0.0	4.676	A
4 - B2259 (W)	615	154	357	1215	0.506	614	563	0.7	1.0	5.972	A

00:45 - 01:00

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 - B2259 (E)	724	181	128	1592	0.455	724	846	0.8	0.8	4.151	A
2 - High Street	476	119	440	1360	0.350	476	412	0.5	0.5	4.071	A
3 - Mostar Avenue	20	5	902	789	0.025	20	14	0.0	0.0	4.680	A
4 - B2259 (W)	615	154	358	1215	0.507	615	564	1.0	1.0	6.003	A

01:00 - 01:15

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 - B2259 (E)	592	148	105	1607	0.368	593	692	0.8	0.6	3.550	A
2 - High Street	388	97	360	1409	0.276	389	337	0.5	0.4	3.531	A
3 - Mostar Avenue	16	4	737	880	0.018	16	12	0.0	0.0	4.171	A
4 - B2259 (W)	503	126	293	1257	0.400	504	461	1.0	0.7	4.787	A

01:15 - 01:30

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 - B2259 (E)	495	124	87	1619	0.306	496	579	0.6	0.4	3.207	A
2 - High Street	325	81	301	1446	0.225	326	282	0.4	0.3	3.216	A
3 - Mostar Avenue	14	3	617	946	0.014	14	10	0.0	0.0	3.860	A
4 - B2259 (W)	421	105	245	1288	0.327	422	386	0.7	0.5	4.160	A

2031 Base + Committed, 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, 4	7.31	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
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	1006	100.000
2 - High Street		ONE HOUR	✓	475	100.000
3 - Mostar Avenue		ONE HOUR	✓	12	100.000
4 - B2259 (W)		ONE HOUR	✓	699	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	341	15	650
	2 - High Street	327	0	17	131
	3 - Mostar Avenue	5	1	0	6
	4 - B2259 (W)	564	131	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	2	0	0
	2 - High Street	3	0	0	1
	3 - Mostar Avenue	0	0	0	0
	4 - B2259 (W)	0	0	0	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 - B2259 (E)	0.70	7.64	2.3	A	923	1385
2 - High Street	0.45	5.60	0.8	A	436	654
3 - Mostar Avenue	0.02	6.02	0.0	A	11	17
4 - B2259 (W)	0.63	8.05	1.7	A	641	962

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	757	189	102	1611	0.470	754	671	0.0	0.9	4.184	A
2 - High Street	358	89	501	1311	0.273	356	354	0.0	0.4	3.767	A
3 - Mostar Avenue	9	2	830	827	0.011	9	27	0.0	0.0	4.400	A
4 - B2259 (W)	526	132	250	1294	0.407	524	590	0.0	0.7	4.659	A

00:15 - 00:30

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 - B2259 (E)	904	226	122	1597	0.566	903	804	0.9	1.3	5.170	A
2 - High Street	427	107	600	1250	0.342	426	424	0.4	0.5	4.369	A
3 - Mostar Avenue	11	3	994	736	0.015	11	32	0.0	0.0	4.961	A
4 - B2259 (W)	628	157	299	1261	0.498	627	706	0.7	1.0	5.668	A

00:30 - 00:45

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 - B2259 (E)	1108	277	149	1579	0.701	1104	983	1.3	2.3	7.510	A
2 - High Street	523	131	734	1168	0.448	522	519	0.5	0.8	5.562	A
3 - Mostar Avenue	13	3	1216	613	0.022	13	40	0.0	0.0	5.996	A
4 - B2259 (W)	770	192	366	1217	0.632	767	864	1.0	1.7	7.942	A

00:45 - 01:00

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 - B2259 (E)	1108	277	150	1579	0.702	1108	986	2.3	2.3	7.636	A
2 - High Street	523	131	736	1166	0.448	523	521	0.8	0.8	5.595	A
3 - Mostar Avenue	13	3	1220	612	0.022	13	40	0.0	0.0	6.016	A
4 - B2259 (W)	770	192	367	1217	0.633	770	866	1.7	1.7	8.046	A

01:00 - 01:15

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 - B2259 (E)	904	226	123	1597	0.566	908	809	2.3	1.3	5.261	A
2 - High Street	427	107	604	1248	0.342	428	427	0.8	0.5	4.398	A
3 - Mostar Avenue	11	3	1000	733	0.015	11	32	0.0	0.0	4.983	A
4 - B2259 (W)	628	157	300	1260	0.499	631	710	1.7	1.0	5.747	A

01:15 - 01:30

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 - B2259 (E)	757	189	103	1610	0.470	759	676	1.3	0.9	4.239	A
2 - High Street	358	89	505	1309	0.273	358	357	0.5	0.4	3.789	A
3 - Mostar Avenue	9	2	836	824	0.011	9	27	0.0	0.0	4.416	A
4 - B2259 (W)	526	132	251	1293	0.407	527	594	1.0	0.7	4.714	A

2031 Base + Committed, 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, 4	6.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	831	100.000
2 - High Street		ONE HOUR	✓	499	100.000
3 - Mostar Avenue		ONE HOUR	✓	19	100.000
4 - B2259 (W)		ONE HOUR	✓	653	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	330	5	496
	2 - High Street	374	0	5	120
	3 - Mostar Avenue	5	4	0	10
	4 - B2259 (W)	532	118	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	2	0	0
	2 - High Street	2	0	0	0
	3 - Mostar Avenue	0	0	0	0
	4 - B2259 (W)	1	0	0	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 - B2259 (E)	0.58	5.37	1.4	A	763	1144
2 - High Street	0.43	4.87	0.7	A	458	687
3 - Mostar Avenue	0.03	5.42	0.0	A	17	26
4 - B2259 (W)	0.61	7.91	1.6	A	599	899

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	626	156	94	1614	0.388	623	683	0.0	0.6	3.622	A
2 - High Street	376	94	378	1398	0.269	374	339	0.0	0.4	3.512	A
3 - Mostar Avenue	14	4	742	877	0.016	14	10	0.0	0.0	4.172	A
4 - B2259 (W)	492	123	287	1260	0.390	489	469	0.0	0.6	4.652	A

00:15 - 00:30

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 - B2259 (E)	747	187	112	1602	0.466	746	818	0.6	0.9	4.202	A
2 - High Street	449	112	453	1352	0.332	448	406	0.4	0.5	3.982	A
3 - Mostar Avenue	17	4	889	796	0.021	17	12	0.0	0.0	4.621	A
4 - B2259 (W)	587	147	344	1224	0.480	586	562	0.6	0.9	5.632	A

00:30 - 00:45

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 - B2259 (E)	915	229	137	1585	0.577	913	1000	0.9	1.3	5.340	A
2 - High Street	549	137	554	1289	0.426	548	496	0.5	0.7	4.854	A
3 - Mostar Avenue	21	5	1088	686	0.030	21	14	0.0	0.0	5.411	A
4 - B2259 (W)	719	180	421	1174	0.612	716	688	0.9	1.5	7.821	A

00:45 - 01:00

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 - B2259 (E)	915	229	138	1585	0.577	915	1003	1.3	1.4	5.372	A
2 - High Street	549	137	555	1288	0.426	549	498	0.7	0.7	4.870	A
3 - Mostar Avenue	21	5	1090	685	0.031	21	14	0.0	0.0	5.421	A
4 - B2259 (W)	719	180	422	1174	0.613	719	689	1.5	1.6	7.912	A

01:00 - 01:15

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 - B2259 (E)	747	187	113	1602	0.466	749	822	1.4	0.9	4.231	A
2 - High Street	449	112	454	1351	0.332	450	408	0.7	0.5	4.000	A
3 - Mostar Avenue	17	4	892	794	0.022	17	12	0.0	0.0	4.634	A
4 - B2259 (W)	587	147	345	1223	0.480	590	564	1.6	0.9	5.705	A

01:15 - 01:30

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 - B2259 (E)	626	156	94	1614	0.388	627	687	0.9	0.6	3.651	A
2 - High Street	376	94	380	1397	0.269	376	341	0.5	0.4	3.528	A
3 - Mostar Avenue	14	4	746	875	0.016	14	10	0.0	0.0	4.185	A
4 - B2259 (W)	492	123	289	1259	0.390	493	472	0.9	0.6	4.702	A

2031 Base + Committed + 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, 4	8.42	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)	Run automatically
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	1092	100.000
2 - High Street		ONE HOUR	✓	481	100.000
3 - Mostar Avenue		ONE HOUR	✓	12	100.000
4 - B2259 (W)		ONE HOUR	✓	711	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	371	15	706
	2 - High Street	333	0	17	131
	3 - Mostar Avenue	5	1	0	6
	4 - B2259 (W)	576	131	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	2	0	0
	2 - High Street	3	0	0	1
	3 - Mostar Avenue	0	0	0	0
	4 - B2259 (W)	0	0	0	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 - B2259 (E)	0.76	9.54	3.1	A	1002	1503
2 - High Street	0.47	6.01	0.9	A	441	662
3 - Mostar Avenue	0.02	6.42	0.0	A	11	17
4 - B2259 (W)	0.65	8.37	1.8	A	652	979

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	822	206	102	1611	0.510	818	685	0.0	1.0	4.517	A
2 - High Street	362	91	543	1285	0.282	361	377	0.0	0.4	3.888	A
3 - Mostar Avenue	9	2	877	802	0.011	9	27	0.0	0.0	4.541	A
4 - B2259 (W)	535	134	254	1291	0.415	532	632	0.0	0.7	4.731	A

00:15 - 00:30

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 - B2259 (E)	982	245	122	1597	0.615	980	820	1.0	1.6	5.810	A
2 - High Street	432	108	650	1219	0.355	432	451	0.4	0.5	4.568	A
3 - Mostar Avenue	11	3	1050	706	0.015	11	32	0.0	0.0	5.178	A
4 - B2259 (W)	639	160	304	1258	0.508	638	756	0.7	1.0	5.797	A

00:30 - 00:45

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 - B2259 (E)	1202	301	149	1579	0.761	1196	1003	1.6	3.1	9.263	A
2 - High Street	530	132	794	1131	0.468	528	551	0.5	0.9	5.962	A
3 - Mostar Avenue	13	3	1283	577	0.023	13	39	0.0	0.0	6.387	A
4 - B2259 (W)	783	196	372	1213	0.645	780	924	1.0	1.8	8.252	A

00:45 - 01:00

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 - B2259 (E)	1202	301	150	1579	0.762	1202	1006	3.1	3.1	9.541	A
2 - High Street	530	132	798	1128	0.469	530	554	0.9	0.9	6.011	A
3 - Mostar Avenue	13	3	1288	574	0.023	13	40	0.0	0.0	6.418	A
4 - B2259 (W)	783	196	373	1212	0.646	783	928	1.8	1.8	8.373	A

01:00 - 01:15

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 - B2259 (E)	982	245	123	1597	0.615	988	825	3.1	1.6	5.970	A
2 - High Street	432	108	656	1216	0.356	434	455	0.9	0.6	4.610	A
3 - Mostar Avenue	11	3	1057	702	0.015	11	33	0.0	0.0	5.210	A
4 - B2259 (W)	639	160	306	1257	0.509	642	762	1.8	1.0	5.887	A

01:15 - 01:30

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 - B2259 (E)	822	206	103	1610	0.511	824	690	1.6	1.1	4.593	A
2 - High Street	362	91	547	1282	0.282	363	380	0.6	0.4	3.918	A
3 - Mostar Avenue	9	2	883	798	0.011	9	27	0.0	0.0	4.561	A
4 - B2259 (W)	535	134	256	1290	0.415	537	636	1.0	0.7	4.790	A

2031 Base + Committed + 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, 4	6.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	878	100.000
2 - High Street		ONE HOUR	✓	526	100.000
3 - Mostar Avenue		ONE HOUR	✓	19	100.000
4 - B2259 (W)		ONE HOUR	✓	693	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	349	5	524
	2 - High Street	401	0	5	120
	3 - Mostar Avenue	5	4	0	10
	4 - B2259 (W)	572	118	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2259 (E)	2 - High Street	3 - Mostar Avenue	4 - B2259 (W)
From	1 - B2259 (E)	0	2	0	0
	2 - High Street	2	0	0	0
	3 - Mostar Avenue	0	0	0	0
	4 - B2259 (W)	1	0	0	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 - B2259 (E)	0.61	5.82	1.6	A	806	1209
2 - High Street	0.46	5.22	0.8	A	483	724
3 - Mostar Avenue	0.03	5.71	0.0	A	17	26
4 - B2259 (W)	0.66	9.19	1.9	A	636	954

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	661	165	94	1614	0.409	658	733	0.0	0.7	3.754	A
2 - High Street	396	99	399	1385	0.286	394	353	0.0	0.4	3.628	A
3 - Mostar Avenue	14	4	784	854	0.017	14	10	0.0	0.0	4.286	A
4 - B2259 (W)	522	130	307	1247	0.418	519	490	0.0	0.7	4.924	A

00:15 - 00:30

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 - B2259 (E)	789	197	112	1602	0.493	788	878	0.7	1.0	4.418	A
2 - High Street	473	118	478	1336	0.354	472	423	0.4	0.5	4.165	A
3 - Mostar Avenue	17	4	938	769	0.022	17	12	0.0	0.0	4.789	A
4 - B2259 (W)	623	156	368	1208	0.516	622	587	0.7	1.1	6.125	A

00:30 - 00:45

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 - B2259 (E)	967	242	137	1585	0.610	964	1073	1.0	1.5	5.775	A
2 - High Street	579	145	584	1270	0.456	578	517	0.5	0.8	5.195	A
3 - Mostar Avenue	21	5	1148	653	0.032	21	14	0.0	0.0	5.697	A
4 - B2259 (W)	763	191	451	1155	0.661	760	718	1.1	1.9	9.030	A

00:45 - 01:00

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 - B2259 (E)	967	242	138	1585	0.610	967	1077	1.5	1.6	5.822	A
2 - High Street	579	145	586	1269	0.456	579	519	0.8	0.8	5.217	A
3 - Mostar Avenue	21	5	1151	651	0.032	21	14	0.0	0.0	5.709	A
4 - B2259 (W)	763	191	451	1154	0.661	763	720	1.9	1.9	9.189	A

01:00 - 01:15

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 - B2259 (E)	789	197	113	1601	0.493	792	883	1.6	1.0	4.457	A
2 - High Street	473	118	480	1335	0.354	474	425	0.8	0.6	4.187	A
3 - Mostar Avenue	17	4	942	767	0.022	17	12	0.0	0.0	4.802	A
4 - B2259 (W)	623	156	369	1207	0.516	626	590	1.9	1.1	6.231	A

01:15 - 01:30

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 - B2259 (E)	661	165	94	1614	0.410	662	738	1.0	0.7	3.788	A
2 - High Street	396	99	401	1383	0.286	397	355	0.6	0.4	3.650	A
3 - Mostar Avenue	14	4	788	852	0.017	14	10	0.0	0.0	4.300	A
4 - B2259 (W)	522	130	309	1246	0.419	523	493	1.1	0.7	4.990	A

Junctions 9

ARCADY 9 - Roundabout Module

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

Filename: B2259.Summerley Lane Mini roundabout (Junction 5).j9
Path: P:\JNY10830 - Bognor Regis\Transport\Arcady\2026 scenarios removed - 30.11.2021
Report generation date: 01/12/2021 10:52:37

»2021, AM
»2021, PM
»2031 Base + Committed, AM
»2031 Base + Committed, PM
»2031 Base + Committed + Dev, AM
»2031 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2021										
1 - B2259 (E)	D1	13.3	80.60	0.95	F	D2	2.6	12.40	0.73	B
2 - Summerley Lane		0.4	12.46	0.30	B		0.3	8.26	0.23	A
3 - B2259 (W)		1.8	9.42	0.64	A		2.7	12.70	0.74	B
2031 Base + Committed										
1 - B2259 (E)	D3	64.8	186.56	1.19	F	D4	8.0	32.01	0.90	D
2 - Summerley Lane		0.5	14.66	0.35	B		0.4	11.62	0.31	B
3 - B2259 (W)		4.0	17.59	0.81	C		3.8	16.68	0.80	C
2031 Base + Committed + Dev										
1 - B2259 (E)	D5	79.8	845.39	1.13	F	D6	21.8	75.45	1.00	F
2 - Summerley Lane		0.5	14.96	0.36	B		0.5	13.97	0.35	B
3 - B2259 (W)		10.5	41.16	0.93	E		5.3	22.07	0.85	C

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

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

File summary

File Description

Title	
Location	
Site number	
Date	24/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\Danesh.Aryan
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	2021	AM	ONE HOUR	00:00	01:30	15	✓
D2	2021	PM	ONE HOUR	00:00	01:30	15	✓
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	15	✓
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	15	✓
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2021, 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 1 and 3 have 93% 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	32.47	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B2259 (E)	
2	Summerley Lane	
3	B2259 (W)	

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 - B2259 (E)	4.57	4.57	4.57	0.0	8.99	4.50	0.0	
2 - Summerley Lane	4.54	4.54	5.30	2.0	9.98	2.56	0.0	
3 - B2259 (W)	4.28	4.28	4.39	12.6	15.80	15.80	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2259 (E)	0.650	1078
2 - Summerley Lane	0.661	1007
3 - B2259 (W)	0.680	1146

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	2021	AM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	912	100.000
2 - Summerley Lane		ONE HOUR	✓	111	100.000
3 - B2259 (W)		ONE HOUR	✓	616	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	94	818
	2 - Summerley Lane	88	0	23
	3 - B2259 (W)	593	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	0	1
	2 - Summerley Lane	0	0	0
	3 - B2259 (W)	2	0	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 - B2259 (E)	0.95	50.60	13.3	F	837	1255
2 - Summerley Lane	0.30	12.46	0.4	B	102	153
3 - B2259 (W)	0.64	9.42	1.8	A	565	848

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	687	172	17	1057	0.649	679	509	0.0	1.8	9.362	A
2 - Summerley Lane	84	21	609	600	0.139	83	87	0.0	0.2	6.958	A
3 - B2259 (W)	464	116	66	1081	0.429	461	627	0.0	0.7	5.779	A

00:15 - 00:30

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 - B2259 (E)	820	205	21	1055	0.777	814	611	1.8	3.3	14.583	B
2 - Summerley Lane	100	25	730	519	0.192	99	105	0.2	0.2	8.576	A
3 - B2259 (W)	554	138	79	1072	0.517	553	751	0.7	1.1	6.913	A

00:30 - 00:45

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 - B2259 (E)	1004	251	25	1052	0.955	974	747	3.3	10.9	36.412	E
2 - Summerley Lane	122	31	873	423	0.289	122	126	0.2	0.4	11.905	B
3 - B2259 (W)	678	170	96	1060	0.640	676	899	1.1	1.7	9.289	A

00:45 - 01:00

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 - B2259 (E)	1004	251	25	1052	0.955	994	750	10.9	13.3	50.604	F
2 - Summerley Lane	122	31	892	411	0.297	122	128	0.4	0.4	12.463	B
3 - B2259 (W)	678	170	97	1060	0.640	678	917	1.7	1.8	9.421	A

01:00 - 01:15

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 - B2259 (E)	820	205	21	1055	0.777	858	615	13.3	3.8	21.155	C
2 - Summerley Lane	100	25	770	493	0.203	100	109	0.4	0.3	9.195	A
3 - B2259 (W)	554	138	80	1071	0.517	556	790	1.8	1.1	7.027	A

01:15 - 01:30

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 - B2259 (E)	687	172	17	1057	0.650	694	514	3.8	1.9	10.109	B
2 - Summerley Lane	84	21	622	591	0.141	84	89	0.3	0.2	7.105	A
3 - B2259 (W)	464	116	67	1080	0.429	465	640	1.1	0.8	5.866	A

2021, PM

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 1 and 3 have 92% 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	12.23	B

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	2021	PM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	698	100.000
2 - Summerley Lane		ONE HOUR	✓	117	100.000
3 - B2259 (W)		ONE HOUR	✓	720	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	97	601
	2 - Summerley Lane	95	0	22
	3 - B2259 (W)	705	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	0	1
	2 - Summerley Lane	0	0	0
	3 - B2259 (W)	0	0	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 - B2259 (E)	0.73	12.40	2.6	B	640	961
2 - Summerley Lane	0.23	8.26	0.3	A	107	161
3 - B2259 (W)	0.74	12.70	2.7	B	661	991

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	525	131	11	1061	0.495	522	598	0.0	1.0	6.625	A
2 - Summerley Lane	88	22	449	707	0.125	88	84	0.0	0.1	5.809	A
3 - B2259 (W)	542	136	71	1098	0.494	538	466	0.0	1.0	6.389	A

00:15 - 00:30

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 - B2259 (E)	627	157	13	1060	0.592	626	717	1.0	1.4	8.254	A
2 - Summerley Lane	105	26	539	647	0.163	105	100	0.1	0.2	6.644	A
3 - B2259 (W)	647	162	85	1088	0.595	645	558	1.0	1.4	8.092	A

00:30 - 00:45

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 - B2259 (E)	769	192	16	1058	0.726	764	876	1.4	2.5	12.059	B
2 - Summerley Lane	129	32	658	567	0.227	128	123	0.2	0.3	8.196	A
3 - B2259 (W)	793	198	104	1075	0.737	788	682	1.4	2.7	12.306	B

00:45 - 01:00

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 - B2259 (E)	769	192	17	1058	0.726	768	881	2.5	2.6	12.400	B
2 - Summerley Lane	129	32	662	565	0.228	129	123	0.3	0.3	8.257	A
3 - B2259 (W)	793	198	105	1075	0.737	792	686	2.7	2.7	12.704	B

01:00 - 01:15

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 - B2259 (E)	627	157	14	1060	0.592	632	724	2.6	1.5	8.497	A
2 - Summerley Lane	105	26	544	643	0.164	106	101	0.3	0.2	6.699	A
3 - B2259 (W)	647	162	86	1088	0.595	652	564	2.7	1.5	8.351	A

01:15 - 01:30

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 - B2259 (E)	525	131	11	1061	0.495	527	604	1.5	1.0	6.769	A
2 - Summerley Lane	88	22	454	703	0.125	88	85	0.2	0.1	5.854	A
3 - B2259 (W)	542	136	72	1098	0.494	544	471	1.5	1.0	6.530	A

2031 Base + Committed, 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 1 and 3 have 93% 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	108.40	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
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	1051	100.000
2 - Summerley Lane		ONE HOUR	✓	119	100.000
3 - B2259 (W)		ONE HOUR	✓	775	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	104	947
	2 - Summerley Lane	94	0	25
	3 - B2259 (W)	750	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	0	1
	2 - Summerley Lane	0	0	0
	3 - B2259 (W)	2	0	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 - B2259 (E)	1.10	186.56	64.8	F	964	1447
2 - Summerley Lane	0.35	14.66	0.5	B	109	164
3 - B2259 (W)	0.81	17.59	4.0	C	711	1067

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	791	198	19	1056	0.749	780	630	0.0	2.8	12.569	B
2 - Summerley Lane	90	22	703	537	0.167	89	96	0.0	0.2	8.015	A
3 - B2259 (W)	583	146	70	1078	0.541	579	721	0.0	1.2	7.152	A

00:15 - 00:30

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 - B2259 (E)	945	236	22	1054	0.897	929	756	2.8	6.8	25.900	D
2 - Summerley Lane	107	27	837	448	0.239	107	114	0.2	0.3	10.540	B
3 - B2259 (W)	697	174	84	1068	0.652	694	859	1.2	1.8	9.547	A

00:30 - 00:45

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 - B2259 (E)	1157	289	27	1051	1.101	1035	921	6.8	37.3	89.673	F
2 - Summerley Lane	131	33	933	384	0.342	130	130	0.3	0.5	14.167	B
3 - B2259 (W)	853	213	103	1056	0.808	845	960	1.8	3.9	16.465	C

00:45 - 01:00

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 - B2259 (E)	1157	289	28	1050	1.102	1047	929	37.3	64.8	186.208	F
2 - Summerley Lane	131	33	944	376	0.348	131	131	0.5	0.5	14.662	B
3 - B2259 (W)	853	213	103	1056	0.808	853	971	3.9	4.0	17.594	C

01:00 - 01:15

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 - B2259 (E)	945	236	23	1054	0.897	1038	767	64.8	41.6	186.558	F
2 - Summerley Lane	107	27	935	382	0.280	107	125	0.5	0.4	13.132	B
3 - B2259 (W)	697	174	85	1068	0.652	705	957	4.0	1.9	10.141	B

01:15 - 01:30

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 - B2259 (E)	791	198	19	1056	0.749	944	639	4.6	3.3	58.619	F
2 - Summerley Lane	90	22	851	438	0.204	90	112	0.4	0.3	10.357	B
3 - B2259 (W)	583	146	71	1077	0.542	586	870	1.9	1.2	7.379	A

2031 Base + Committed, PM

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 1 and 3 have 92% 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	23.85	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	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	867	100.000
2 - Summerley Lane		ONE HOUR	✓	127	100.000
3 - B2259 (W)		ONE HOUR	✓	777	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	107	760
	2 - Summerley Lane	103	0	24
	3 - B2259 (W)	761	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	0	1
	2 - Summerley Lane	0	0	0
	3 - B2259 (W)	0	0	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 - B2259 (E)	0.80	32.01	8.0	D	796	1193
2 - Summerley Lane	0.31	11.62	0.4	B	117	175
3 - B2259 (W)	0.80	16.68	3.8	C	713	1069

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	653	163	12	1061	0.615	646	645	0.0	1.6	8.567	A
2 - Summerley Lane	96	24	567	628	0.152	95	92	0.0	0.2	6.743	A
3 - B2259 (W)	585	146	77	1094	0.535	580	585	0.0	1.1	6.957	A

00:15 - 00:30

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 - B2259 (E)	779	195	14	1059	0.736	775	774	1.6	2.7	12.471	B
2 - Summerley Lane	114	29	679	553	0.207	114	110	0.2	0.3	8.194	A
3 - B2259 (W)	699	175	92	1083	0.645	696	701	1.1	1.8	9.228	A

00:30 - 00:45

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 - B2259 (E)	955	239	17	1057	0.903	937	943	2.7	7.2	26.529	D
2 - Summerley Lane	140	35	821	458	0.305	139	133	0.3	0.4	11.256	B
3 - B2259 (W)	855	214	113	1070	0.800	848	847	1.8	3.7	15.705	C

00:45 - 01:00

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 - B2259 (E)	955	239	18	1057	0.903	951	951	7.2	8.0	32.006	D
2 - Summerley Lane	140	35	834	450	0.311	140	135	0.4	0.4	11.616	B
3 - B2259 (W)	855	214	113	1069	0.800	855	860	3.7	3.8	16.680	C

01:00 - 01:15

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 - B2259 (E)	779	195	15	1059	0.736	800	785	8.0	2.9	14.824	B
2 - Summerley Lane	114	29	701	539	0.212	115	113	0.4	0.3	8.512	A
3 - B2259 (W)	699	175	93	1083	0.645	706	723	3.8	1.9	9.749	A

01:15 - 01:30

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 - B2259 (E)	653	163	12	1061	0.615	658	653	2.9	1.6	9.049	A
2 - Summerley Lane	96	24	577	621	0.154	96	93	0.3	0.2	6.854	A
3 - B2259 (W)	585	146	78	1093	0.535	588	595	1.9	1.2	7.158	A

2031 Base + Committed + 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 1 and 3 have 94% 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	144.54	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 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	1078	100.000
2 - Summerley Lane		ONE HOUR	✓	121	100.000
3 - B2259 (W)		ONE HOUR	✓	892	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	104	974
	2 - Summerley Lane	97	0	24
	3 - B2259 (W)	867	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	0	1
	2 - Summerley Lane	0	0	0
	3 - B2259 (W)	2	0	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 - B2259 (E)	1.13	245.39	79.5	F	989	1484
2 - Summerley Lane	0.36	14.96	0.5	B	111	167
3 - B2259 (W)	0.93	41.15	10.5	E	819	1228

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	812	203	19	1056	0.768	799	719	0.0	3.1	13.427	B
2 - Summerley Lane	91	23	722	524	0.174	90	96	0.0	0.2	8.277	A
3 - B2259 (W)	672	168	72	1076	0.624	665	740	0.0	1.6	8.628	A

00:15 - 00:30

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 - B2259 (E)	969	242	22	1054	0.920	949	861	3.1	8.2	29.680	D
2 - Summerley Lane	109	27	857	434	0.251	108	114	0.2	0.3	11.037	B
3 - B2259 (W)	802	200	87	1066	0.752	797	879	1.6	2.9	13.104	B

00:30 - 00:45

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 - B2259 (E)	1187	297	27	1051	1.129	1040	1037	8.2	44.3	164.383	F
2 - Summerley Lane	133	33	940	379	0.352	132	127	0.3	0.5	14.551	B
3 - B2259 (W)	982	246	106	1054	0.932	958	966	2.9	9.0	31.501	D

00:45 - 01:00

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 - B2259 (E)	1187	297	27	1051	1.130	1049	1055	44.3	79.5	222.530	F
2 - Summerley Lane	133	33	947	374	0.356	133	129	0.5	0.5	14.959	B
3 - B2259 (W)	982	246	107	1053	0.933	976	974	9.0	10.5	41.146	E

01:00 - 01:15

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 - B2259 (E)	969	242	23	1053	0.920	1040	895	79.5	61.7	245.385	F
2 - Summerley Lane	109	27	940	379	0.287	109	124	0.5	0.4	13.379	B
3 - B2259 (W)	802	200	88	1066	0.752	831	961	10.5	3.2	16.961	C

01:15 - 01:30

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 - B2259 (E)	812	203	19	1056	0.769	1038	732	61.7	5.2	132.306	F
2 - Summerley Lane	91	23	938	380	0.240	91	119	0.4	0.3	12.480	B
3 - B2259 (W)	672	168	73	1075	0.624	678	956	3.2	1.7	9.180	A

2031 Base + Committed + Dev, PM

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 1 and 3 have 93% 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	48.37	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
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	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 - B2259 (E)		ONE HOUR	✓	956	100.000
2 - Summerley Lane		ONE HOUR	✓	127	100.000
3 - B2259 (W)		ONE HOUR	✓	827	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	108	848
	2 - Summerley Lane	103	0	24
	3 - B2259 (W)	811	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2259 (E)	2 - Summerley Lane	3 - B2259 (W)
From	1 - B2259 (E)	0	0	1
	2 - Summerley Lane	0	0	0
	3 - B2259 (W)	0	0	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 - B2259 (E)	1.00	75.45	21.8	F	877	1316
2 - Summerley Lane	0.35	13.97	0.5	B	117	175
3 - B2259 (W)	0.85	22.07	5.3	C	759	1138

Main Results for each time segment

00:00 - 00:15

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 - B2259 (E)	720	180	12	1061	0.679	712	682	0.0	2.0	10.093	B
2 - Summerley Lane	96	24	631	585	0.163	95	92	0.0	0.2	7.344	A
3 - B2259 (W)	623	156	77	1094	0.569	617	649	0.0	1.3	7.475	A

00:15 - 00:30

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 - B2259 (E)	859	215	14	1059	0.811	852	818	2.0	3.9	16.758	C
2 - Summerley Lane	114	29	756	502	0.227	114	111	0.2	0.3	9.265	A
3 - B2259 (W)	743	186	92	1084	0.686	740	777	1.3	2.1	10.382	B

00:30 - 00:45

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 - B2259 (E)	1053	263	17	1057	0.996	1005	994	3.9	15.7	47.282	E
2 - Summerley Lane	140	35	892	411	0.340	139	131	0.3	0.5	13.193	B
3 - B2259 (W)	911	228	113	1070	0.851	899	918	2.1	5.0	19.849	C

00:45 - 01:00

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 - B2259 (E)	1053	263	18	1057	0.996	1028	1005	15.7	21.8	75.453	F
2 - Summerley Lane	140	35	912	397	0.352	140	134	0.5	0.5	13.970	B
3 - B2259 (W)	911	228	113	1069	0.852	909	939	5.0	5.3	22.072	C

01:00 - 01:15

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 - B2259 (E)	859	215	15	1059	0.812	927	834	21.8	4.9	35.599	E
2 - Summerley Lane	114	29	822	457	0.250	115	119	0.5	0.3	10.539	B
3 - B2259 (W)	743	186	93	1083	0.687	756	844	5.3	2.3	11.383	B

01:15 - 01:30

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 - B2259 (E)	720	180	12	1061	0.679	730	692	4.9	2.2	11.236	B
2 - Summerley Lane	96	24	648	574	0.167	96	95	0.3	0.2	7.542	A
3 - B2259 (W)	623	156	78	1093	0.570	626	666	2.3	1.3	7.770	A

Junctions 9

ARCADY 9 - Roundabout Module

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

Filename: B2259.Upper Bognor Rd.Ocean Hotel Rd Rbt (Junction 8).j9
Path: P:\JNY10830 - Bognor Regis\Transport\Arcady\2026 scenarios removed - 30.11.2021
Report generation date: 01/12/2021 10:55:16

»2021, AM
»2021, PM
»2031 Base + Committed, AM
»2031 Base + Committed, PM
»2031 Base + Committed + Dev, AM
»2031 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2021										
1 - Upper Bognor Road	D1	0.4	6.69	0.31	A	D2	0.3	4.81	0.22	A
2 - Ocean Hotel Road		0.1	11.32	0.09	B		0.2	8.48	0.18	A
3 - B2259 (W)		1.5	4.56	0.60	A		1.3	4.23	0.57	A
4 - B2259 (N)		1.1	4.34	0.54	A		0.6	3.25	0.37	A
2031 Base + Committed										
1 - Upper Bognor Road	D3	0.6	8.18	0.37	A	D4	0.4	5.79	0.28	A
2 - Ocean Hotel Road		0.1	14.70	0.11	B		0.3	11.30	0.24	B
3 - B2259 (W)		2.5	6.40	0.72	A		1.9	5.38	0.66	A
4 - B2259 (N)		1.6	5.42	0.62	A		0.9	3.94	0.48	A
2031 Base + Committed + Dev										
1 - Upper Bognor Road	D5	0.7	9.30	0.41	A	D6	0.4	6.07	0.29	A
2 - Ocean Hotel Road		0.2	18.13	0.14	C		0.3	12.28	0.25	B
3 - B2259 (W)		2.6	6.65	0.73	A		2.3	6.07	0.70	A
4 - B2259 (N)		2.1	6.34	0.68	A		1.0	4.19	0.51	A

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

File summary

File Description

Title	
Location	
Site number	
Date	24/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\Danesh.Aryan
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	2021	AM	ONE HOUR	00:00	01:30	15	✓
D2	2021	PM	ONE HOUR	00:00	01:30	15	✓
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	15	✓
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	15	✓
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2021, 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, 4	4.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Upper Bognor Road	
2	Ocean Hotel Road	
3	B2259 (W)	
4	B2259 (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Upper Bognor Road	3.43	5.38	15.7	10.9	40.0	35.5	
2 - Ocean Hotel Road	2.68	3.77	2.0	11.7	40.0	20.5	
3 - B2259 (W)	3.70	7.74	20.4	36.2	40.0	11.5	
4 - B2259 (N)	4.22	7.56	20.9	15.3	40.0	16.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Upper Bognor Road	0.559	1374
2 - Ocean Hotel Road	0.488	930
3 - B2259 (W)	0.734	2031
4 - B2259 (N)	0.715	2013

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	2021	AM	ONE HOUR	00:00	01:30	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 - Upper Bognor Road		ONE HOUR	✓	218	100.000
2 - Ocean Hotel Road		ONE HOUR	✓	27	100.000
3 - B2259 (W)		ONE HOUR	✓	1075	100.000
4 - B2259 (N)		ONE HOUR	✓	870	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	2	204	12
	2 - Ocean Hotel Road	3	0	19	5
	3 - B2259 (W)	200	70	0	805
	4 - B2259 (N)	9	21	840	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	0	3	0
	2 - Ocean Hotel Road	0	0	5	0
	3 - B2259 (W)	6	4	0	1
	4 - B2259 (N)	0	0	0	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 - Upper Bognor Road	0.31	6.69	0.4	A	200	300
2 - Ocean Hotel Road	0.09	11.32	0.1	B	25	37
3 - B2259 (W)	0.60	4.56	1.5	A	986	1480
4 - B2259 (N)	0.54	4.34	1.1	A	798	1197

Main Results for each time segment

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 - Upper Bognor Road	164	41	699	956	0.172	163	159	0.0	0.2	4.539	A
2 - Ocean Hotel Road	20	5	792	523	0.039	20	70	0.0	0.0	7.154	A
3 - B2259 (W)	809	202	15	1978	0.409	807	797	0.0	0.7	3.067	A
4 - B2259 (N)	655	164	205	1859	0.352	653	617	0.0	0.5	2.980	A

00:15 - 00:30

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 - Upper Bognor Road	196	49	836	881	0.223	196	190	0.2	0.3	5.253	A
2 - Ocean Hotel Road	24	6	948	449	0.054	24	84	0.0	0.1	8.468	A
3 - B2259 (W)	966	242	18	1976	0.489	965	954	0.7	0.9	3.558	A
4 - B2259 (N)	782	196	245	1829	0.428	781	738	0.5	0.7	3.438	A

00:30 - 00:45

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 - Upper Bognor Road	240	60	1023	779	0.308	239	233	0.3	0.4	6.672	A
2 - Ocean Hotel Road	30	7	1161	349	0.085	30	102	0.1	0.1	11.275	B
3 - B2259 (W)	1184	296	22	1973	0.600	1181	1168	0.9	1.5	4.535	A
4 - B2259 (N)	958	239	300	1787	0.536	956	903	0.7	1.1	4.325	A

00:45 - 01:00

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 - Upper Bognor Road	240	60	1025	778	0.309	240	233	0.4	0.4	6.695	A
2 - Ocean Hotel Road	30	7	1163	348	0.086	30	102	0.1	0.1	11.320	B
3 - B2259 (W)	1184	296	22	1973	0.600	1184	1170	1.5	1.5	4.559	A
4 - B2259 (N)	958	239	301	1787	0.536	958	905	1.1	1.1	4.342	A

01:00 - 01:15

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 - Upper Bognor Road	196	49	839	879	0.223	197	191	0.4	0.3	5.278	A
2 - Ocean Hotel Road	24	6	951	448	0.054	24	84	0.1	0.1	8.508	A
3 - B2259 (W)	966	242	18	1976	0.489	968	958	1.5	1.0	3.579	A
4 - B2259 (N)	782	196	246	1828	0.428	784	741	1.1	0.8	3.454	A

01:15 - 01:30

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 - Upper Bognor Road	164	41	702	954	0.172	164	160	0.3	0.2	4.562	A
2 - Ocean Hotel Road	20	5	796	521	0.039	20	70	0.1	0.0	7.189	A
3 - B2259 (W)	809	202	15	1978	0.409	810	801	1.0	0.7	3.085	A
4 - B2259 (N)	655	164	206	1858	0.352	656	620	0.8	0.5	2.995	A

2021, 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, 4	4.16	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
D2	2021	PM	ONE HOUR	00:00	01:30	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 - Upper Bognor Road		ONE HOUR	✓	188	100.000
2 - Ocean Hotel Road		ONE HOUR	✓	82	100.000
3 - B2259 (W)		ONE HOUR	✓	1030	100.000
4 - B2259 (N)		ONE HOUR	✓	596	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	4	181	3
	2 - Ocean Hotel Road	2	0	57	23
	3 - B2259 (W)	243	42	0	745
	4 - B2259 (N)	7	11	578	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	0	3	0
	2 - Ocean Hotel Road	0	0	0	0
	3 - B2259 (W)	2	0	0	1
	4 - B2259 (N)	14	0	1	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 - Upper Bognor Road	0.22	4.81	0.3	A	173	259
2 - Ocean Hotel Road	0.18	8.48	0.2	A	75	113
3 - B2259 (W)	0.57	4.23	1.3	A	945	1418
4 - B2259 (N)	0.37	3.25	0.6	A	547	820

Main Results for each time segment

00:00 - 00:15

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 - Upper Bognor Road	142	35	474	1076	0.132	141	189	0.0	0.2	3.849	A
2 - Ocean Hotel Road	62	15	572	647	0.095	61	43	0.0	0.1	6.141	A
3 - B2259 (W)	775	194	21	1992	0.389	773	612	0.0	0.6	2.946	A
4 - B2259 (N)	449	112	215	1836	0.244	447	578	0.0	0.3	2.590	A

00:15 - 00:30

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 - Upper Bognor Road	169	42	567	1025	0.165	169	226	0.2	0.2	4.205	A
2 - Ocean Hotel Road	74	18	684	591	0.125	74	51	0.1	0.1	6.949	A
3 - B2259 (W)	926	231	25	1989	0.466	925	733	0.6	0.9	3.380	A
4 - B2259 (N)	536	134	258	1805	0.297	535	692	0.3	0.4	2.834	A

00:30 - 00:45

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 - Upper Bognor Road	207	52	694	955	0.217	207	277	0.2	0.3	4.808	A
2 - Ocean Hotel Road	90	23	838	515	0.175	90	63	0.1	0.2	8.456	A
3 - B2259 (W)	1134	284	31	1985	0.571	1132	897	0.9	1.3	4.213	A
4 - B2259 (N)	656	164	315	1764	0.372	656	847	0.4	0.6	3.246	A

00:45 - 01:00

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 - Upper Bognor Road	207	52	695	955	0.217	207	277	0.3	0.3	4.815	A
2 - Ocean Hotel Road	90	23	839	515	0.175	90	63	0.2	0.2	8.475	A
3 - B2259 (W)	1134	284	31	1985	0.571	1134	898	1.3	1.3	4.230	A
4 - B2259 (N)	656	164	316	1764	0.372	656	849	0.6	0.6	3.250	A

01:00 - 01:15

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 - Upper Bognor Road	169	42	568	1024	0.165	169	227	0.3	0.2	4.215	A
2 - Ocean Hotel Road	74	18	686	591	0.125	74	51	0.2	0.1	6.972	A
3 - B2259 (W)	926	231	25	1989	0.466	928	735	1.3	0.9	3.397	A
4 - B2259 (N)	536	134	259	1805	0.297	536	694	0.6	0.4	2.841	A

01:15 - 01:30

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 - Upper Bognor Road	142	35	475	1075	0.132	142	190	0.2	0.2	3.860	A
2 - Ocean Hotel Road	62	15	574	646	0.096	62	43	0.1	0.1	6.164	A
3 - B2259 (W)	775	194	21	1992	0.389	776	615	0.9	0.6	2.963	A
4 - B2259 (N)	449	112	216	1835	0.245	449	581	0.4	0.3	2.597	A

2031 Base + Committed, 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, 4	6.29	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
D3	2031 Base + Committed	AM	ONE HOUR	00:00	01:30	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 - Upper Bognor Road		ONE HOUR	✓	239	100.000
2 - Ocean Hotel Road		ONE HOUR	✓	28	100.000
3 - B2259 (W)		ONE HOUR	✓	1282	100.000
4 - B2259 (N)		ONE HOUR	✓	993	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	2	224	13
	2 - Ocean Hotel Road	3	0	20	5
	3 - B2259 (W)	231	75	0	976
	4 - B2259 (N)	13	23	957	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	0	3	0
	2 - Ocean Hotel Road	0	0	5	0
	3 - B2259 (W)	6	4	0	1
	4 - B2259 (N)	0	0	0	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 - Upper Bognor Road	0.37	8.18	0.6	A	219	329
2 - Ocean Hotel Road	0.11	14.70	0.1	B	26	39
3 - B2259 (W)	0.72	6.40	2.5	A	1176	1765
4 - B2259 (N)	0.62	5.42	1.6	A	911	1367

Main Results for each time segment

00:00 - 00:15

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 - Upper Bognor Road	180	45	791	905	0.199	179	185	0.0	0.2	4.952	A
2 - Ocean Hotel Road	21	5	895	474	0.044	21	75	0.0	0.0	7.938	A
3 - B2259 (W)	965	241	16	1979	0.488	961	900	0.0	0.9	3.526	A
4 - B2259 (N)	748	187	232	1839	0.407	745	745	0.0	0.7	3.283	A

00:15 - 00:30

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 - Upper Bognor Road	215	54	947	820	0.262	214	222	0.2	0.4	5.940	A
2 - Ocean Hotel Road	25	6	1072	391	0.064	25	90	0.0	0.1	9.846	A
3 - B2259 (W)	1152	288	19	1976	0.583	1151	1078	0.9	1.4	4.351	A
4 - B2259 (N)	893	223	277	1804	0.495	892	892	0.7	1.0	3.939	A

00:30 - 00:45

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 - Upper Bognor Road	263	66	1159	705	0.373	262	271	0.4	0.6	8.116	A
2 - Ocean Hotel Road	31	8	1311	277	0.111	31	110	0.1	0.1	14.578	B
3 - B2259 (W)	1412	353	23	1973	0.715	1407	1319	1.4	2.5	6.311	A
4 - B2259 (N)	1093	273	339	1758	0.622	1091	1091	1.0	1.6	5.373	A

00:45 - 01:00

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 - Upper Bognor Road	263	66	1162	703	0.374	263	272	0.6	0.6	8.177	A
2 - Ocean Hotel Road	31	8	1315	276	0.112	31	110	0.1	0.1	14.699	B
3 - B2259 (W)	1412	353	23	1973	0.715	1411	1322	2.5	2.5	6.402	A
4 - B2259 (N)	1093	273	340	1757	0.622	1093	1094	1.6	1.6	5.424	A

01:00 - 01:15

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 - Upper Bognor Road	215	54	951	818	0.263	216	223	0.6	0.4	5.989	A
2 - Ocean Hotel Road	25	6	1077	388	0.065	25	90	0.1	0.1	9.926	A
3 - B2259 (W)	1152	288	19	1976	0.583	1157	1083	2.5	1.4	4.416	A
4 - B2259 (N)	893	223	279	1803	0.495	895	897	1.6	1.0	3.976	A

01:15 - 01:30

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 - Upper Bognor Road	180	45	796	903	0.199	180	186	0.4	0.3	4.988	A
2 - Ocean Hotel Road	21	5	900	472	0.045	21	75	0.1	0.0	7.991	A
3 - B2259 (W)	965	241	16	1979	0.488	967	906	1.4	1.0	3.564	A
4 - B2259 (N)	748	187	233	1838	0.407	749	750	1.0	0.7	3.311	A

2031 Base + Committed, 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, 4	5.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Base + Committed	PM	ONE HOUR	00:00	01:30	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 - Upper Bognor Road		ONE HOUR	✓	217	100.000
2 - Ocean Hotel Road		ONE HOUR	✓	89	100.000
3 - B2259 (W)		ONE HOUR	✓	1194	100.000
4 - B2259 (N)		ONE HOUR	✓	751	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	4	210	3
	2 - Ocean Hotel Road	2	0	62	25
	3 - B2259 (W)	270	45	0	879
	4 - B2259 (N)	9	12	730	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	0	3	0
	2 - Ocean Hotel Road	0	0	0	0
	3 - B2259 (W)	2	0	0	1
	4 - B2259 (N)	14	0	1	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 - Upper Bognor Road	0.28	5.79	0.4	A	199	299
2 - Ocean Hotel Road	0.24	11.30	0.3	B	82	123
3 - B2259 (W)	0.66	5.38	1.9	A	1096	1643
4 - B2259 (N)	0.48	3.94	0.9	A	689	1034

Main Results for each time segment

00:00 - 00:15

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 - Upper Bognor Road	163	41	591	1011	0.162	163	211	0.0	0.2	4.238	A
2 - Ocean Hotel Road	67	17	707	580	0.115	66	46	0.0	0.1	7.000	A
3 - B2259 (W)	899	225	22	1991	0.451	896	752	0.0	0.8	3.277	A
4 - B2259 (N)	565	141	238	1820	0.311	564	680	0.0	0.4	2.862	A

00:15 - 00:30

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 - Upper Bognor Road	195	49	707	948	0.206	195	252	0.2	0.3	4.780	A
2 - Ocean Hotel Road	80	20	847	511	0.157	80	55	0.1	0.2	8.339	A
3 - B2259 (W)	1073	268	27	1988	0.540	1072	900	0.8	1.2	3.925	A
4 - B2259 (N)	675	169	285	1786	0.378	675	814	0.4	0.6	3.237	A

00:30 - 00:45

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 - Upper Bognor Road	239	60	865	861	0.278	238	309	0.3	0.4	5.777	A
2 - Ocean Hotel Road	98	24	1037	417	0.235	98	67	0.2	0.3	11.238	B
3 - B2259 (W)	1315	329	33	1984	0.663	1312	1101	1.2	1.9	5.332	A
4 - B2259 (N)	827	207	348	1740	0.475	826	996	0.6	0.9	3.931	A

00:45 - 01:00

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 - Upper Bognor Road	239	60	866	860	0.278	239	309	0.4	0.4	5.793	A
2 - Ocean Hotel Road	98	24	1038	417	0.235	98	67	0.3	0.3	11.299	B
3 - B2259 (W)	1315	329	33	1983	0.663	1315	1103	1.9	1.9	5.381	A
4 - B2259 (N)	827	207	349	1740	0.475	827	999	0.9	0.9	3.943	A

01:00 - 01:15

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 - Upper Bognor Road	195	49	709	947	0.206	196	253	0.4	0.3	4.797	A
2 - Ocean Hotel Road	80	20	849	510	0.157	80	55	0.3	0.2	8.391	A
3 - B2259 (W)	1073	268	27	1988	0.540	1076	903	1.9	1.2	3.964	A
4 - B2259 (N)	675	169	286	1785	0.378	676	818	0.9	0.6	3.251	A

01:15 - 01:30

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 - Upper Bognor Road	163	41	593	1010	0.162	164	212	0.3	0.2	4.254	A
2 - Ocean Hotel Road	67	17	711	579	0.116	67	46	0.2	0.1	7.043	A
3 - B2259 (W)	899	225	23	1991	0.451	900	755	1.2	0.8	3.306	A
4 - B2259 (N)	565	141	239	1819	0.311	566	684	0.6	0.5	2.876	A

2031 Base + Committed + 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, 4	6.90	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
D5	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	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 - Upper Bognor Road		ONE HOUR	✓	240	100.000
2 - Ocean Hotel Road		ONE HOUR	✓	29	100.000
3 - B2259 (W)		ONE HOUR	✓	1300	100.000
4 - B2259 (N)		ONE HOUR	✓	1080	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	2	224	14
	2 - Ocean Hotel Road	3	0	20	6
	3 - B2259 (W)	231	75	0	994
	4 - B2259 (N)	13	23	1044	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	0	3	0
	2 - Ocean Hotel Road	0	0	5	0
	3 - B2259 (W)	6	4	0	1
	4 - B2259 (N)	0	0	0	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 - Upper Bognor Road	0.41	9.30	0.7	A	220	330
2 - Ocean Hotel Road	0.14	18.13	0.2	C	27	40
3 - B2259 (W)	0.73	6.65	2.6	A	1193	1789
4 - B2259 (N)	0.68	6.34	2.1	A	991	1487

Main Results for each time segment

00:00 - 00:15

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 - Upper Bognor Road	181	45	856	870	0.208	180	185	0.0	0.3	5.209	A
2 - Ocean Hotel Road	22	5	961	444	0.049	22	75	0.0	0.1	8.525	A
3 - B2259 (W)	979	245	17	1978	0.495	975	966	0.0	1.0	3.576	A
4 - B2259 (N)	813	203	232	1839	0.442	810	760	0.0	0.8	3.490	A

00:15 - 00:30

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 - Upper Bognor Road	216	54	1025	778	0.277	215	222	0.3	0.4	6.393	A
2 - Ocean Hotel Road	26	7	1151	354	0.074	26	90	0.1	0.1	10.972	B
3 - B2259 (W)	1169	292	21	1975	0.592	1167	1156	1.0	1.4	4.442	A
4 - B2259 (N)	971	243	277	1804	0.538	969	910	0.8	1.2	4.304	A

00:30 - 00:45

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 - Upper Bognor Road	264	66	1254	653	0.404	263	271	0.4	0.7	9.195	A
2 - Ocean Hotel Road	32	8	1407	233	0.137	32	110	0.1	0.2	17.891	C
3 - B2259 (W)	1431	358	25	1972	0.726	1427	1413	1.4	2.6	6.546	A
4 - B2259 (N)	1189	297	339	1758	0.677	1186	1113	1.2	2.0	6.292	A

00:45 - 01:00

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 - Upper Bognor Road	264	66	1257	651	0.406	264	272	0.7	0.7	9.296	A
2 - Ocean Hotel Road	32	8	1411	230	0.139	32	110	0.2	0.2	18.133	C
3 - B2259 (W)	1431	358	25	1972	0.726	1431	1418	2.6	2.6	6.652	A
4 - B2259 (N)	1189	297	340	1757	0.677	1189	1116	2.0	2.1	6.337	A

01:00 - 01:15

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 - Upper Bognor Road	216	54	1030	775	0.278	217	223	0.7	0.4	6.465	A
2 - Ocean Hotel Road	26	7	1157	351	0.074	26	90	0.2	0.1	11.105	B
3 - B2259 (W)	1169	292	21	1975	0.592	1173	1163	2.6	1.5	4.515	A
4 - B2259 (N)	971	243	279	1803	0.538	974	915	2.1	1.2	4.362	A

01:15 - 01:30

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 - Upper Bognor Road	181	45	861	867	0.208	181	186	0.4	0.3	5.254	A
2 - Ocean Hotel Road	22	5	967	441	0.050	22	75	0.1	0.1	8.595	A
3 - B2259 (W)	979	245	17	1978	0.495	981	972	1.5	1.0	3.616	A
4 - B2259 (N)	813	203	233	1838	0.442	815	765	1.2	0.8	3.523	A

2031 Base + Committed + 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, 4	5.66	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
D6	2031 Base + Committed + Dev	PM	ONE HOUR	00:00	01:30	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 - Upper Bognor Road		ONE HOUR	✓	217	100.000
2 - Ocean Hotel Road		ONE HOUR	✓	89	100.000
3 - B2259 (W)		ONE HOUR	✓	1263	100.000
4 - B2259 (N)		ONE HOUR	✓	799	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	4	210	3
	2 - Ocean Hotel Road	2	0	62	25
	3 - B2259 (W)	270	45	0	948
	4 - B2259 (N)	10	12	777	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Upper Bognor Road	2 - Ocean Hotel Road	3 - B2259 (W)	4 - B2259 (N)
From	1 - Upper Bognor Road	0	0	3	0
	2 - Ocean Hotel Road	0	0	0	0
	3 - B2259 (W)	2	0	0	1
	4 - B2259 (N)	14	0	1	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 - Upper Bognor Road	0.29	6.07	0.4	A	199	299
2 - Ocean Hotel Road	0.25	12.28	0.3	B	82	123
3 - B2259 (W)	0.70	6.07	2.3	A	1159	1738
4 - B2259 (N)	0.51	4.19	1.0	A	733	1100

Main Results for each time segment

00:00 - 00:15

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 - Upper Bognor Road	163	41	626	992	0.165	163	211	0.0	0.2	4.336	A
2 - Ocean Hotel Road	67	17	743	563	0.119	66	46	0.0	0.1	7.245	A
3 - B2259 (W)	951	238	22	1991	0.477	947	787	0.0	0.9	3.437	A
4 - B2259 (N)	602	150	238	1820	0.331	600	732	0.0	0.5	2.945	A

00:15 - 00:30

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 - Upper Bognor Road	195	49	749	925	0.211	195	253	0.2	0.3	4.933	A
2 - Ocean Hotel Road	80	20	889	490	0.163	80	55	0.1	0.2	8.762	A
3 - B2259 (W)	1135	284	27	1988	0.571	1134	942	0.9	1.3	4.206	A
4 - B2259 (N)	718	180	285	1786	0.402	718	876	0.5	0.7	3.368	A

00:30 - 00:45

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 - Upper Bognor Road	239	60	917	833	0.287	238	310	0.3	0.4	6.052	A
2 - Ocean Hotel Road	98	24	1088	392	0.250	97	67	0.2	0.3	12.200	B
3 - B2259 (W)	1391	348	33	1984	0.701	1387	1153	1.3	2.3	5.990	A
4 - B2259 (N)	880	220	348	1740	0.505	878	1072	0.7	1.0	4.169	A

00:45 - 01:00

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 - Upper Bognor Road	239	60	918	832	0.287	239	310	0.4	0.4	6.070	A
2 - Ocean Hotel Road	98	24	1090	391	0.251	98	67	0.3	0.3	12.281	B
3 - B2259 (W)	1391	348	33	1984	0.701	1390	1155	2.3	2.3	6.067	A
4 - B2259 (N)	880	220	349	1740	0.506	880	1075	1.0	1.0	4.186	A

01:00 - 01:15

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 - Upper Bognor Road	195	49	751	923	0.211	196	254	0.4	0.3	4.951	A
2 - Ocean Hotel Road	80	20	892	489	0.164	81	55	0.3	0.2	8.822	A
3 - B2259 (W)	1135	284	27	1988	0.571	1139	945	2.3	1.3	4.261	A
4 - B2259 (N)	718	180	286	1785	0.402	720	880	1.0	0.7	3.382	A

01:15 - 01:30

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 - Upper Bognor Road	163	41	629	991	0.165	164	213	0.3	0.2	4.354	A
2 - Ocean Hotel Road	67	17	746	561	0.119	67	46	0.2	0.1	7.293	A
3 - B2259 (W)	951	238	23	1991	0.478	953	791	1.3	0.9	3.470	A
4 - B2259 (N)	602	150	239	1819	0.331	602	736	0.7	0.5	2.963	A