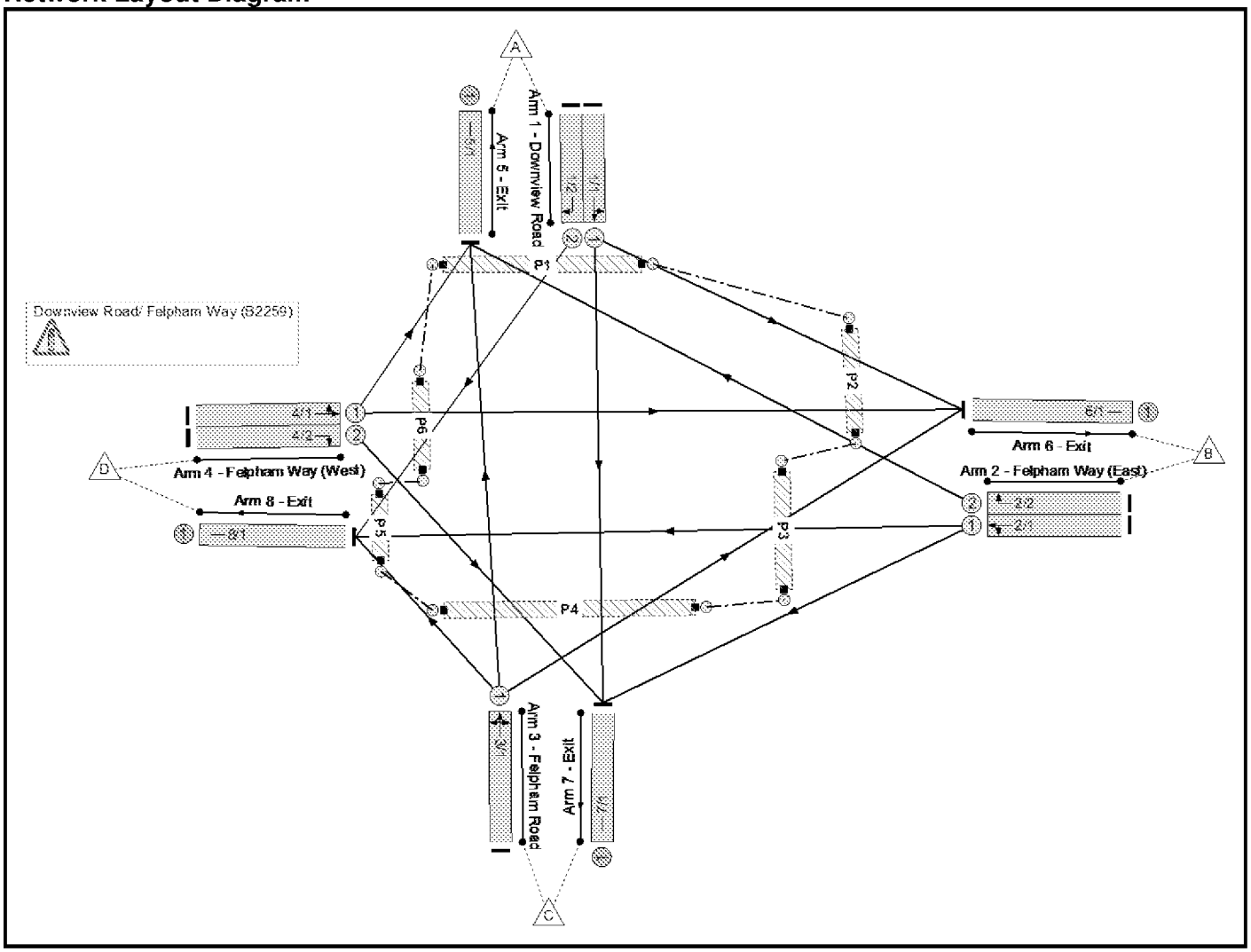
Full Input Data And Results

User and Project Details

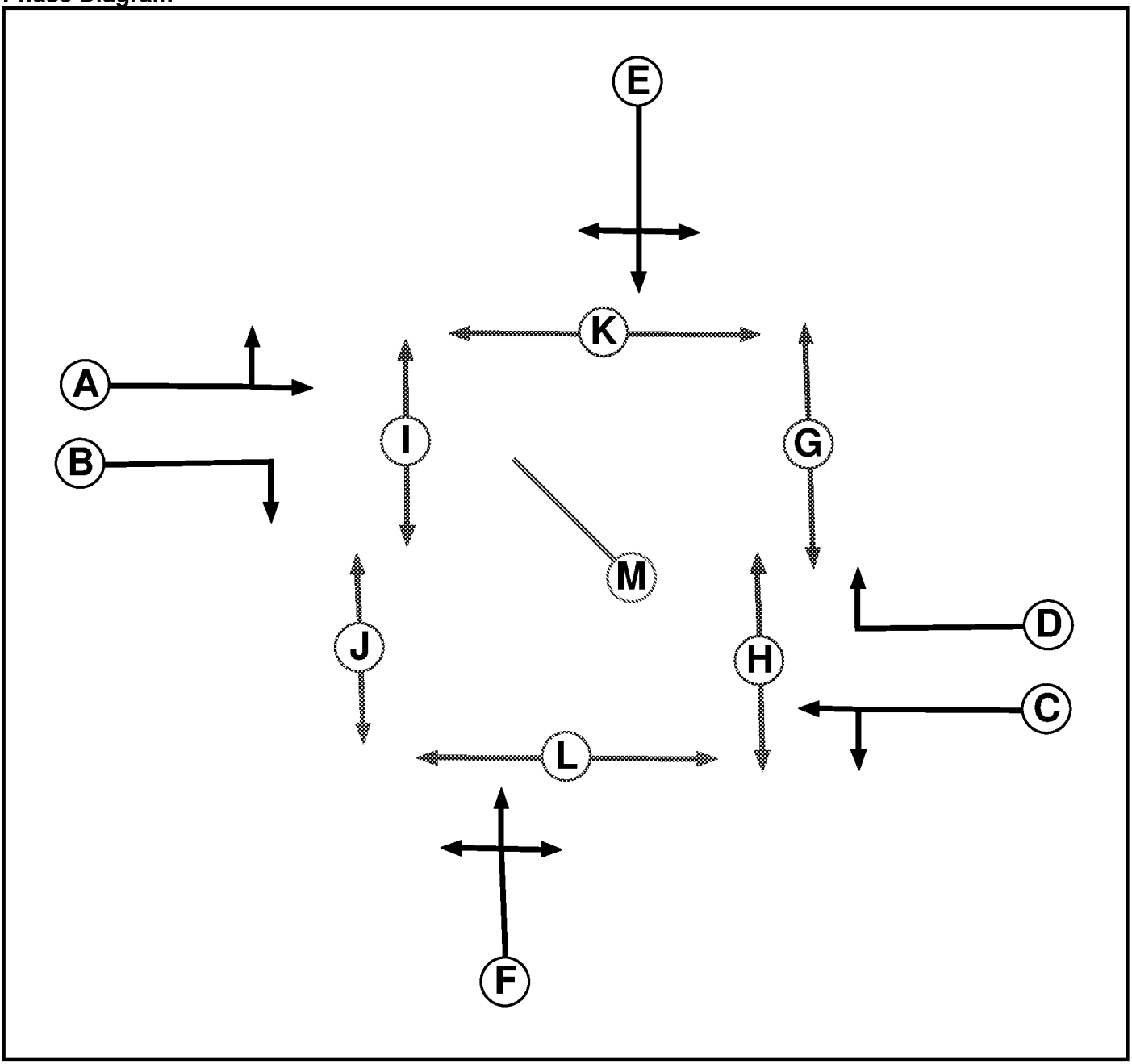
Project:	**JNY10830 Bognor Regis**
Title:	**Downview Road/ Felpham Way (B2259) Junction**
Location:	
Additional detail:	
File name:	Downview Road_Felpham Way (B2259) Junction (Baseline Model).lsg3x
Author:	George Magnisalis
Company:	RPS Group
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		6	6
L	Pedestrian		6	6
M	Dummy		3	3

Phase Intergreens Matrix

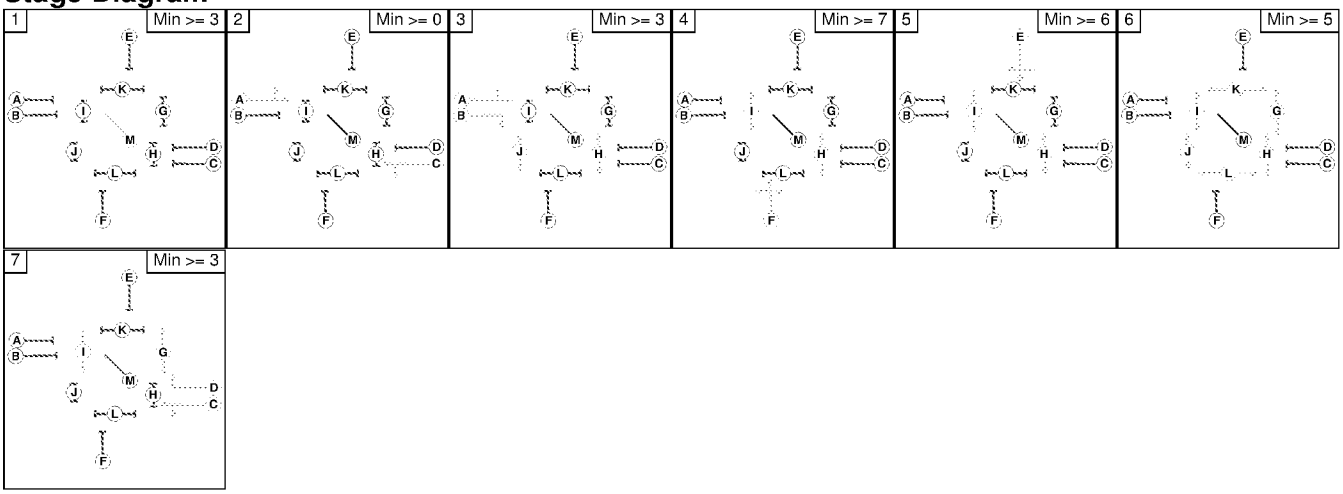
		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		-	-	6	6	6	10	-	6	-	7	-	3
	B	-		8	6	6	6	-	-	6	-	-	9	3
	C	-	6		-	6	7	-	7	-	10	-	8	3
	D	7	6	-		6	6	-	7	-	-	9	-	3
	E	6	6	6	6		6	7	-	-	9	6	8	3
	F	6	6	6	6	7		9	-	-	7	8	6	3
	G	5	-	-	-	5	5		-	-	-	-	-	3
	H	-	-	5	5	-	-	-		-	-	-	-	3
	I	5	5	-	-	-	-	-	-		-	-	-	3
	J	-	-	5	-	5	5	-	-	-		-	-	3
	K	6	-	-	6	6	6	-	-	-	-		-	3
	L	-	6	6	-	6	6	-	-	-	-	-		3
	M	2	2	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	M
2	A C
3	A B H J
4	F H I
5	E H I
6	G H I J K L
7	C D G I

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage						
		1	2	3	4	5	6	7
From Stage	1		2	2	2	2	2	2
	2	3		10	7	7	10	10
	3	3	8		6	6	10	10
	4	3	6	7		7	9	9
	5	3	6	9	6		9	7
	6	3	6	6	6	6		6
	7	3	7	10	7	7	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Downview Road/ Felpham Way (B2259)
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Downview Road/ Felpham Way (B2259)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Downview Road)	U	E	2	3	7.8	Geom	-	2.55	0.00	Y	Arm 6 Left	Inf
											Arm 7 Ahead	Inf
1/2 (Downview Road)	U	E	2	3	7.8	Geom	-	2.55	0.00	Y	Arm 8 Right	Inf
2/1 (Felpham Way (East))	U	C	2	3	15.4	Geom	-	3.35	0.00	Y	Arm 7 Left	Inf
											Arm 8 Ahead	Inf
2/2 (Felpham Way (East))	U	D	2	3	15.4	Geom	-	3.35	0.00	Y	Arm 5 Right	Inf
3/1 (Felpham Road)	U	F	2	3	12.2	Geom	-	3.41	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	Inf
											Arm 8 Left	Inf
4/1 (Felpham Way (West))	U	A	2	3	16.4	Geom	-	3.01	0.00	Y	Arm 5 Left	Inf
											Arm 6 Ahead	Inf
4/2 (Felpham Way (West))	U	B	2	3	16.4	Geom	-	3.01	0.00	Y	Arm 7 Right	Inf
5/1 (Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
6/1 (Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
7/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base AM Peak'	08:00	09:00	01:00	
2: '2021 Base PM Peak'	17:00	18:00	01:00	
3: '2031 Base + Committed AM Peak'	08:00	09:00	01:00	
4: '2031 Base + Committed PM Peak'	17:00	18:00	01:00	
5: '2031 Base + Development AM Peak'	08:00	09:00	01:00	
6: '2031 Base + Development PM Peak'	17:00	18:00	01:00	
7: '2031 Base AM Peak'	08:00	09:00	01:00	
8: '2031 Base PM Peak'	17:00	18:00	01:00	

Scenario 1: '2021 Base AM Peak' (FG1: '2021 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	115	52	179	346
	B	73	0	158	678	909
	C	48	54	0	14	116
	D	168	504	32	0	704
	Tot.	289	673	242	871	2075

Traffic Lane Flows

Lane	Scenario 1: 2021 Base AM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	167
1/2	179
2/1	836
2/2	73
3/1	116
4/1	672
4/2	32
5/1	289
6/1	673
7/1	242
8/1	871

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	68.9 %	1870	1870
				Arm 7 Ahead	Inf	31.1 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.9 %	1950	1950
				Arm 8 Ahead	Inf	81.1 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	41.4 %	1956	1956
				Arm 6 Right	Inf	46.6 %		
				Arm 8 Left	Inf	12.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	25.0 %	1916	1916
				Arm 6 Ahead	Inf	75.0 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 Base PM Peak' (FG2: '2021 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	68	38	112	218
	B	105	0	76	453	634
	C	36	116	0	27	179
	D	176	611	12	0	799
	Tot.	317	795	126	592	1830

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 Base PM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	106
1/2	112
2/1	529
2/2	105
3/1	179
4/1	787
4/2	12
5/1	317
6/1	795
7/1	126
8/1	592

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	64.2 %	1870	1870
				Arm 7 Ahead	Inf	35.8 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	14.4 %	1950	1950
				Arm 8 Ahead	Inf	85.6 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	20.1 %	1956	1956
				Arm 6 Right	Inf	64.8 %		
				Arm 8 Left	Inf	15.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	22.4 %	1916	1916
				Arm 6 Ahead	Inf	77.6 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Base + Committed AM Peak' (FG3: '2031 Base + Committed AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	125	56	192	373
	B	80	0	174	791	1045
	C	51	58	0	15	124
	D	180	653	34	0	867
	Tot.	311	836	264	998	2409

Traffic Lane Flows

Lane	Scenario 3: 2031 Base + Committed AM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	181
1/2	192
2/1	965
2/2	80
3/1	124
4/1	833
4/2	34
5/1	311
6/1	836
7/1	264
8/1	998

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	69.1 %	1870	1870
				Arm 7 Ahead	Inf	30.9 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.0 %	1950	1950
				Arm 8 Ahead	Inf	82.0 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	41.1 %	1956	1956
				Arm 6 Right	Inf	46.8 %		
				Arm 8 Left	Inf	12.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	21.6 %	1916	1916
				Arm 6 Ahead	Inf	78.4 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Base + Committed PM Peak' (FG4: '2031 Base + Committed PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	78	41	121	240
	B	115	0	84	597	796
	C	39	129	0	29	197
	D	190	736	13	0	939
	Tot.	344	943	138	747	2172

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Base + Committed PM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	119
1/2	121
2/1	681
2/2	115
3/1	197
4/1	926
4/2	13
5/1	344
6/1	943
7/1	138
8/1	747

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	65.5 %	1870	1870
				Arm 7 Ahead	Inf	34.5 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	12.3 %	1950	1950
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	19.8 %	1956	1956
				Arm 6 Right	Inf	65.5 %		
				Arm 8 Left	Inf	14.7 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	20.5 %	1916	1916
				Arm 6 Ahead	Inf	79.5 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2031 Base + Development AM Peak' (FG5: '2031 Base + Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	232	60	279	571
	B	106	0	174	791	1071
	C	48	59	0	15	122
	D	191	661	34	0	886
	Tot.	345	952	268	1085	2650

Traffic Lane Flows

Lane	Scenario 5: 2031 Base + Development AM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	292
1/2	279
2/1	965
2/2	106
3/1	122
4/1	852
4/2	34
5/1	345
6/1	952
7/1	268
8/1	1085

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	79.5 %	1870	1870
				Arm 7 Ahead	Inf	20.5 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.0 %	1950	1950
				Arm 8 Ahead	Inf	82.0 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	39.3 %	1956	1956
				Arm 6 Right	Inf	48.4 %		
				Arm 8 Left	Inf	12.3 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	22.4 %	1916	1916
				Arm 6 Ahead	Inf	77.6 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 Base + Development PM Peak' (FG6: '2031 Base + Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	40	157	324
	B	199	0	84	601	884
	C	42	129	0	29	200
	D	256	736	13	0	1005
	Tot.	497	992	137	787	2413

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 Base + Development PM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	167
1/2	157
2/1	685
2/2	199
3/1	200
4/1	992
4/2	13
5/1	497
6/1	992
7/1	137
8/1	787

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	76.0 %	1870	1870
				Arm 7 Ahead	Inf	24.0 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	12.3 %	1950	1950
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	21.0 %	1956	1956
				Arm 6 Right	Inf	64.5 %		
				Arm 8 Left	Inf	14.5 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	25.8 %	1916	1916
				Arm 6 Ahead	Inf	74.2 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	56	192	371
	B	78	0	169	727	974
	C	51	58	0	15	124
	D	180	540	34	0	754
	Tot.	309	721	259	934	2223

Traffic Lane Flows

Lane	Scenario 7: 2031 Base AM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	179
1/2	192
2/1	896
2/2	78
3/1	124
4/1	720
4/2	34
5/1	309
6/1	721
7/1	259
8/1	934

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	68.7 %	1870	1870
				Arm 7 Ahead	Inf	31.3 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.9 %	1950	1950
				Arm 8 Ahead	Inf	81.1 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	41.1 %	1956	1956
				Arm 6 Right	Inf	46.8 %		
				Arm 8 Left	Inf	12.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	25.0 %	1916	1916
				Arm 6 Ahead	Inf	75.0 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	73	41	121	235
	B	113	0	82	489	684
	C	39	125	0	29	193
	D	190	660	13	0	863
	Tot.	342	858	136	639	1975

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2031 Base PM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	114
1/2	121
2/1	571
2/2	113
3/1	193
4/1	850
4/2	13
5/1	342
6/1	858
7/1	136
8/1	639

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	64.0 %	1870	1870
				Arm 7 Ahead	Inf	36.0 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	14.4 %	1950	1950
				Arm 8 Ahead	Inf	85.6 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	20.2 %	1956	1956
				Arm 6 Right	Inf	64.8 %		
				Arm 8 Left	Inf	15.0 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	22.4 %	1916	1916
				Arm 6 Ahead	Inf	77.6 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2031 Base AM Peak (v1)' (FG7: '2031 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	56	192	371
	B	78	0	169	727	974
	C	51	58	0	15	124
	D	180	540	34	0	754
	Tot.	309	721	259	934	2223

Traffic Lane Flows

Lane	Scenario 9: 2031 Base AM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	179
1/2	192
2/1	896
2/2	78
3/1	124
4/1	720
4/2	34
5/1	309
6/1	721
7/1	259
8/1	934

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	68.7 %	1870	1870
				Arm 7 Ahead	Inf	31.3 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.9 %	1950	1950
				Arm 8 Ahead	Inf	81.1 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	41.1 %	1956	1956
				Arm 6 Right	Inf	46.8 %		
				Arm 8 Left	Inf	12.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	25.0 %	1916	1916
				Arm 6 Ahead	Inf	75.0 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 Base PM Peak (v1)' (FG8: '2031 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	73	41	121	235
	B	113	0	82	489	684
	C	39	125	0	29	193
	D	190	660	13	0	863
	Tot.	342	858	136	639	1975

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2031 Base PM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	114
1/2	121
2/1	571
2/2	113
3/1	193
4/1	850
4/2	13
5/1	342
6/1	858
7/1	136
8/1	639

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	64.0 %	1870	1870
				Arm 7 Ahead	Inf	36.0 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	14.4 %	1950	1950
				Arm 8 Ahead	Inf	85.6 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	20.2 %	1956	1956
				Arm 6 Right	Inf	64.8 %		
				Arm 8 Left	Inf	15.0 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	22.4 %	1916	1916
				Arm 6 Ahead	Inf	77.6 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2031 Base + Committed AM Peak (v1)' (FG3: '2031 Base + Committed AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	125	56	192	373
	B	80	0	174	791	1045
	C	51	58	0	15	124
	D	180	653	34	0	867
	Tot.	311	836	264	998	2409

Traffic Lane Flows

Lane	Scenario 11: 2031 Base + Committed AM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	181
1/2	192
2/1	965
2/2	80
3/1	124
4/1	833
4/2	34
5/1	311
6/1	836
7/1	264
8/1	998

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	69.1 %	1870	1870
				Arm 7 Ahead	Inf	30.9 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.0 %	1950	1950
				Arm 8 Ahead	Inf	82.0 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	41.1 %	1956	1956
				Arm 6 Right	Inf	46.8 %		
				Arm 8 Left	Inf	12.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	21.6 %	1916	1916
				Arm 6 Ahead	Inf	78.4 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2031 Base + Committed PM Peak (v1)' (FG4: '2031 Base + Committed PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	78	41	121	240
	B	115	0	84	597	796
	C	39	129	0	29	197
	D	190	736	13	0	939
	Tot.	344	943	138	747	2172

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2031 Base + Committed PM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	119
1/2	121
2/1	681
2/2	115
3/1	197
4/1	926
4/2	13
5/1	344
6/1	943
7/1	138
8/1	747

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	65.5 %	1870	1870
				Arm 7 Ahead	Inf	34.5 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	12.3 %	1950	1950
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	19.8 %	1956	1956
				Arm 6 Right	Inf	65.5 %		
				Arm 8 Left	Inf	14.7 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	20.5 %	1916	1916
				Arm 6 Ahead	Inf	79.5 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: '2031 Base + Development AM Peak (v1)' (FG5: '2031 Base + Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	232	60	279	571
	B	106	0	174	791	1071
	C	48	59	0	15	122
	D	191	661	34	0	886
	Tot.	345	952	268	1085	2650

Traffic Lane Flows

Lane	Scenario 13: 2031 Base + Development AM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	292
1/2	279
2/1	965
2/2	106
3/1	122
4/1	852
4/2	34
5/1	345
6/1	952
7/1	268
8/1	1085

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	79.5 %	1870	1870
				Arm 7 Ahead	Inf	20.5 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.0 %	1950	1950
				Arm 8 Ahead	Inf	82.0 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	39.3 %	1956	1956
				Arm 6 Right	Inf	48.4 %		
				Arm 8 Left	Inf	12.3 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	22.4 %	1916	1916
				Arm 6 Ahead	Inf	77.6 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2031 Base + Development PM Peak (v1)' (FG6: '2031 Base + Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	127	40	157	324
	B	199	0	84	601	884
	C	42	129	0	29	200
	D	256	736	13	0	1005
	Tot.	497	992	137	787	2413

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2031 Base + Development PM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	167
1/2	157
2/1	685
2/2	199
3/1	200
4/1	992
4/2	13
5/1	497
6/1	992
7/1	137
8/1	787

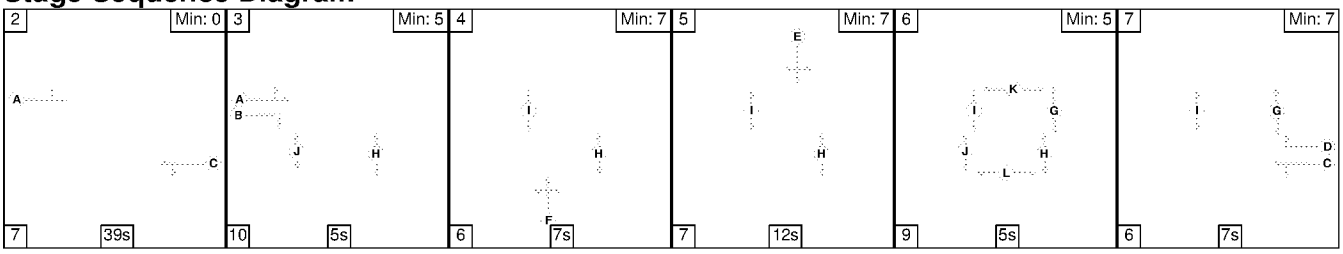
Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	76.0 %	1870	1870
				Arm 7 Ahead	Inf	24.0 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	12.3 %	1950	1950
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	21.0 %	1956	1956
				Arm 6 Right	Inf	64.5 %		
				Arm 8 Left	Inf	14.5 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	25.8 %	1916	1916
				Arm 6 Ahead	Inf	74.2 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2021 Base AM Peak' (FG1: '2021 Base AM Peak', Plan 1: 'Network Control Plan 1')

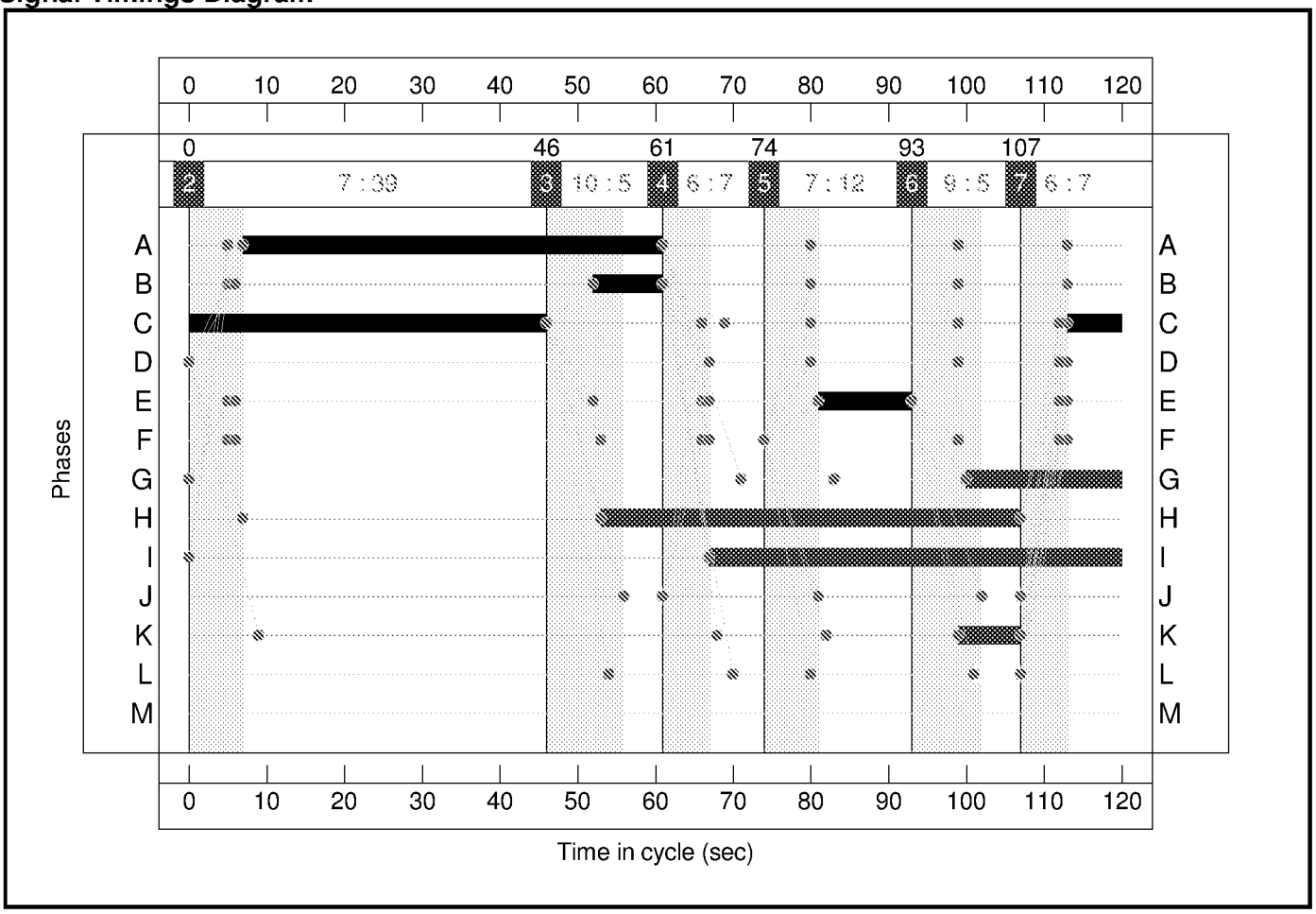
Stage Sequence Diagram



Stage Timings

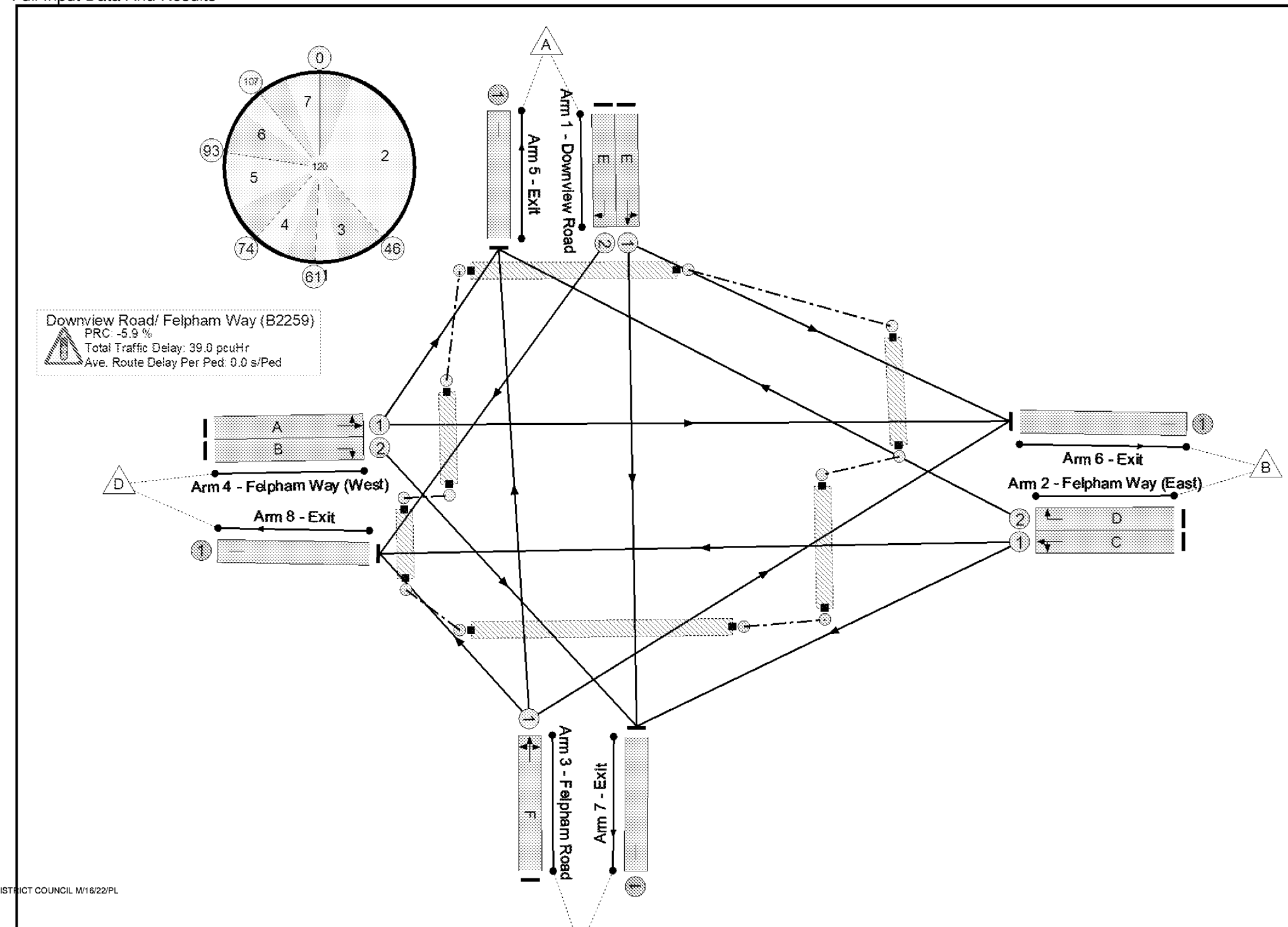
Stage	2	3	4	5	6	7
Duration	39	5	7	12	5	7
Change Point	0	46	61	74	93	107

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
107
7
8
93
2
120
5
4
3
74
46
61
Downview Road/ Felpham Way (B2259)
PRC: -5.9 %
Total Traffic Delay: 39.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
E
E
A
B
Arm 4 - Felpham Way (West)
D
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham Road
Arm 7 - Exit
F

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.3%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.3%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	12	-	167	1870	203	82.4%
1/2	Downview Road Right	U	N/A	N/A	E		1	12	-	179	1870	203	88.4%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	53	-	836	1950	878	95.3%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	7	-	73	1950	130	56.2%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	7	-	116	1956	130	89.0%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	54	-	672	1916	878	76.5%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	32	1916	160	20.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	289	1940	1940	14.9%
6/1	Exit	U	N/A	N/A	-		-	-	-	673	1940	1940	34.7%
7/1	Exit	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	20	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	54	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	53	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**20.8**	**18.1**	**0.0**	**39.0**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**20.8**	**18.1**	**0.0**	**39.0**	**-**	**-**	**-**	**-**
1/1	167	167	-	-	-	2.4	2.1	-	4.5	97.6	5.4	2.1	7.5
1/2	179	179	-	-	-	2.6	3.0	-	5.6	113.5	5.9	3.0	8.9
2/1	836	836	-	-	-	7.4	7.4	-	14.8	63.7	26.7	7.4	34.1
2/2	73	73	-	-	-	1.1	0.6	-	1.7	85.2	2.4	0.6	3.0
3/1	116	116	-	-	-	1.8	2.9	-	4.7	144.9	3.8	2.9	6.7
4/1	672	672	-	-	-	5.1	1.6	-	6.7	35.7	18.7	1.6	20.3
4/2	32	32	-	-	-	0.5	0.1	-	0.6	65.4	1.0	0.1	1.1
5/1	289	289	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	673	673	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
7/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

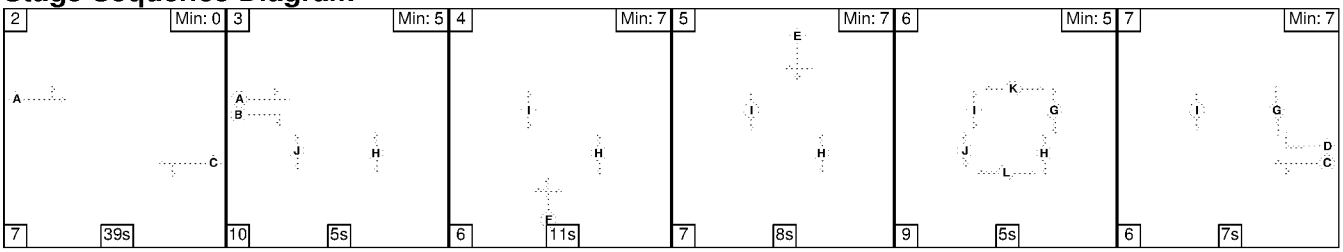
C1 PRC for Signalled Lanes (%): -5.9 Total Delay for Signalled Lanes (pcuHr): 38.61 Cycle Time (s): 120
PRC Over All Lanes (%): -5.9 Total Delay Over All Lanes(pcuHr): 38.97

Full Input Data And Results

Full Input Data And Results

Scenario 2: '2021 Base PM Peak' (FG2: '2021 Base PM Peak', Plan 1: 'Network Control Plan 1')

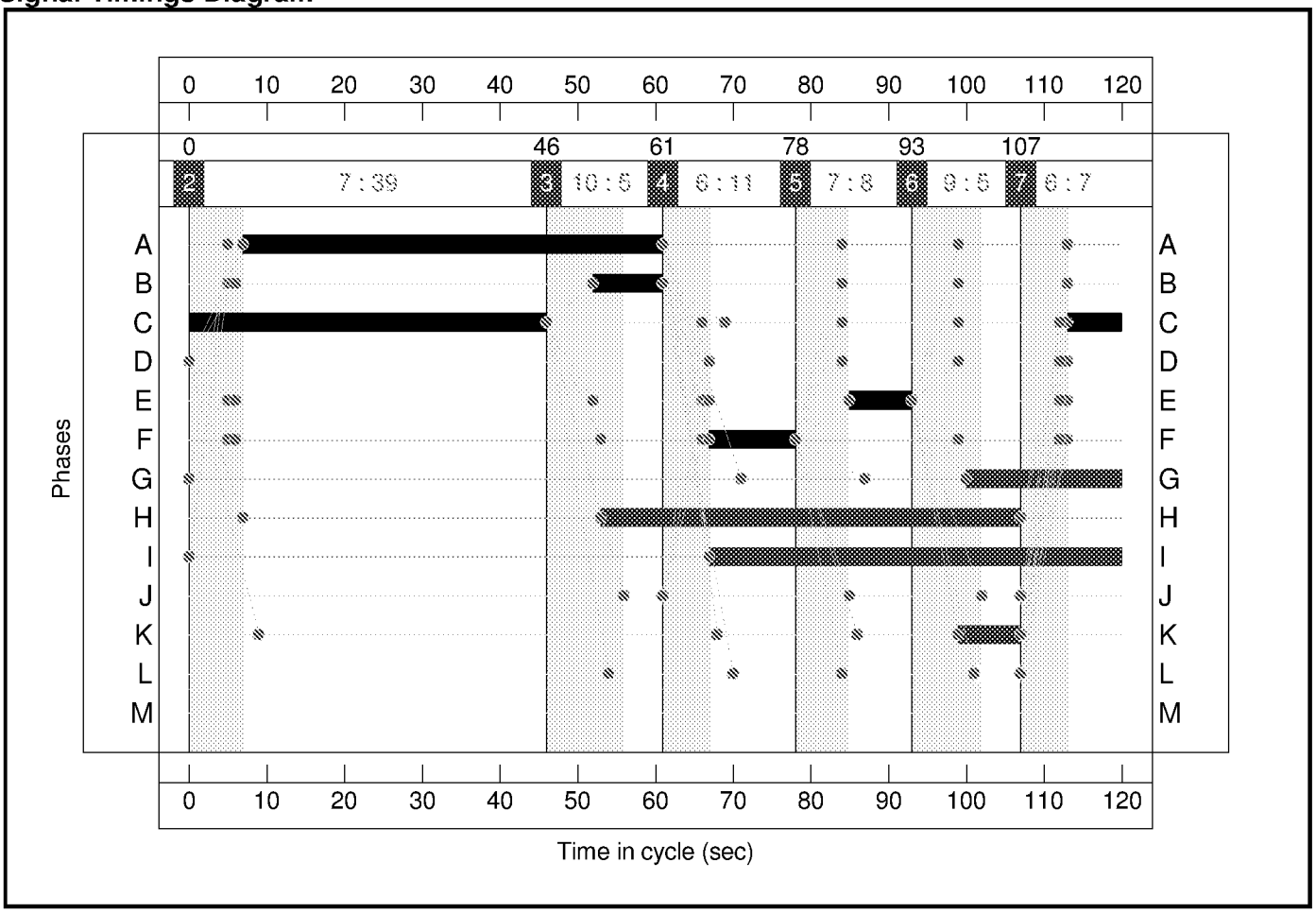
Stage Sequence Diagram



Stage Timings

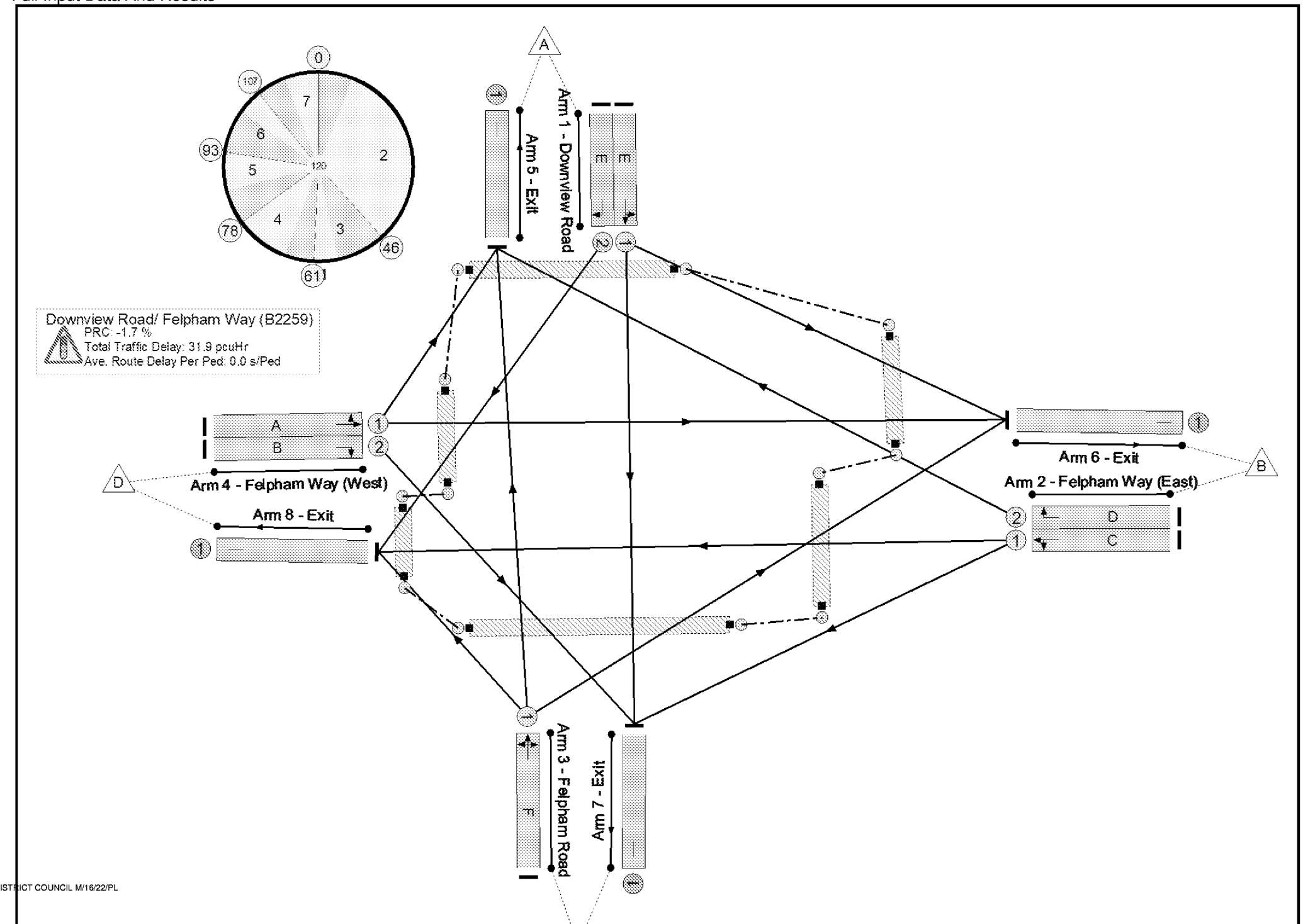
Stage	2	3	4	5	6	7
Duration	39	5	11	8	5	7
Change Point	0	46	61	78	93	107

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
107
7
8
93
2
5
120
4
3
78
46
61
Downview Road/ Felpham Way (B2259)
PRC: -1.7 %
Total Traffic Delay: 31.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
E
E
A
B
Arm 4 - Felpham Way (West)
Arm 8 - Exit
D
Arm 6 - Exit
Arm 2 - Felpham Way (East)
B
D
C
F
Arm 3 - Felpham Road
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	8	-	106	1870	140	75.6%
1/2	Downview Road Right	U	N/A	N/A	E		1	8	-	112	1870	140	79.9%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	53	-	529	1950	878	60.3%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	7	-	105	1950	130	80.8%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	11	-	179	1956	196	91.5%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	54	-	787	1916	878	89.6%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	12	1916	160	7.5%
5/1	Exit	U	N/A	N/A	-		-	-	-	317	1940	1940	16.3%
6/1	Exit	U	N/A	N/A	-		-	-	-	795	1940	1940	41.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	126	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	20	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	54	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	53	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**17.9**	**14.0**	**0.0**	**31.9**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**17.9**	**14.0**	**0.0**	**31.9**	**-**	**-**	**-**	**-**
1/1	106	106	-	-	-	1.6	1.4	-	3.0	102.9	3.4	1.4	4.9
1/2	112	112	-	-	-	1.7	1.8	-	3.5	111.3	3.7	1.8	5.4
2/1	529	529	-	-	-	3.7	0.8	-	4.4	30.1	13.2	0.8	14.0
2/2	105	105	-	-	-	1.6	1.8	-	3.4	118.1	3.4	1.8	5.3
3/1	179	179	-	-	-	2.7	3.7	-	6.4	128.4	5.9	3.7	9.6
4/1	787	787	-	-	-	6.5	4.0	-	10.5	48.0	24.0	4.0	28.0
4/2	12	12	-	-	-	0.2	0.0	-	0.2	63.1	0.4	0.0	0.4
5/1	317	317	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	795	795	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

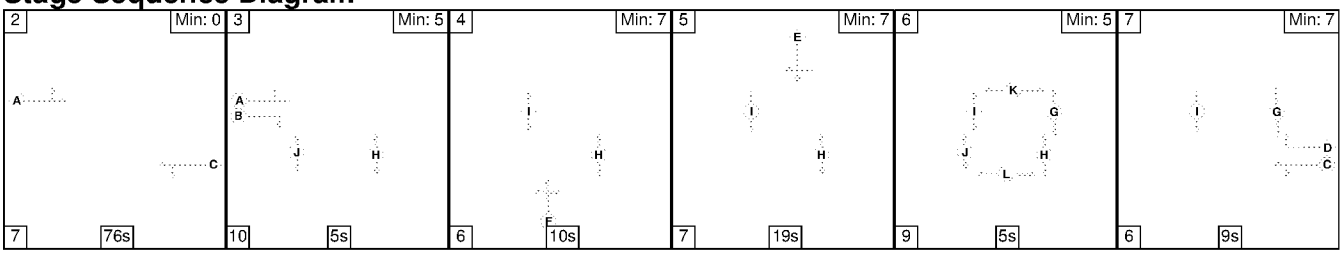
C1 PRC for Signalled Lanes (%): -1.7 Total Delay for Signalled Lanes (pcuHr): 31.45 Cycle Time (s): 120
PRC Over All Lanes (%): -1.7 Total Delay Over All Lanes(pcuHr): 31.89

Full Input Data And Results

Full Input Data And Results

Scenario 3: '2031 Base + Committed AM Peak' (FG3: '2031 Base + Committed AM Peak', Plan 1: 'Network Control Plan 1')

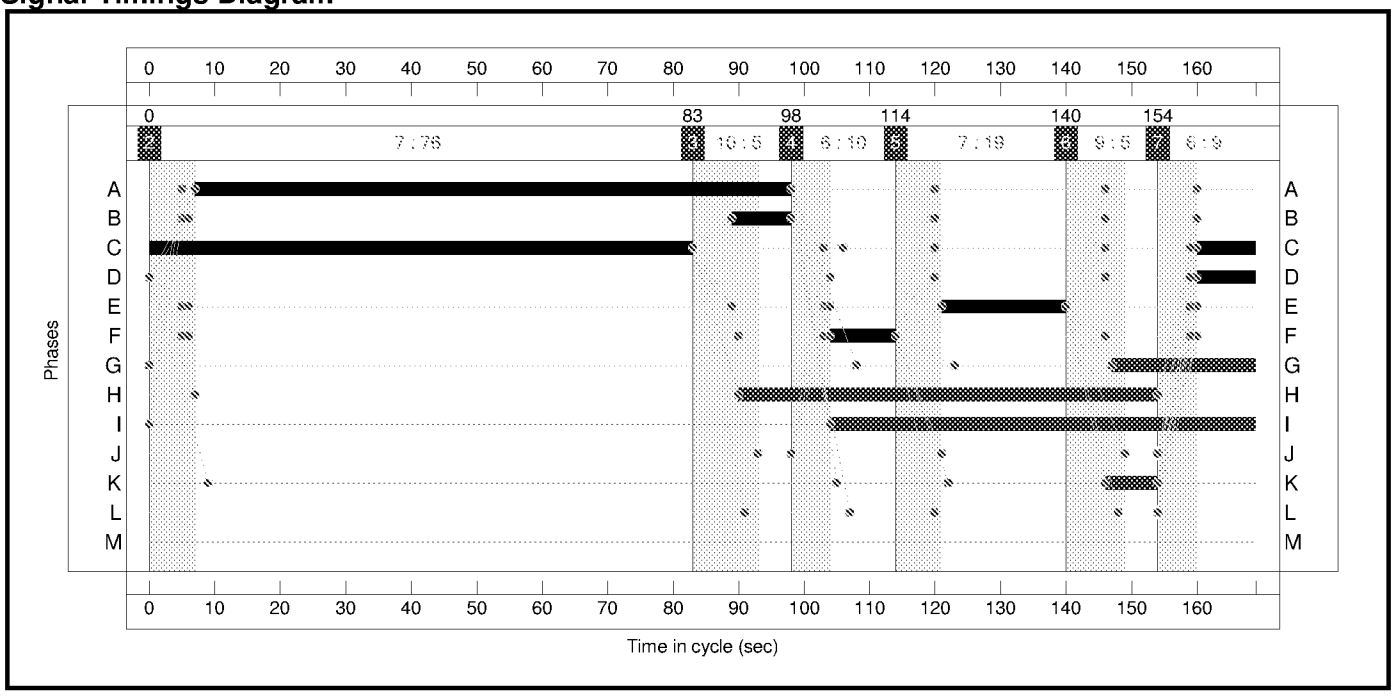
Stage Sequence Diagram



Stage Timings

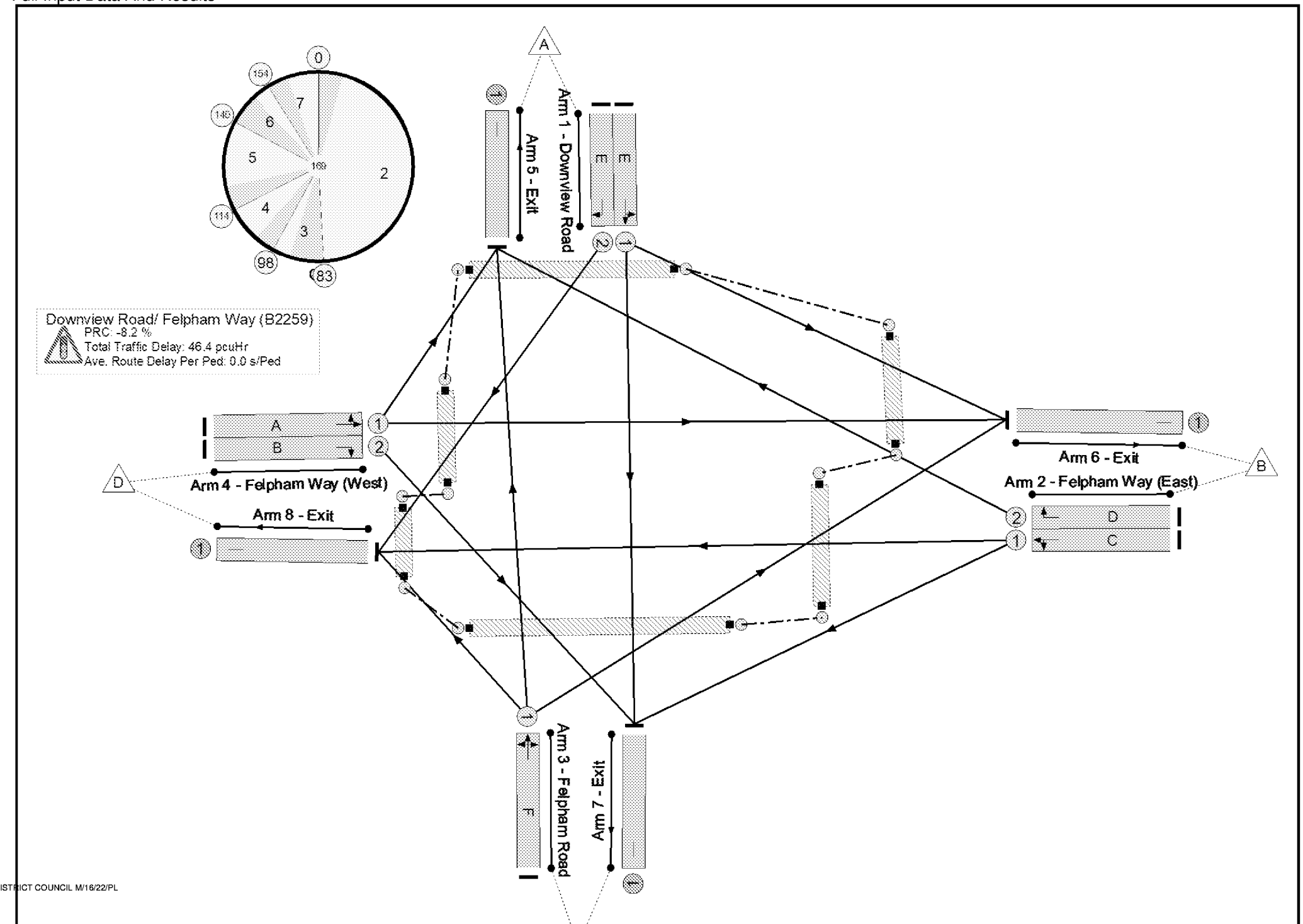
Stage	2	3	4	5	6	7
Duration	76	5	10	19	5	9
Change Point	0	83	98	114	140	154

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
154
7
146
6
5
169
2
4
114
3
98
83
Downview Road/ Felpham Way (B2259)
PRC: -8.2 %
Total Traffic Delay: 46.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
E
E
A
B
Arm 4 - Felpham Way (West)
D
Arm 8 - Exit
Arm 6 - Exit
Arm 2 - Felpham Way (East)
B
D
C
F
Arm 3 - Felpham Road
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.4%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.4%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	19	-	181	1870	221	81.8%
1/2	Downview Road Right	U	N/A	N/A	E		1	19	-	192	1870	221	86.8%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	92	-	965	1950	1073	89.9%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	9	-	80	1950	115	69.3%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	10	-	124	1956	127	97.4%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	91	-	833	1916	1043	79.9%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	34	1916	113	30.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	311	1940	1940	16.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	836	1940	1940	43.1%
7/1	Exit	U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	998	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	22	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	64	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	65	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**29.0**	**17.4**	**0.0**	**46.4**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**29.0**	**17.4**	**0.0**	**46.4**	**-**	**-**	**-**	**-**
1/1	181	181	-	-	-	3.7	2.0	-	5.7	113.3	8.2	2.0	10.3
1/2	192	192	-	-	-	3.9	2.8	-	6.7	124.9	8.9	2.8	11.6
2/1	965	965	-	-	-	9.1	4.1	-	13.2	49.3	40.2	4.1	44.4
2/2	80	80	-	-	-	1.7	1.1	-	2.8	126.0	3.7	1.1	4.7
3/1	124	124	-	-	-	2.7	4.8	-	7.5	218.2	5.8	4.8	10.6
4/1	833	833	-	-	-	7.2	1.9	-	9.1	39.4	31.5	1.9	33.4
4/2	34	34	-	-	-	0.7	0.2	-	0.9	98.7	1.5	0.2	1.7
5/1	311	311	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	836	836	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
7/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

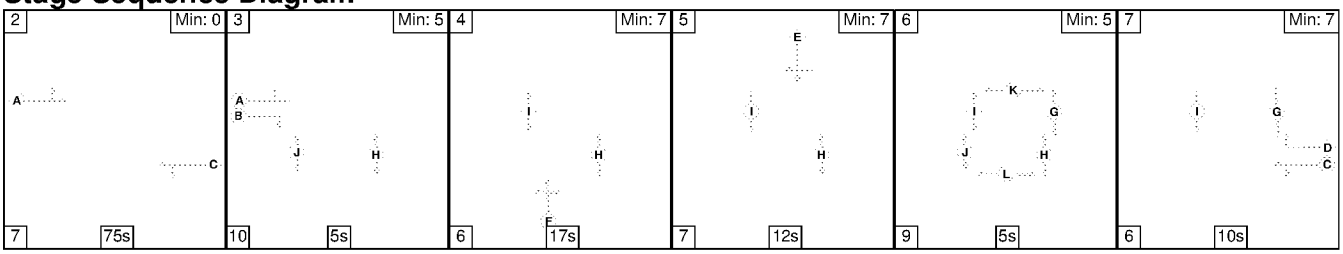
C1 PRC for Signalled Lanes (%): -8.2 Total Delay for Signalled Lanes (pcuHr): 45.95 Cycle Time (s): 169
PRC Over All Lanes (%): -8.2 Total Delay Over All Lanes(pcuHr): 46.42

Full Input Data And Results

Full Input Data And Results

Scenario 4: '2031 Base + Committed PM Peak' (FG4: '2031 Base + Committed PM Peak', Plan 1: 'Network Control Plan 1')

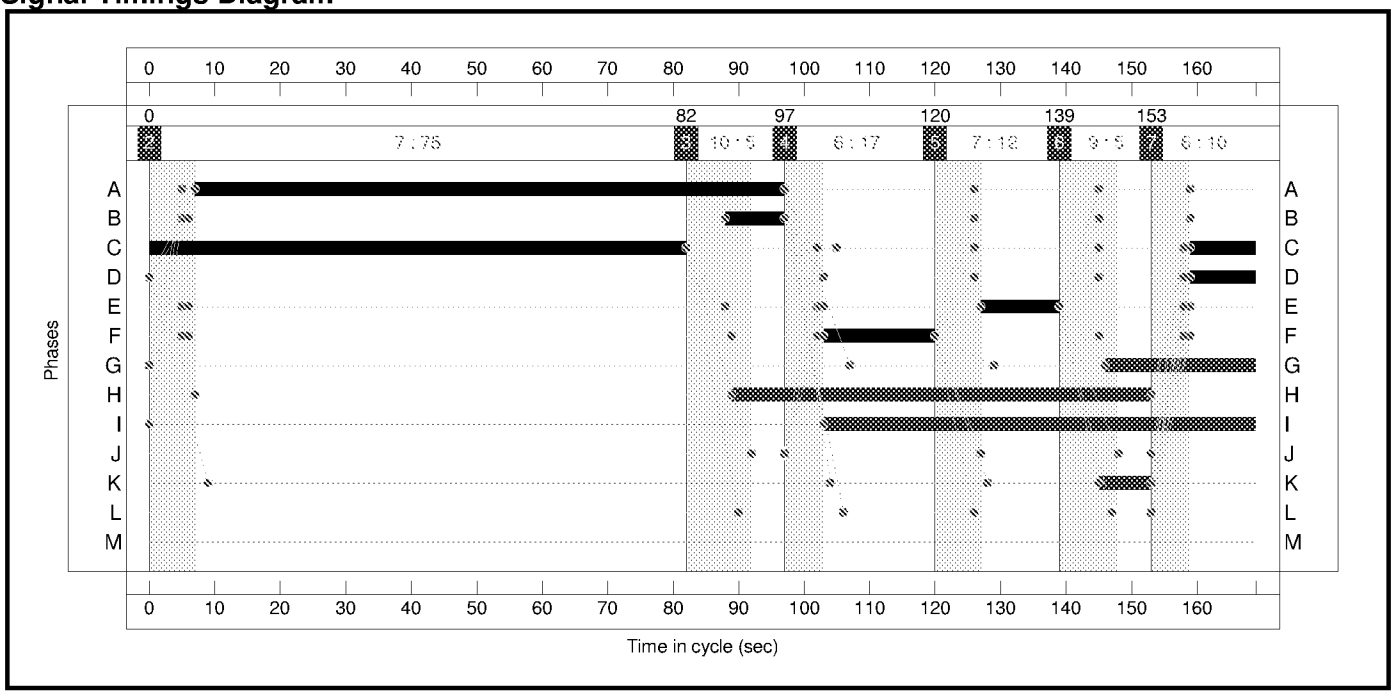
Stage Sequence Diagram



Stage Timings

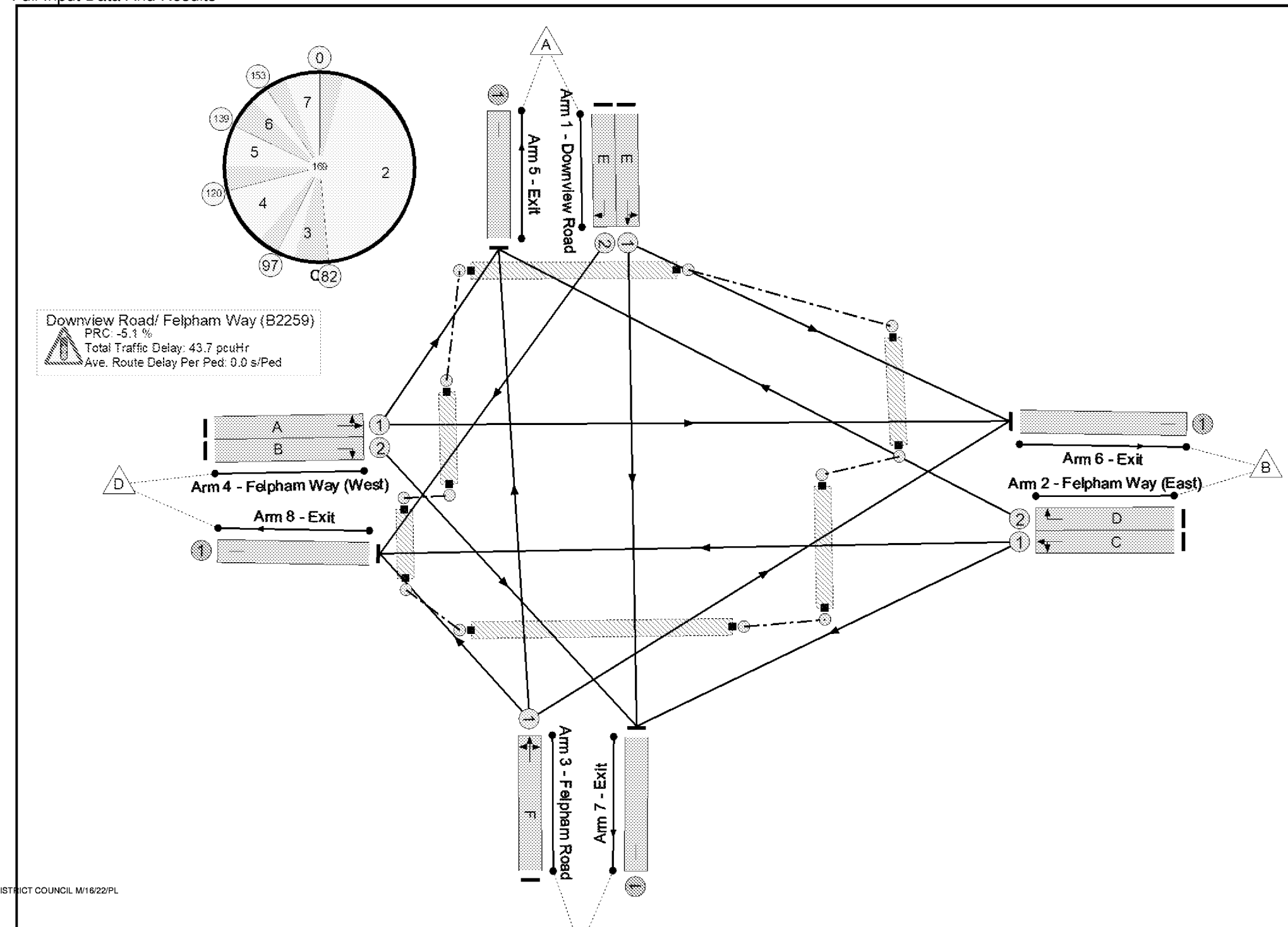
Stage	2	3	4	5	6	7
Duration	75	5	17	12	5	10
Change Point	0	82	97	120	139	153

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
153
7
6
139
5
169
2
120
4
3
97
82
Downview Road/ Felpham Way (B2259)
PRC: -5.1 %
Total Traffic Delay: 43.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
E
E
A
B
Arm 4 - Felpham Way (West)
D
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
F
Arm 3 - Felpham Road
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.6%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.6%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	12	-	119	1870	144	82.7%
1/2	Downview Road Right	U	N/A	N/A	E		1	12	-	121	1870	144	84.1%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	92	-	681	1950	1073	63.5%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	10	-	115	1950	127	90.6%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	17	-	197	1956	208	94.6%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	90	-	926	1916	1032	89.8%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	13	1916	113	11.5%
5/1	Exit	U	N/A	N/A	-		-	-	-	344	1940	1940	17.7%
6/1	Exit	U	N/A	N/A	-		-	-	-	943	1940	1940	48.6%
7/1	Exit	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	23	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	64	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	66	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**25.9**	**17.7**	**0.0**	**43.7**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**25.9**	**17.7**	**0.0**	**43.7**	**-**	**-**	**-**	**-**
1/1	119	119	-	-	-	2.5	2.1	-	4.6	139.1	5.5	2.1	7.5
1/2	121	121	-	-	-	2.6	2.2	-	4.8	143.0	5.6	2.2	7.8
2/1	681	681	-	-	-	5.0	0.9	-	5.8	30.8	21.9	0.9	22.8
2/2	115	115	-	-	-	2.5	3.2	-	5.7	177.2	5.3	3.2	8.5
3/1	197	197	-	-	-	4.1	4.7	-	8.8	161.5	9.1	4.7	13.9
4/1	926	926	-	-	-	9.0	4.1	-	13.0	50.6	38.6	4.1	42.7
4/2	13	13	-	-	-	0.3	0.1	-	0.3	93.2	0.6	0.1	0.6
5/1	344	344	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	943	943	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
7/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

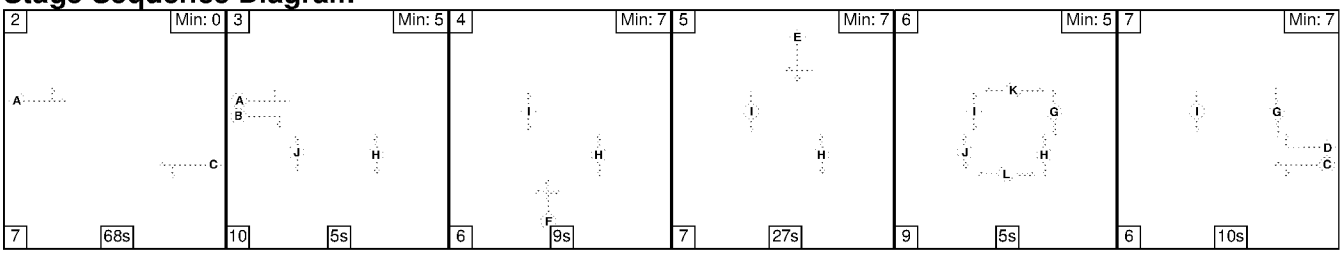
C1 PRC for Signalled Lanes (%): -5.1 Total Delay for Signalled Lanes (pcuHr): 43.10 Cycle Time (s): 169
PRC Over All Lanes (%): -5.1 Total Delay Over All Lanes(pcuHr): 43.68

Full Input Data And Results

Full Input Data And Results

Scenario 5: '2031 Base + Development AM Peak' (FG5: '2031 Base + Development AM Peak', Plan 1: 'Network Control Plan 1')

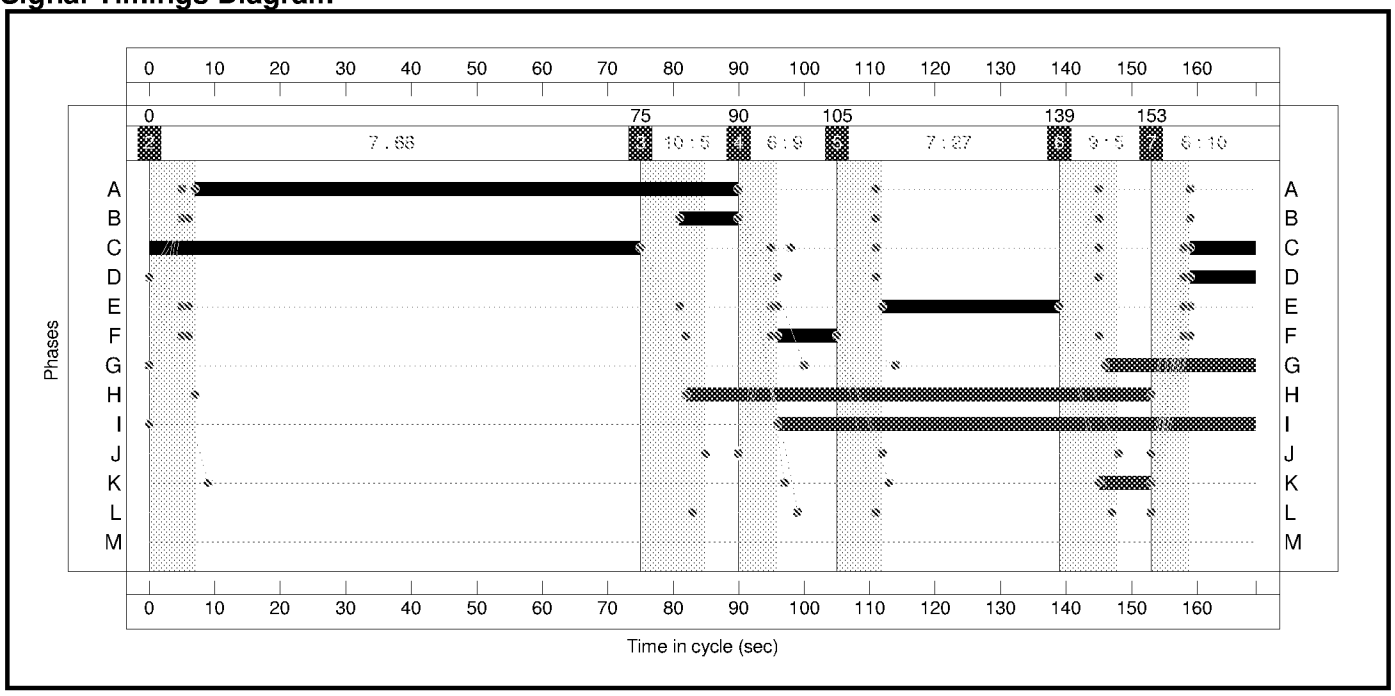
Stage Sequence Diagram



Stage Timings

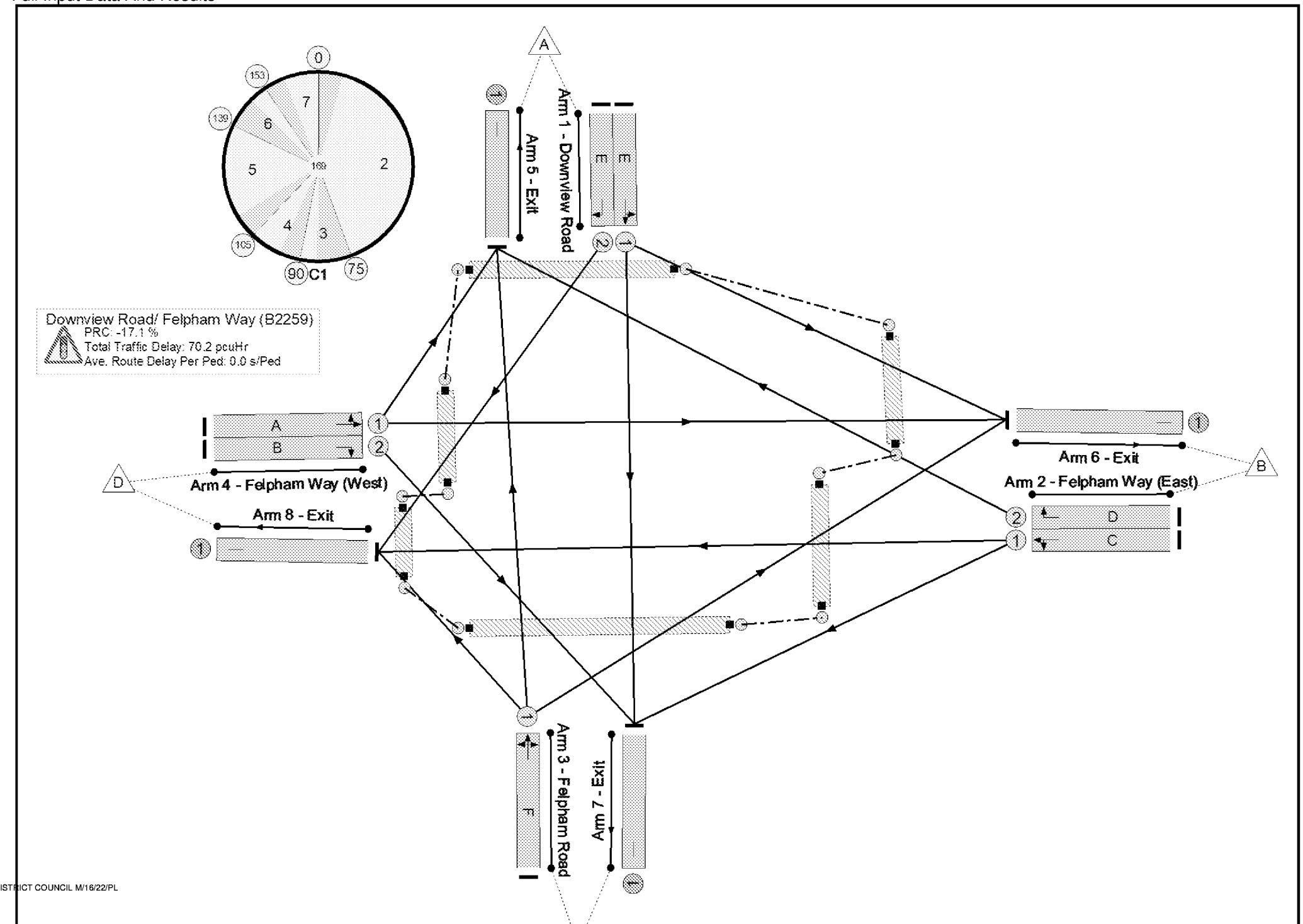
Stage	2	3	4	5	6	7
Duration	68	5	9	27	5	10
Change Point	0	75	90	105	139	153

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
153
7
139
6
169
2
5
4
3
165
90
C1
75
Downview Road/ Felpham Way (B2259)
PRC: -17.1 %
Total Traffic Delay: 70.2 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
E
E
A
B
Arm 4 - Felpham Way (West)
D
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham Road
Arm 7 - Exit
F

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.4%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.4%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	27	-	292	1870	310	94.2%
1/2	Downview Road Right	U	N/A	N/A	E		1	27	-	279	1870	310	90.1%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	85	-	965	1950	992	97.2%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	10	-	106	1950	127	83.5%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	9	-	122	1956	116	105.4%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	83	-	852	1916	952	89.5%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	34	1916	113	30.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	345	1940	1940	17.7%
6/1	Exit	U	N/A	N/A	-		-	-	-	952	1940	1940	48.9%
7/1	Exit	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1085	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	23	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	71	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	73	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**37.1**	**33.1**	**0.0**	**70.2**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**37.1**	**33.1**	**0.0**	**70.2**	**-**	**-**	**-**	**-**
1/1	292	292	-	-	-	5.7	5.2	-	10.8	133.6	13.5	5.2	18.7
1/2	279	279	-	-	-	5.4	3.7	-	9.0	116.3	12.8	3.7	16.4
2/1	965	965	-	-	-	10.8	10.1	-	21.0	78.2	44.0	10.1	54.1
2/2	106	106	-	-	-	2.3	2.1	-	4.4	149.7	4.9	2.1	7.0
3/1	122	116	-	-	-	3.1	7.3	-	10.4	307.1	6.0	7.3	13.3
4/1	852	852	-	-	-	9.1	3.9	-	13.0	55.1	36.2	3.9	40.1
4/2	34	34	-	-	-	0.7	0.2	-	0.9	98.7	1.5	0.2	1.7
5/1	343	343	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	949	949	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
7/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

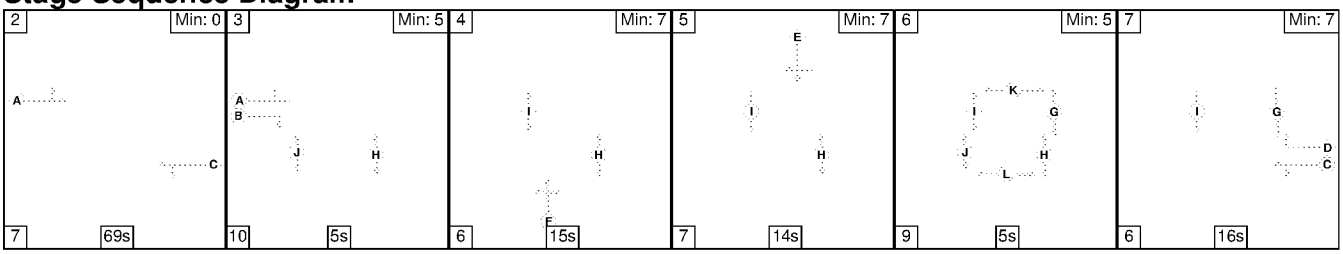
C1 PRC for Signalled Lanes (%): -17.1 Total Delay for Signalled Lanes (pcuHr): 69.60 Cycle Time (s): 169
PRC Over All Lanes (%): -17.1 Total Delay Over All Lanes(pcuHr): 70.19

Full Input Data And Results

Full Input Data And Results

Scenario 6: '2031 Base + Development PM Peak' (FG6: '2031 Base + Development PM Peak', Plan 1: 'Network Control Plan 1')

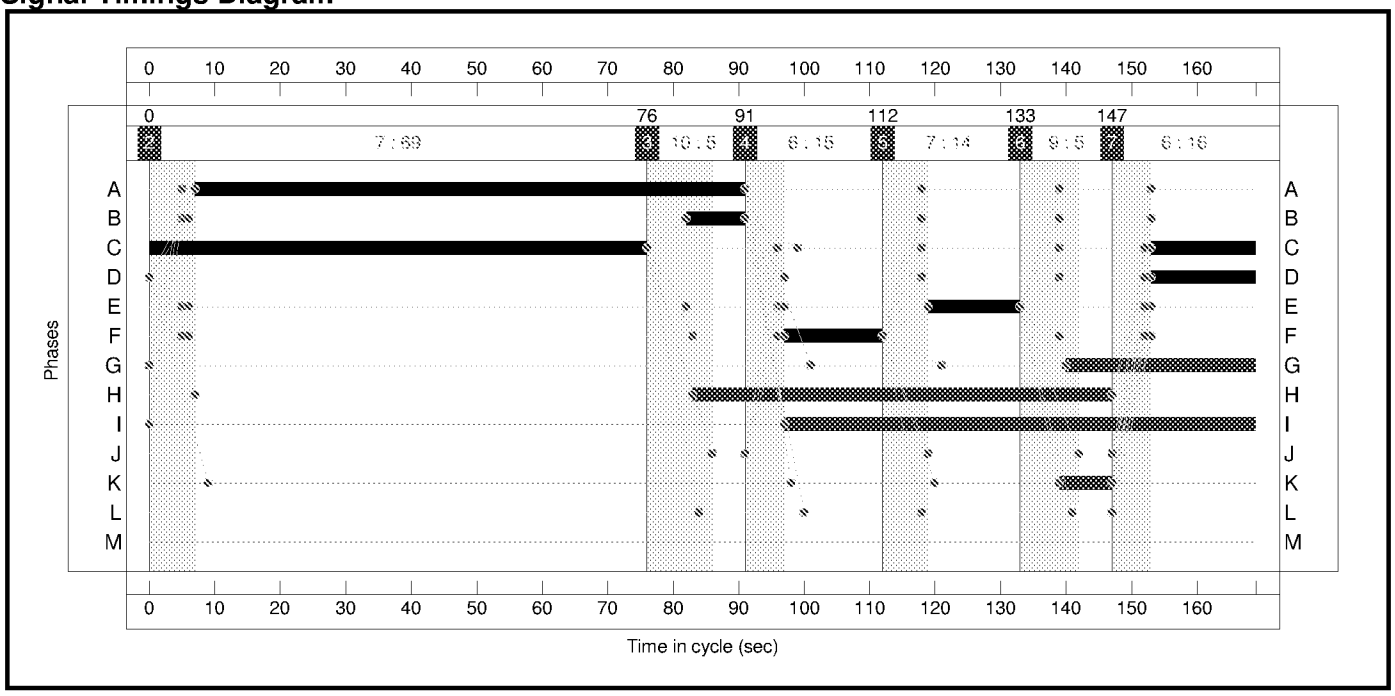
Stage Sequence Diagram



Stage Timings

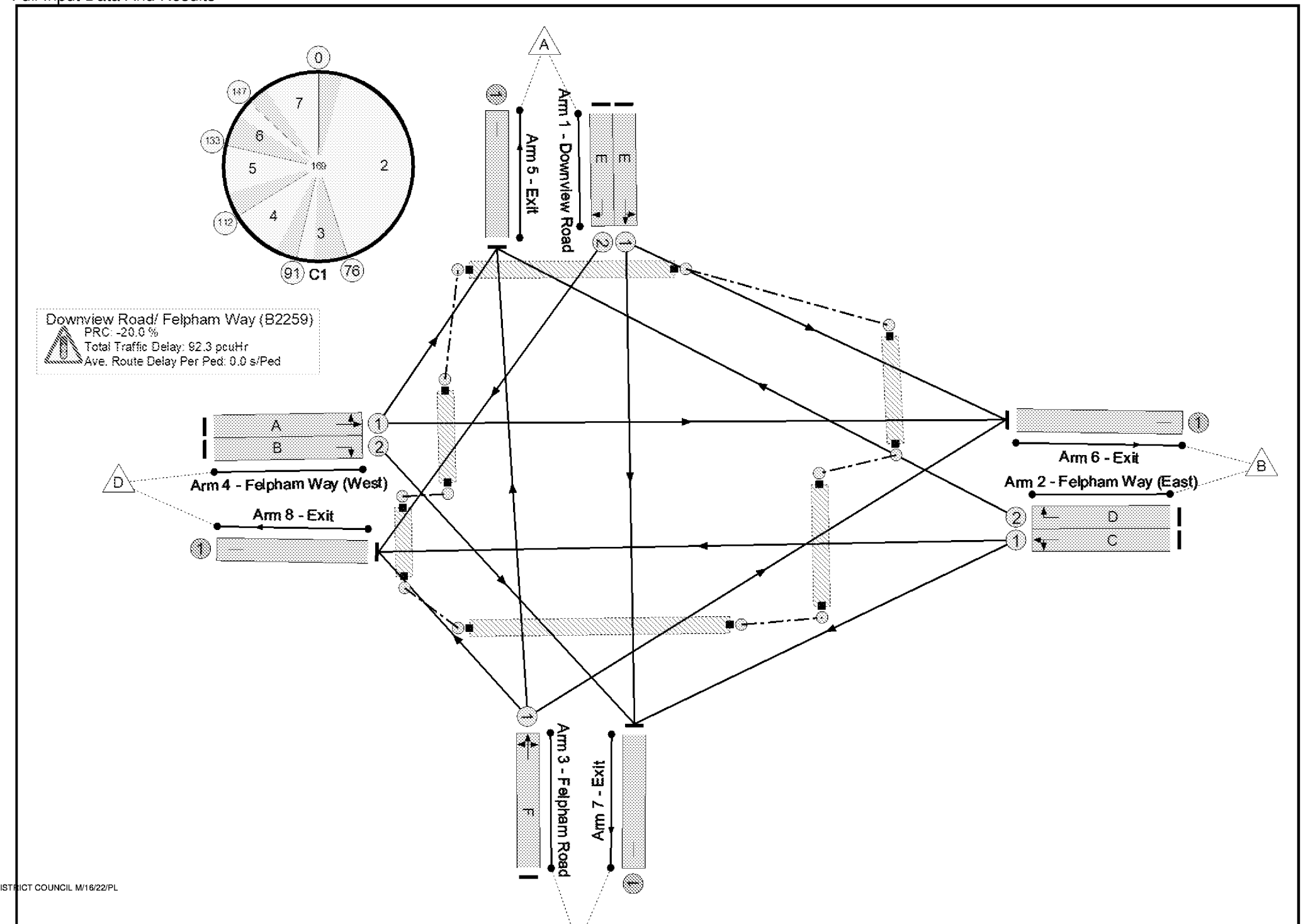
Stage	2	3	4	5	6	7
Duration	69	5	15	14	5	16
Change Point	0	76	91	112	133	147

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
147
7
8
133
5
169
2
4
3
112
91
C1
76
Downview Road/ Felpham Way (B2259)
PRC: -20.0 %
Total Traffic Delay: 92.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
E
E
A
B
Arm 4 - Felpham Way (West)
D
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham Road
Arm 7 - Exit
F

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.0%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.0%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	14	-	167	1870	166	100.6%
1/2	Downview Road Right	U	N/A	N/A	E		1	14	-	157	1870	166	94.6%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	92	-	685	1950	1073	63.8%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	16	-	199	1950	196	101.5%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	15	-	200	1956	185	108.0%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	84	-	992	1916	964	102.9%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	13	1916	113	11.5%
5/1	Exit	U	N/A	N/A	-		-	-	-	497	1940	1940	24.9%
6/1	Exit	U	N/A	N/A	-		-	-	-	992	1940	1940	49.5%
7/1	Exit	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	29	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	64	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	72	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**35.8**	**56.6**	**0.0**	**92.3**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**35.8**	**56.6**	**0.0**	**92.3**	**-**	**-**	**-**	**-**
1/1	167	166	-	-	-	3.6	6.7	-	10.4	223.2	7.9	6.7	14.6
1/2	157	157	-	-	-	3.3	4.4	-	7.8	177.7	7.3	4.4	11.7
2/1	685	685	-	-	-	5.0	0.9	-	5.9	31.0	22.3	0.9	23.1
2/2	199	196	-	-	-	4.5	7.8	-	12.3	222.0	9.5	7.8	17.3
3/1	200	185	-	-	-	5.2	11.7	-	16.9	304.0	10.1	11.7	21.8
4/1	992	964	-	-	-	13.8	24.4	-	38.2	138.6	47.9	24.4	72.2
4/2	13	13	-	-	-	0.3	0.1	-	0.3	93.2	0.6	0.1	0.6
5/1	484	484	-	-	-	0.0	0.2	-	0.2	1.2	4.3	0.2	4.5
6/1	961	961	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
7/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

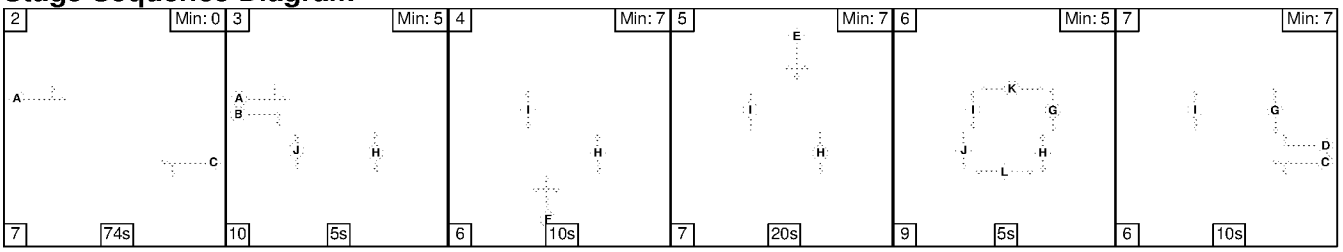
C1 PRC for Signalled Lanes (%): -20.0 Total Delay for Signalled Lanes (pcuHr): 91.68 Cycle Time (s): 169
PRC Over All Lanes (%): -20.0 Total Delay Over All Lanes(pcuHr): 92.34

Full Input Data And Results

Full Input Data And Results

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

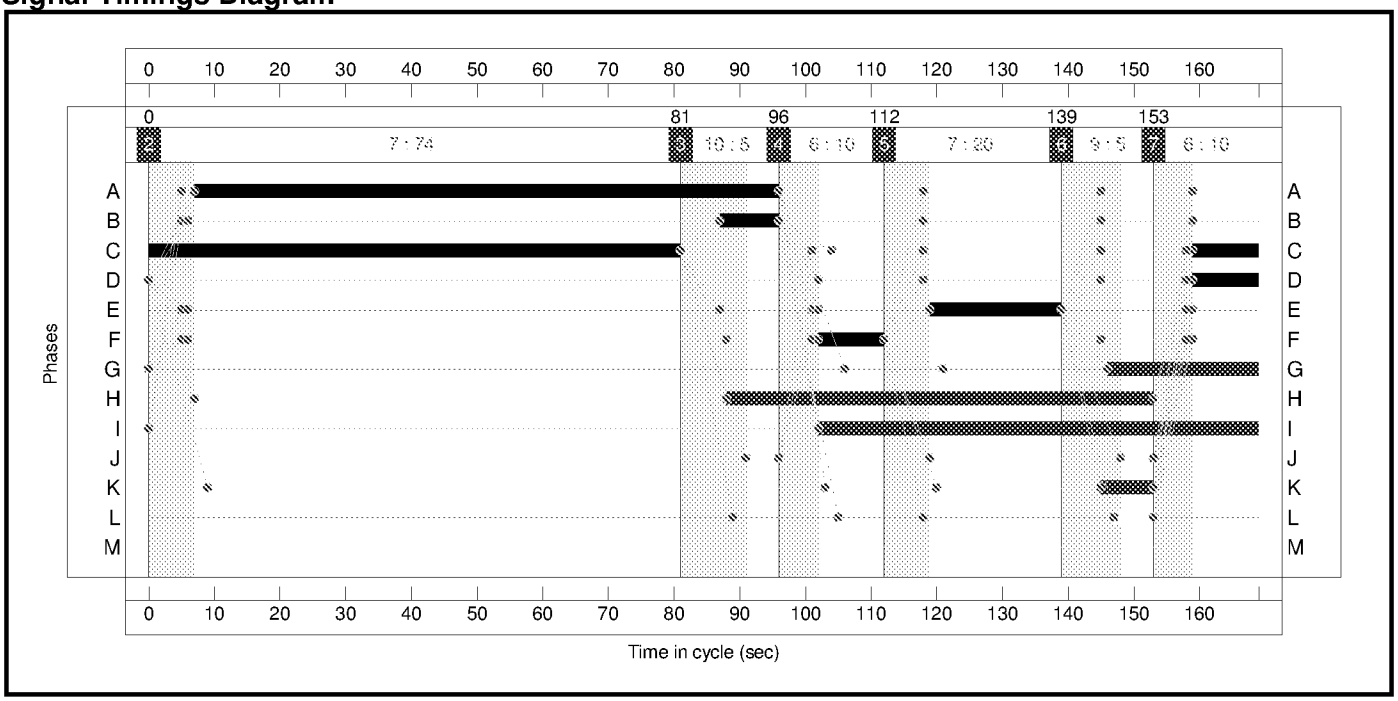
Stage Sequence Diagram



Stage Timings

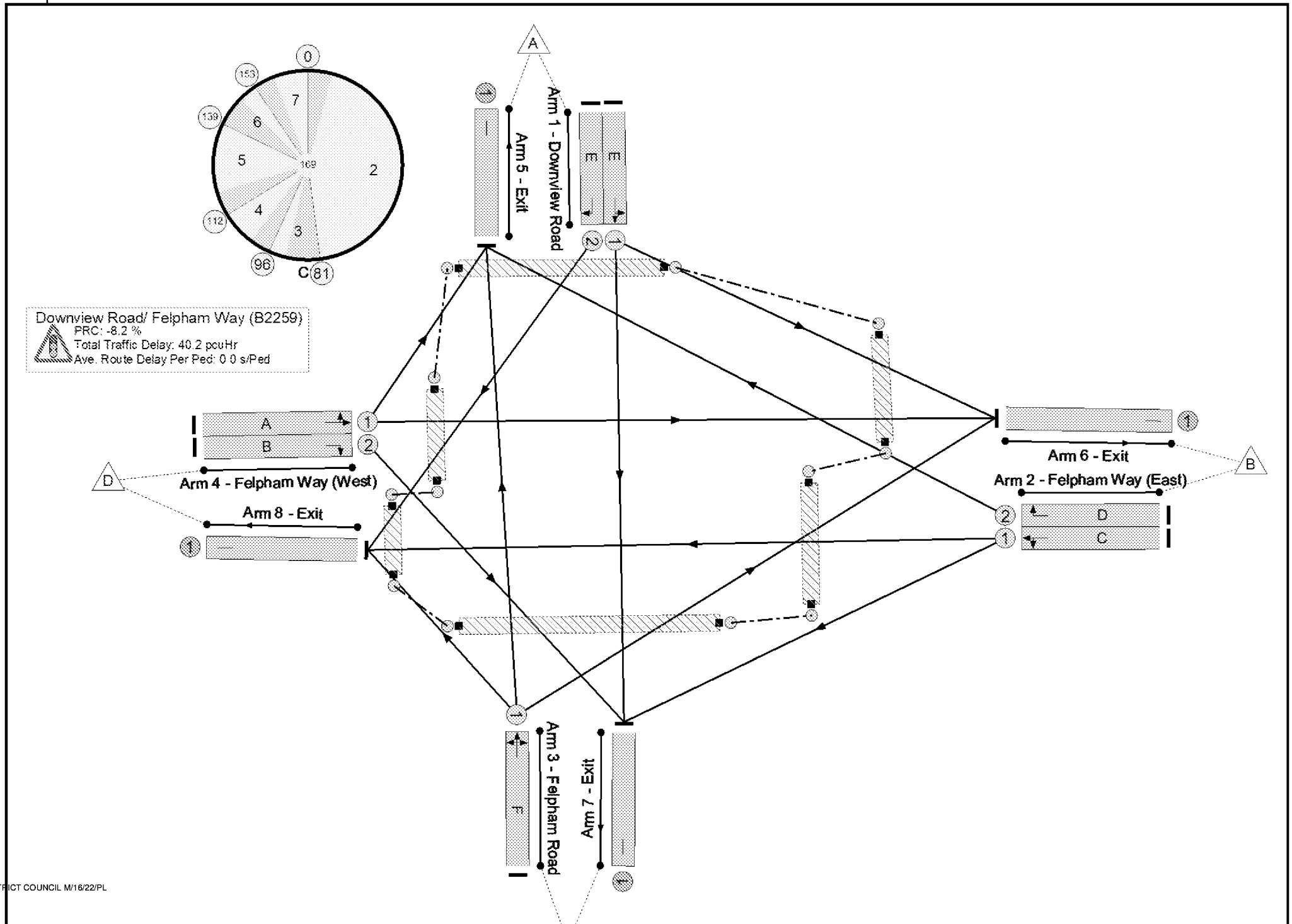
Stage	2	3	4	5	6	7
Duration	74	5	10	20	5	10
Change Point	0	81	96	112	139	153

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
153
7
139
6
5
169
2
4
112
3
96
C
81
Downview Road/ Felpham Way (B2259)
PRC: -8.2 %
Total Traffic Delay: 40.2 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
B
Arm 6 - Exit
Arm 2 - Felpham Way (East)
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 3 - Felpham Road
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.4%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.4%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	20	-	179	1870	232	77.0%
1/2	Downview Road Right	U	N/A	N/A	E		1	20	-	192	1870	232	82.6%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	91	-	896	1950	1062	84.4%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	10	-	78	1950	127	61.5%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	10	-	124	1956	127	97.4%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	89	-	720	1916	1020	70.6%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	34	1916	113	30.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	309	1940	1940	15.9%
6/1	Exit	U	N/A	N/A	-		-	-	-	721	1940	1940	37.2%
7/1	Exit	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	23	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	65	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	67	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**26.5**	**13.7**	**0.0**	**40.2**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**26.5**	**13.7**	**0.0**	**40.2**	**-**	**-**	**-**	**-**
1/1	179	179	-	-	-	3.6	1.6	-	5.1	103.5	8.1	1.6	9.7
1/2	192	192	-	-	-	3.9	2.1	-	6.0	112.5	8.7	2.1	10.9
2/1	896	896	-	-	-	8.1	2.6	-	10.7	43.0	35.3	2.6	38.0
2/2	78	78	-	-	-	1.7	0.8	-	2.4	112.6	3.6	0.8	4.3
3/1	124	124	-	-	-	2.7	4.8	-	7.5	218.2	5.8	4.8	10.6
4/1	720	720	-	-	-	5.9	1.2	-	7.1	35.5	25.2	1.2	26.4
4/2	34	34	-	-	-	0.7	0.2	-	0.9	98.7	1.5	0.2	1.7
5/1	309	309	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	721	721	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

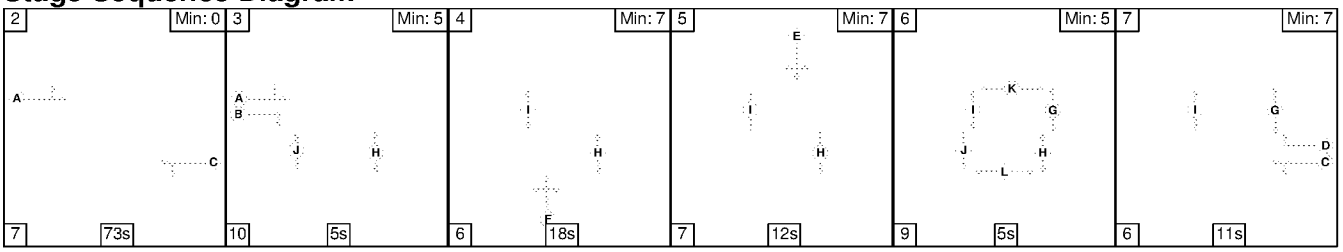
C1 PRC for Signalled Lanes (%): -8.2 Total Delay for Signalled Lanes (pcuHr): 39.84 Cycle Time (s): 169
PRC Over All Lanes (%): -8.2 Total Delay Over All Lanes(pcuHr): 40.23

Full Input Data And Results

Full Input Data And Results

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

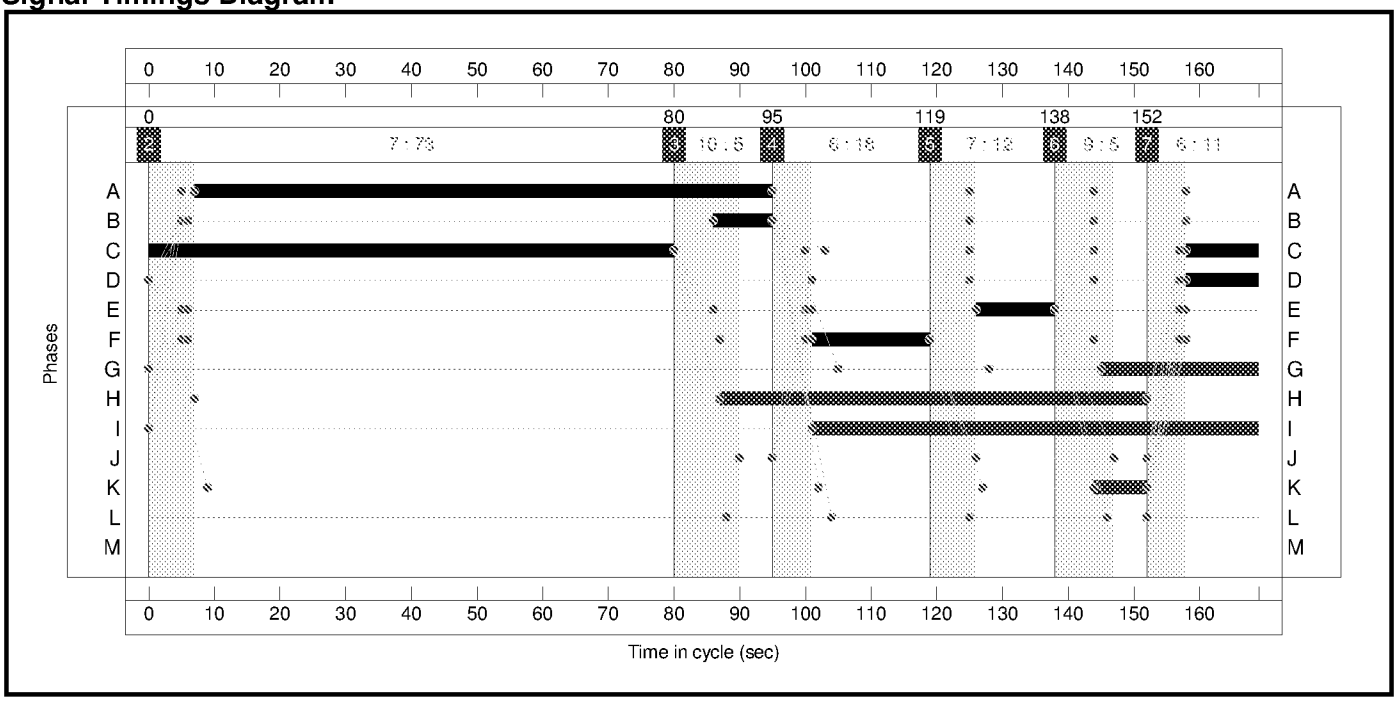
Stage Sequence Diagram



Stage Timings

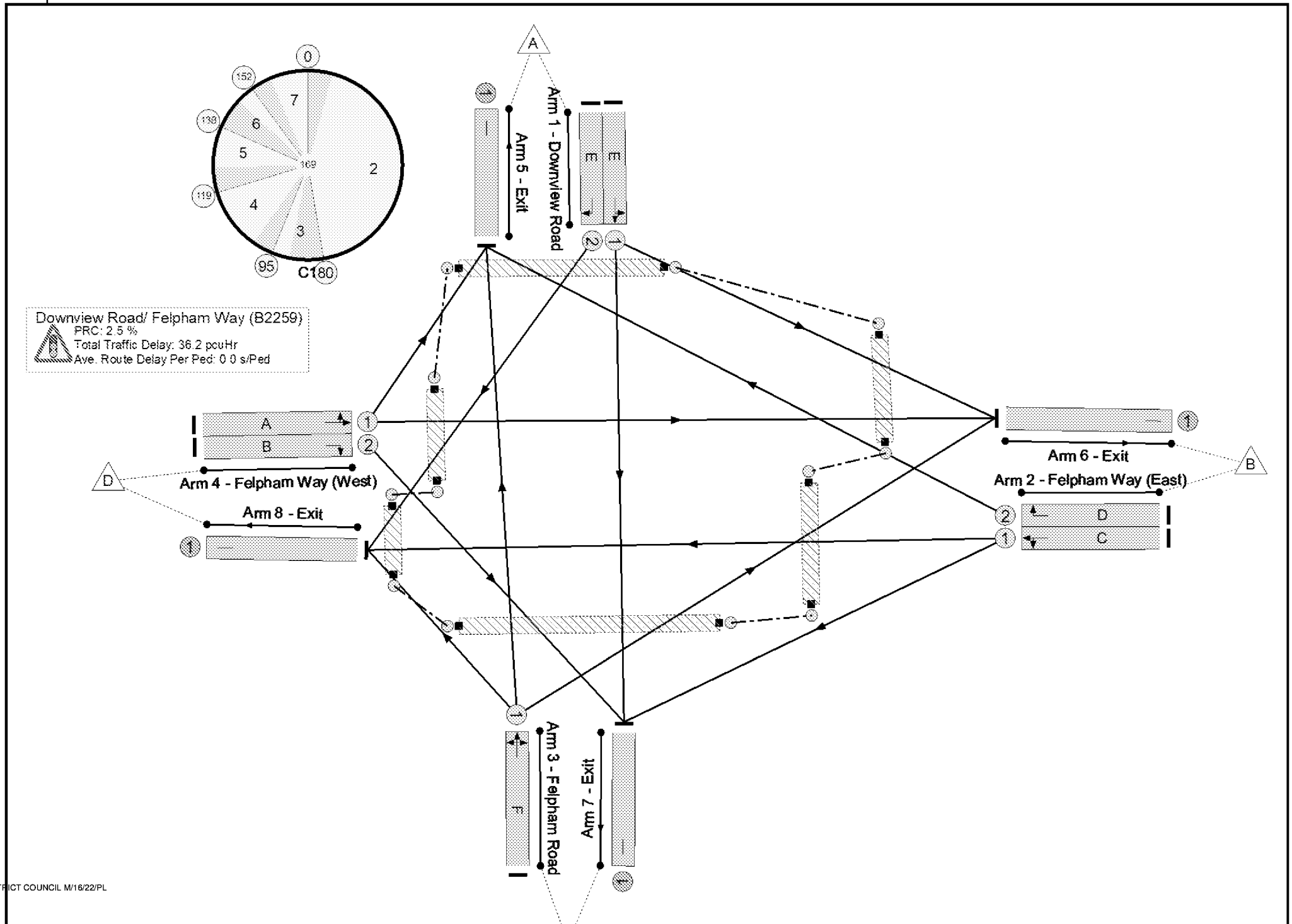
Stage	2	3	4	5	6	7
Duration	73	5	18	12	5	11
Change Point	0	80	95	119	138	152

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
152
7
6
138
5
169
2
119
4
3
95
C180
Downview Road/ Felpham Way (B2259)
PRC: 2.5 %
Total Traffic Delay: 36.2 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
B
Arm 6 - Exit
Arm 2 - Felpham Way (East)
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 3 - Felpham Road
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.8%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.8%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	12	-	114	1870	144	79.3%
1/2	Downview Road Right	U	N/A	N/A	E		1	12	-	121	1870	144	84.1%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	91	-	571	1950	1062	53.8%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	11	-	113	1950	138	81.6%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	18	-	193	1956	220	87.8%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	88	-	850	1916	1009	84.2%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	13	1916	113	11.5%
5/1	Exit	U	N/A	N/A	-		-	-	-	342	1940	1940	17.6%
6/1	Exit	U	N/A	N/A	-		-	-	-	858	1940	1940	44.2%
7/1	Exit	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	65	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	68	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**23.6**	**12.5**	**0.0**	**36.2**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**23.6**	**12.5**	**0.0**	**36.2**	**-**	**-**	**-**	**-**
1/1	114	114	-	-	-	2.4	1.7	-	4.1	130.8	5.3	1.7	7.0
1/2	121	121	-	-	-	2.6	2.2	-	4.8	143.0	5.6	2.2	7.8
2/1	571	571	-	-	-	3.9	0.6	-	4.5	28.5	17.1	0.6	17.7
2/2	113	113	-	-	-	2.4	1.9	-	4.4	138.8	5.2	1.9	7.1
3/1	193	193	-	-	-	4.0	2.9	-	6.9	128.8	8.9	2.9	11.8
4/1	850	850	-	-	-	8.0	2.6	-	10.6	45.0	33.8	2.6	36.4
4/2	13	13	-	-	-	0.3	0.1	-	0.3	93.2	0.6	0.1	0.6
5/1	342	342	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	858	858	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

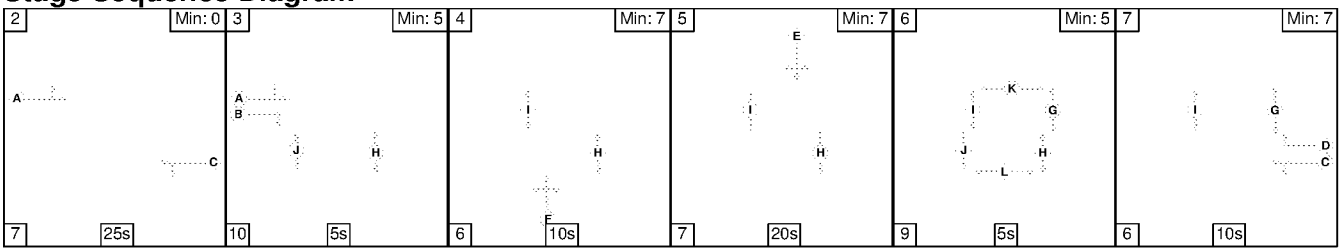
C1 PRC for Signalled Lanes (%): 2.5 Total Delay for Signalled Lanes (pcuHr): 35.68 Cycle Time (s): 169
PRC Over All Lanes (%): 2.5 Total Delay Over All Lanes(pcuHr): 36.19

Full Input Data And Results

Full Input Data And Results

Scenario 9: '2031 Base AM Peak (v1)' (FG7: '2031 Base AM Peak', Plan 1: 'Network Control Plan 1')

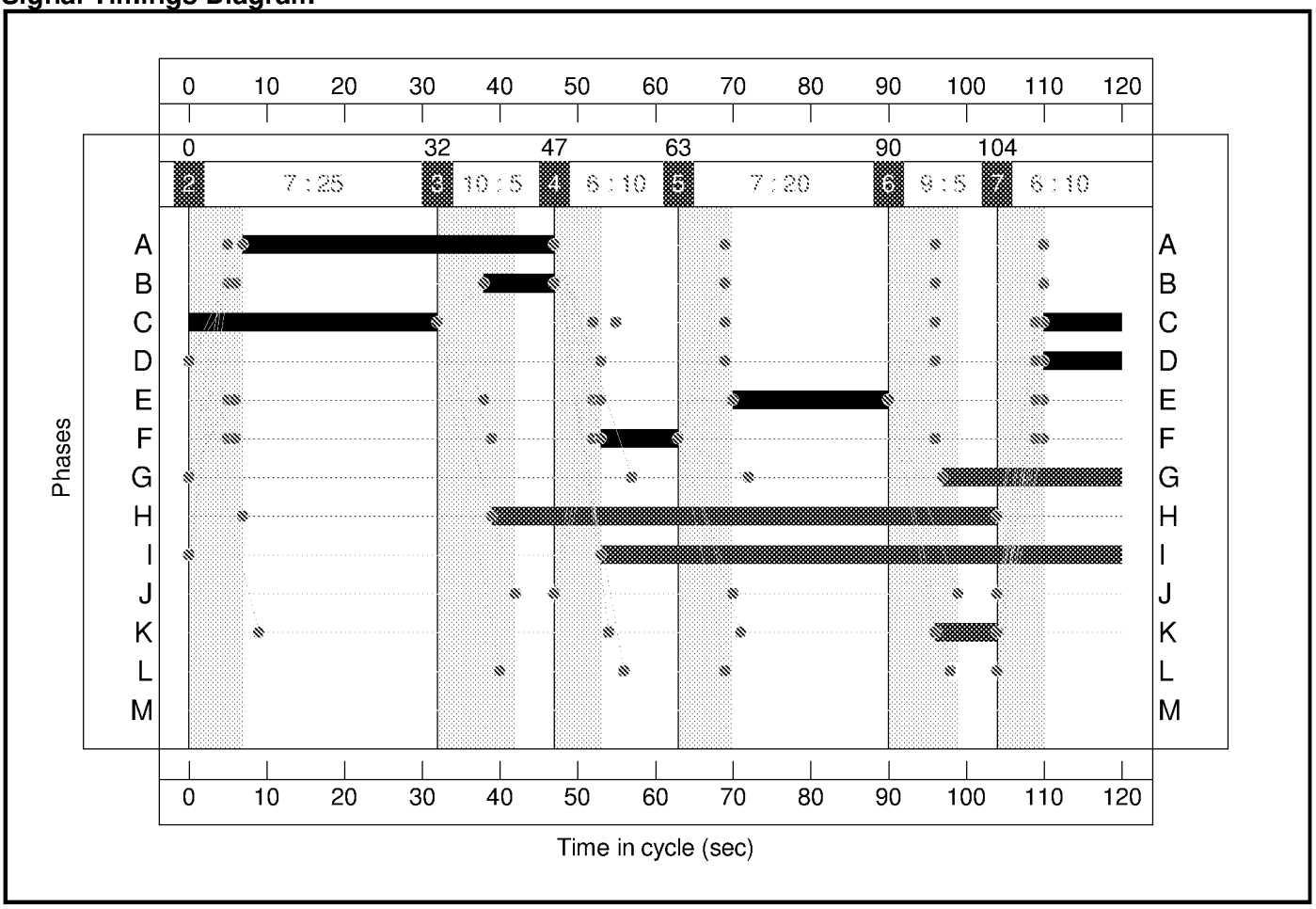
Stage Sequence Diagram



Stage Timings

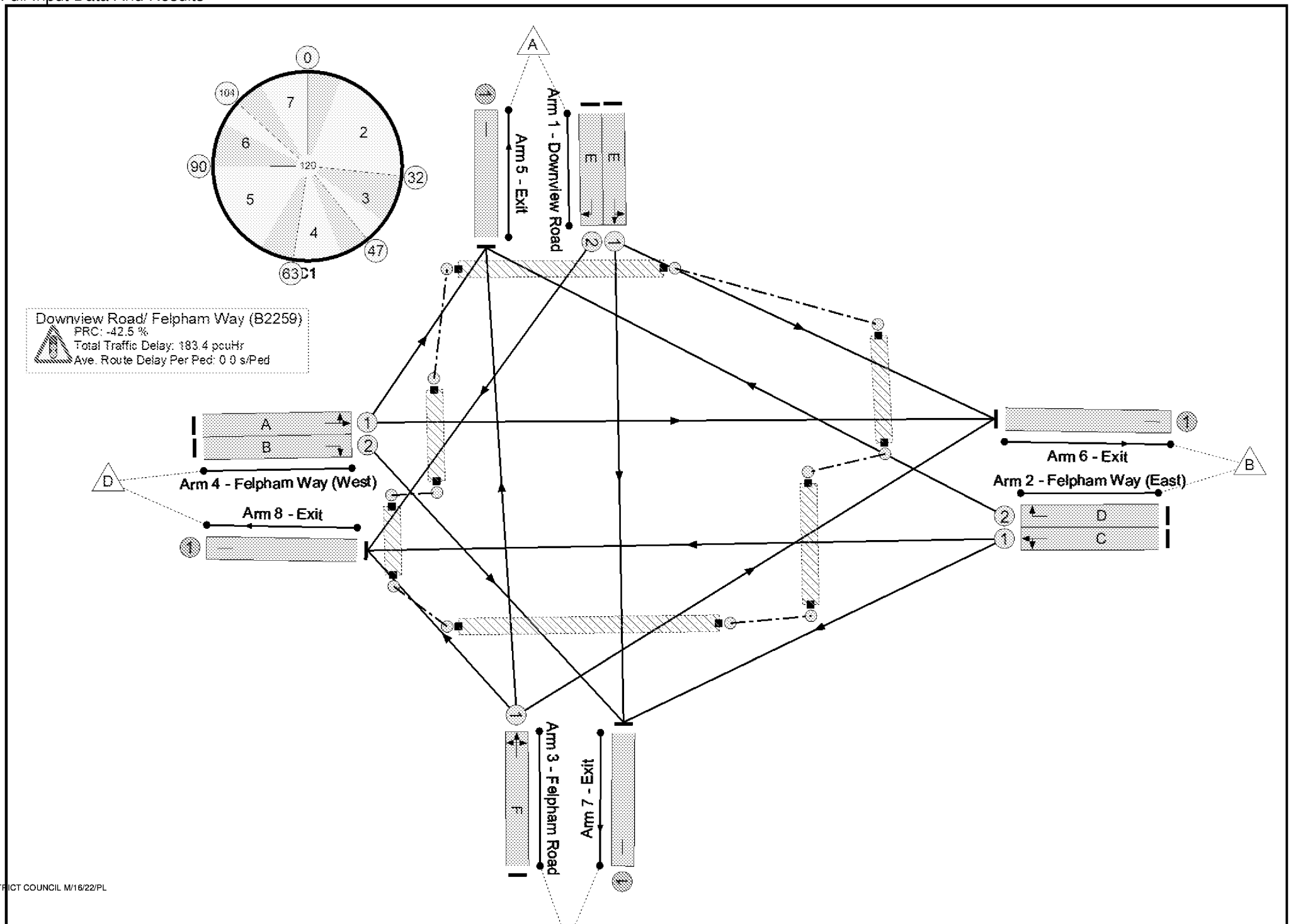
Stage	2	3	4	5	6	7
Duration	25	5	10	20	5	10
Change Point	0	32	47	63	90	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Downview Road/ Felpham Way (B2259)
PRC: -42.5 %
Total Traffic Delay: 183.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 1 - Downview Road
Arm 5 - Exit
Arm 6 - Exit
Arm 2 - Felpham Way (East)
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 3 - Felpham Road
Arm 7 - Exit
A
B
C
D
E
F
0
7
2
6
120
90
32
5
3
4
47
63
D1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**128.2%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**128.2%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	20	-	179	1870	327	54.7%
1/2	Downview Road Right	U	N/A	N/A	E		1	20	-	192	1870	327	58.7%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	42	-	896	1950	699	128.2%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	10	-	78	1950	179	43.6%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	10	-	124	1956	179	69.2%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	40	-	720	1916	655	110.0%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	34	1916	160	21.3%
5/1	Exit	U	N/A	N/A	-		-	-	-	309	1940	1940	15.1%
6/1	Exit	U	N/A	N/A	-		-	-	-	721	1940	1940	34.6%
7/1	Exit	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	23	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	65	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	67	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**41.8**	**141.6**	**0.0**	**183.4**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**41.8**	**141.6**	**0.0**	**183.4**	**-**	**-**	**-**	**-**
1/1	179	179	-	-	-	2.2	0.6	-	2.8	57.2	5.4	0.6	6.0
1/2	192	192	-	-	-	2.4	0.7	-	3.1	58.7	5.9	0.7	6.6
2/1	896	699	-	-	-	22.0	100.8	-	122.9	493.7	36.4	100.8	137.3
2/2	78	78	-	-	-	1.1	0.4	-	1.5	69.3	2.4	0.4	2.8
3/1	124	124	-	-	-	1.8	1.1	-	2.9	84.2	4.0	1.1	5.1
4/1	720	655	-	-	-	11.7	37.5	-	49.2	246.1	26.2	37.5	63.7
4/2	34	34	-	-	-	0.5	0.1	-	0.6	65.6	1.0	0.1	1.2
5/1	293	293	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	672	672	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
7/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

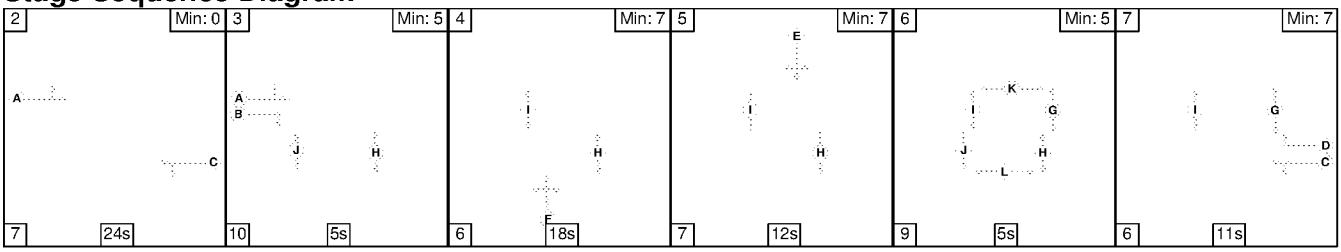
C1 PRC for Signalled Lanes (%): -42.5 Total Delay for Signalled Lanes (pcuHr): 183.08 Cycle Time (s): 120
PRC Over All Lanes (%): -42.5 Total Delay Over All Lanes(pcuHr): 183.43

Full Input Data And Results

Full Input Data And Results

Scenario 10: '2031 Base PM Peak (v1)' (FG8: '2031 Base PM Peak', Plan 1: 'Network Control Plan 1')

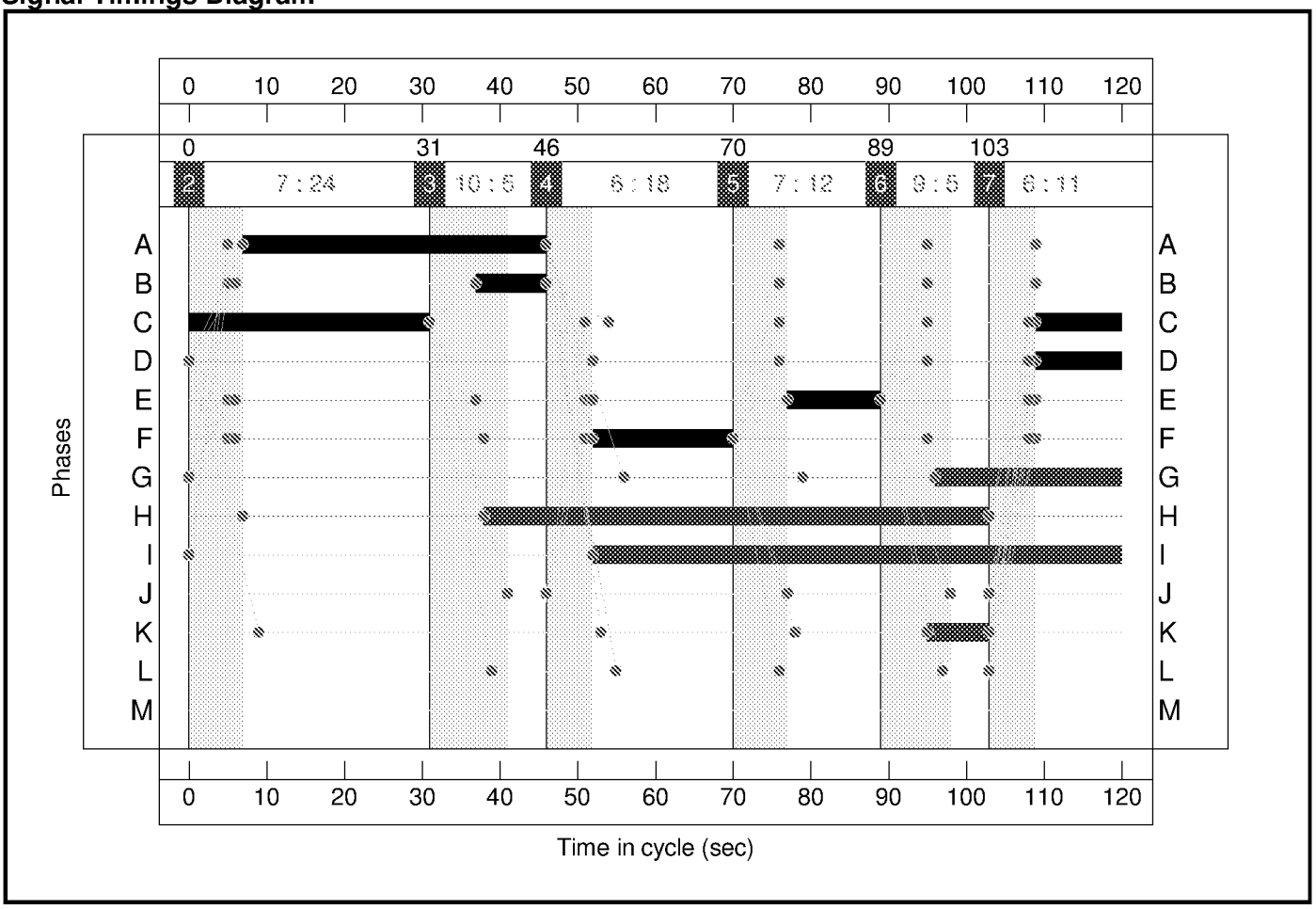
Stage Sequence Diagram



Stage Timings

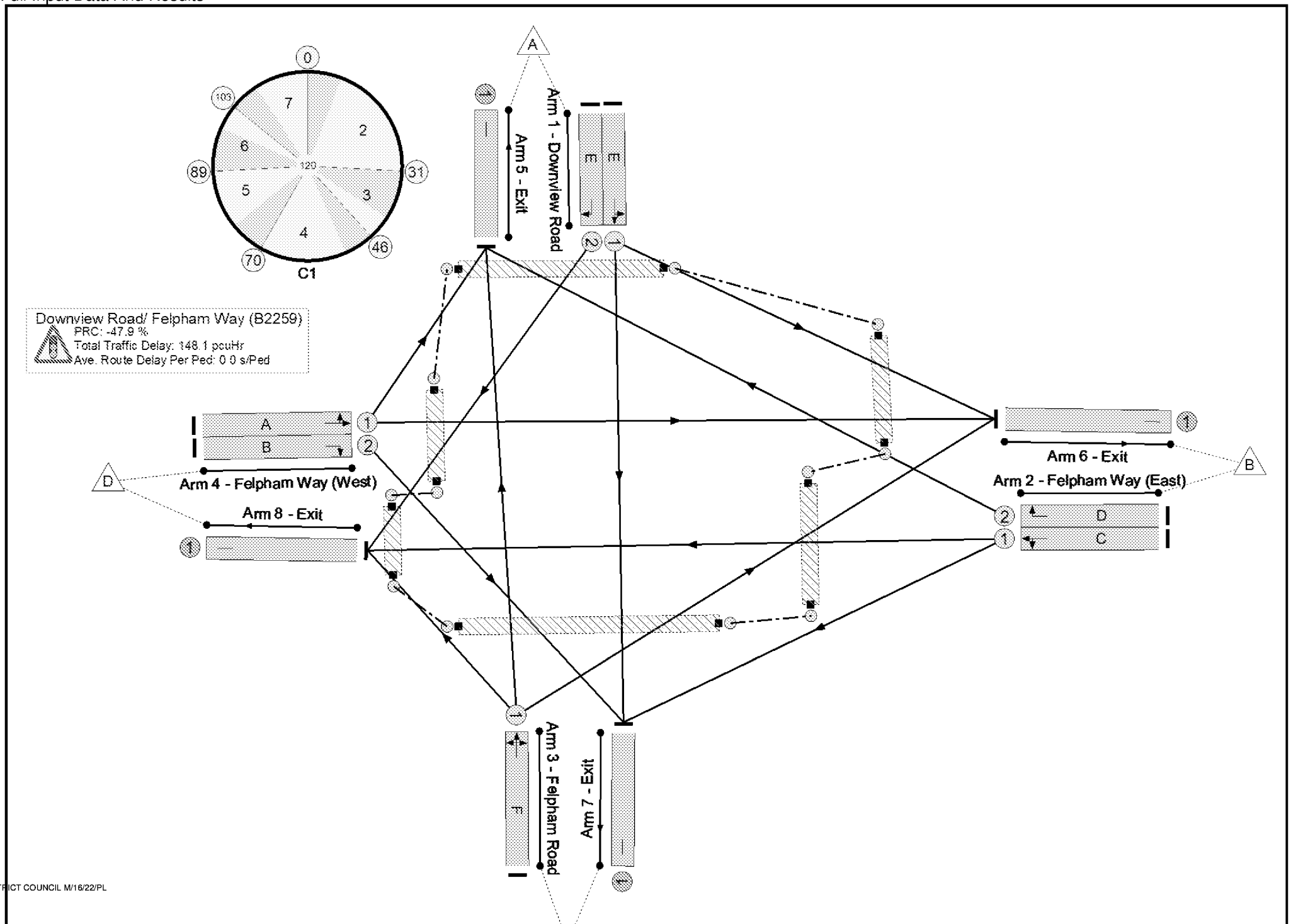
Stage	2	3	4	5	6	7
Duration	24	5	18	12	5	11
Change Point	0	31	46	70	89	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
103
7
2
6
89
120
31
5
3
4
70
46
C1
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: -47.9 %
Total Traffic Delay: 148.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
Arm 2 - Felpham Way (East)
B
D
C
Arm 3 - Felpham Road
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**133.1%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**133.1%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	12	-	114	1870	203	56.3%
1/2	Downview Road Right	U	N/A	N/A	E		1	12	-	121	1870	203	59.7%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	42	-	571	1950	699	81.7%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	11	-	113	1950	195	57.9%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	18	-	193	1956	310	62.3%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	39	-	850	1916	639	133.1%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	13	1916	160	8.1%
5/1	Exit	U	N/A	N/A	-		-	-	-	342	1940	1940	15.2%
6/1	Exit	U	N/A	N/A	-		-	-	-	858	1940	1940	35.8%
7/1	Exit	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	24	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	65	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	68	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**35.1**	**113.1**	**0.0**	**148.1**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**35.1**	**113.1**	**0.0**	**148.1**	**-**	**-**	**-**	**-**
1/1	114	114	-	-	-	1.6	0.6	-	2.2	70.8	3.6	0.6	4.2
1/2	121	121	-	-	-	1.7	0.7	-	2.4	72.7	3.8	0.7	4.6
2/1	571	571	-	-	-	5.5	2.2	-	7.7	48.6	17.1	2.2	19.3
2/2	113	113	-	-	-	1.6	0.7	-	2.3	73.2	3.6	0.7	4.3
3/1	193	193	-	-	-	2.5	0.8	-	3.3	62.4	6.0	0.8	6.8
4/1	850	639	-	-	-	21.9	107.6	-	129.5	548.5	35.4	107.6	143.0
4/2	13	13	-	-	-	0.2	0.0	-	0.2	63.1	0.4	0.0	0.4
5/1	295	295	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	694	694	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
7/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

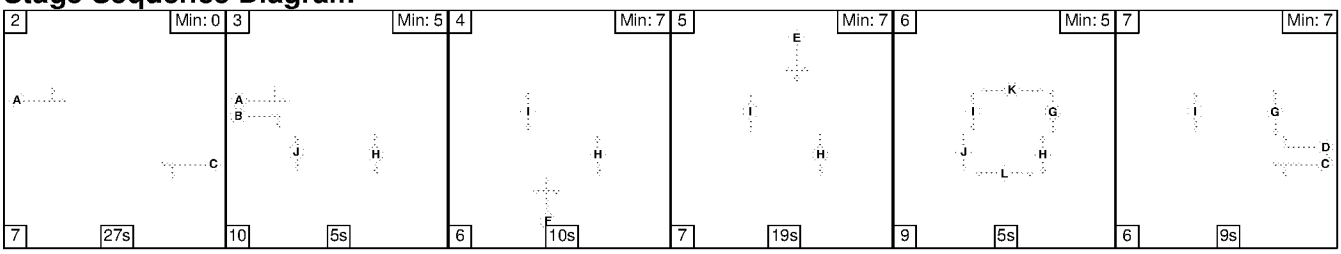
C1 PRC for Signalled Lanes (%): -47.9 Total Delay for Signalled Lanes (pcuHr): 147.76 Cycle Time (s): 120
PRC Over All Lanes (%): -47.9 Total Delay Over All Lanes(pcuHr): 148.13

Full Input Data And Results

Full Input Data And Results

Scenario 11: '2031 Base + Committed AM Peak (v1)' (FG3: '2031 Base + Committed AM Peak', Plan 1: 'Network Control Plan 1')

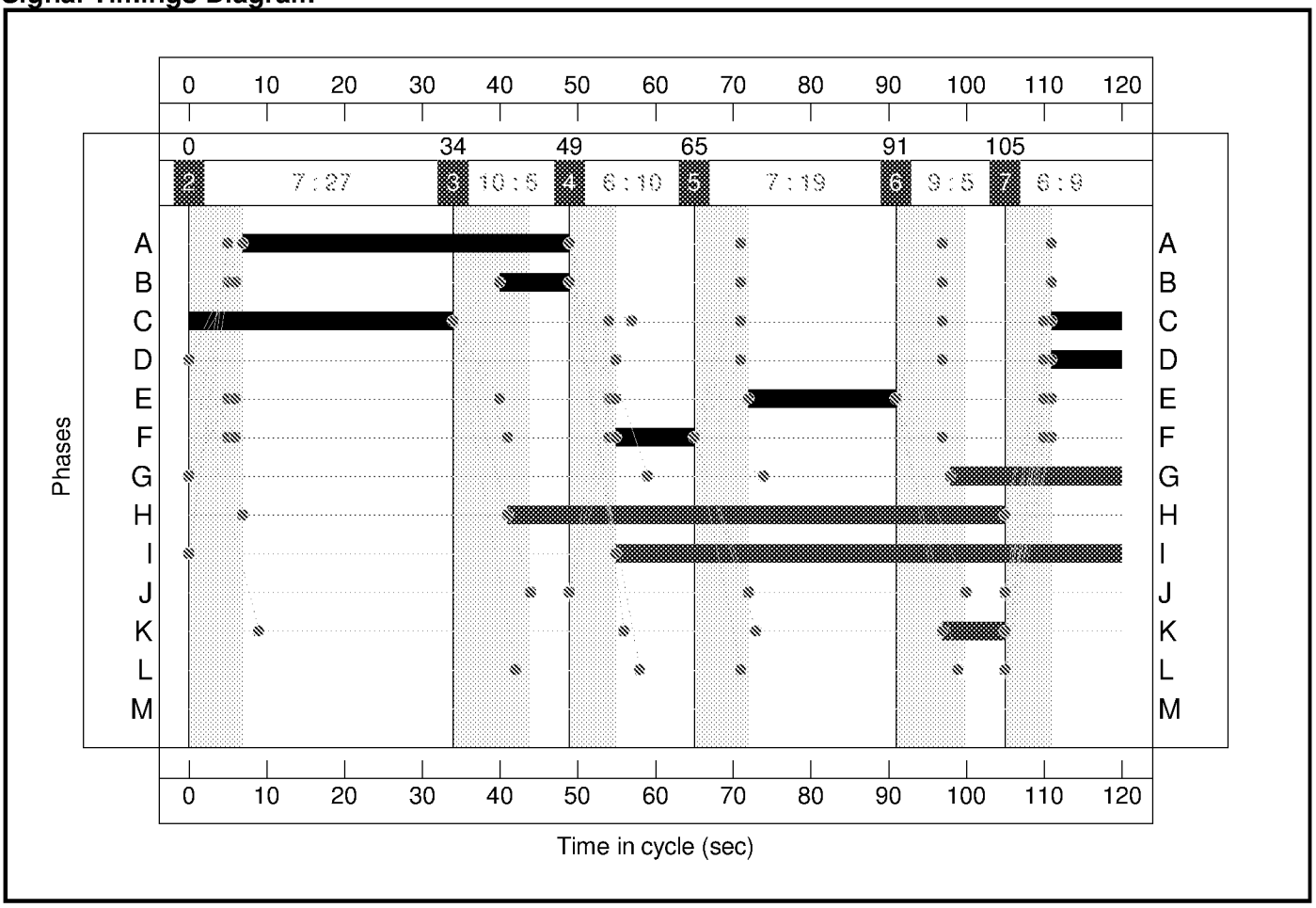
Stage Sequence Diagram



Stage Timings

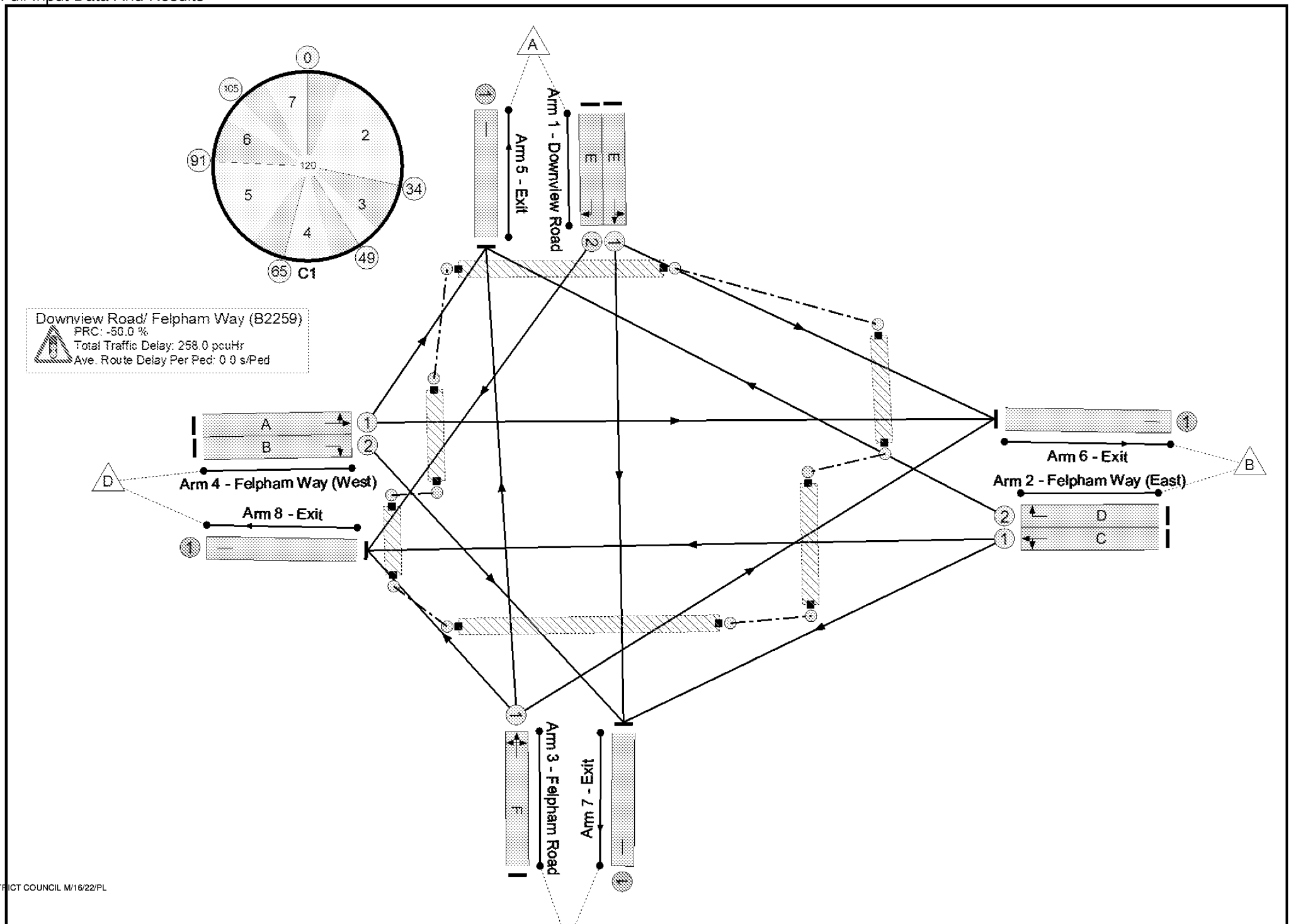
Stage	2	3	4	5	6	7
Duration	27	5	10	19	5	9
Change Point	0	34	49	65	91	105

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
165
7
2
6
91
120
34
5
3
4
49
65
C1
Downview Road/ Felpham Way (B2259)
PRC: -50.0 %
Total Traffic Delay: 258.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
B
Arm 6 - Exit
Arm 2 - Felpham Way (East)
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 3 - Felpham Road
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**135.0%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**135.0%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	19	-	181	1870	312	58.1%
1/2	Downview Road Right	U	N/A	N/A	E		1	19	-	192	1870	312	61.6%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	43	-	965	1950	715	135.0%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	9	-	80	1950	163	49.2%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	10	-	124	1956	179	69.2%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	42	-	833	1916	687	121.3%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	34	1916	160	21.3%
5/1	Exit	U	N/A	N/A	-		-	-	-	311	1940	1940	14.4%
6/1	Exit	U	N/A	N/A	-		-	-	-	836	1940	1940	37.2%
7/1	Exit	U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	998	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	22	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	64	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	65	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**51.6**	**206.4**	**0.0**	**258.0**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**51.6**	**206.4**	**0.0**	**258.0**	**-**	**-**	**-**	**-**
1/1	181	181	-	-	-	2.3	0.7	-	3.0	59.8	5.5	0.7	6.2
1/2	192	192	-	-	-	2.5	0.8	-	3.3	61.3	5.9	0.8	6.7
2/1	965	715	-	-	-	25.8	126.9	-	152.7	569.8	40.5	126.9	167.4
2/2	80	80	-	-	-	1.2	0.5	-	1.6	74.2	2.5	0.5	3.0
3/1	124	124	-	-	-	1.8	1.1	-	2.9	84.2	4.0	1.1	5.1
4/1	833	687	-	-	-	17.5	76.0	-	93.4	403.7	32.6	76.0	108.6
4/2	34	34	-	-	-	0.5	0.1	-	0.6	65.6	1.0	0.1	1.2
5/1	279	279	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	721	721	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

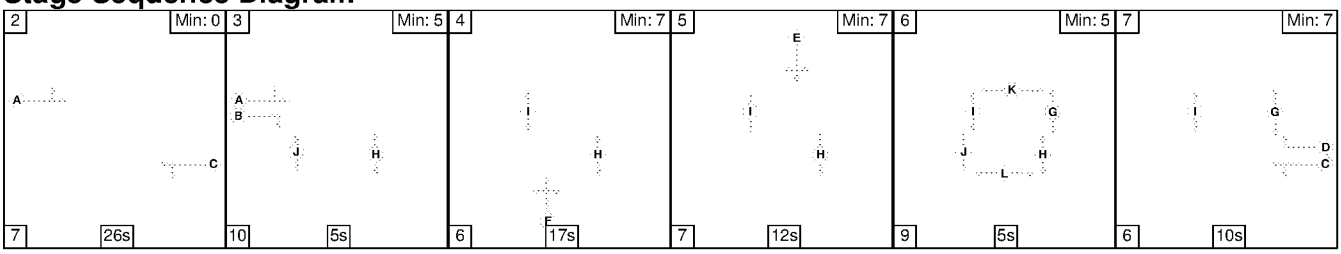
C1 PRC for Signalled Lanes (%): -50.0 Total Delay for Signalled Lanes (pcuHr): 257.60 Cycle Time (s): 120
PRC Over All Lanes (%): -50.0 Total Delay Over All Lanes(pcuHr): 257.98

Full Input Data And Results

Full Input Data And Results

Scenario 12: '2031 Base + Committed PM Peak (v1)' (FG4: '2031 Base + Committed PM Peak', Plan 1: 'Network Control Plan 1')

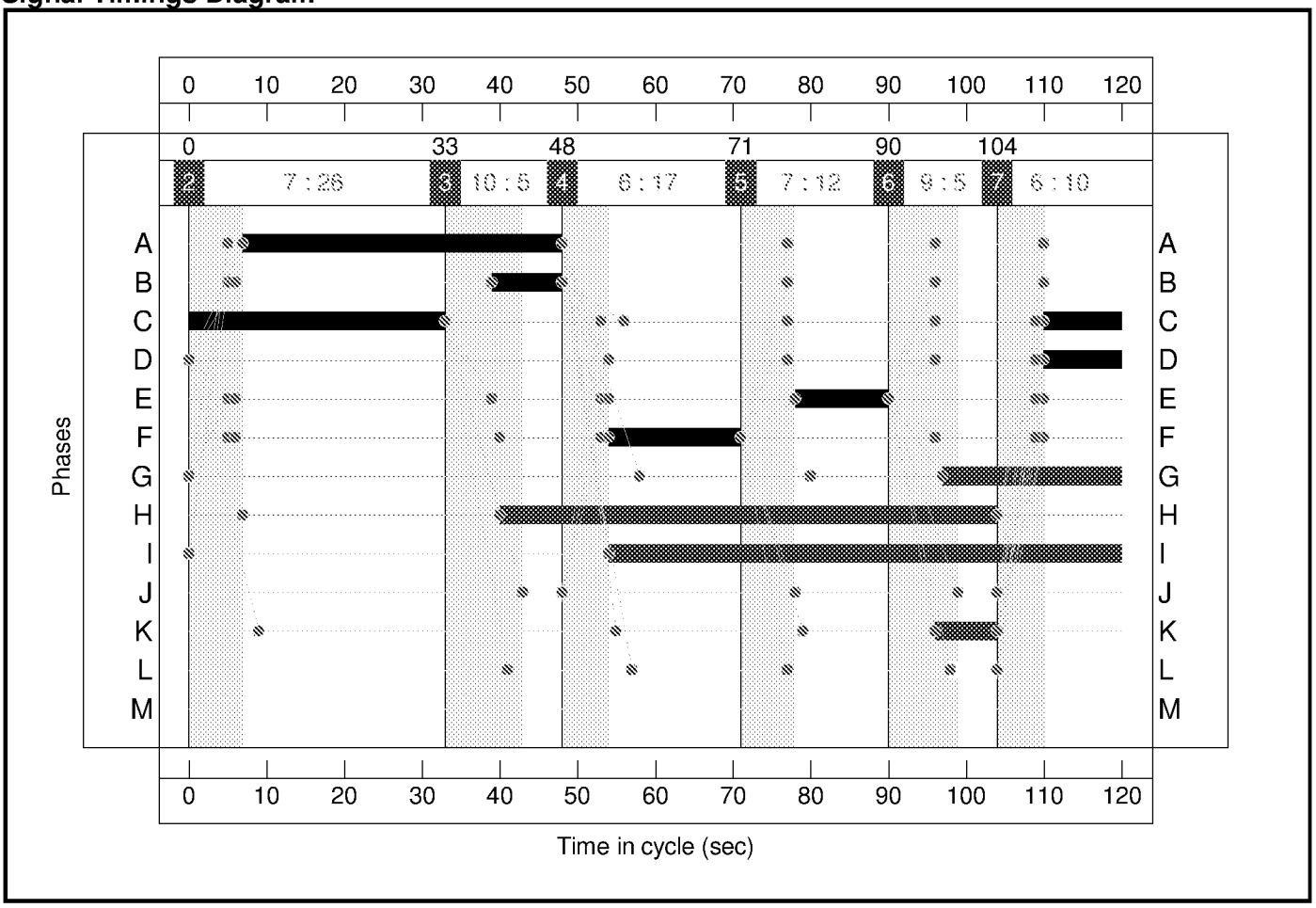
Stage Sequence Diagram



Stage Timings

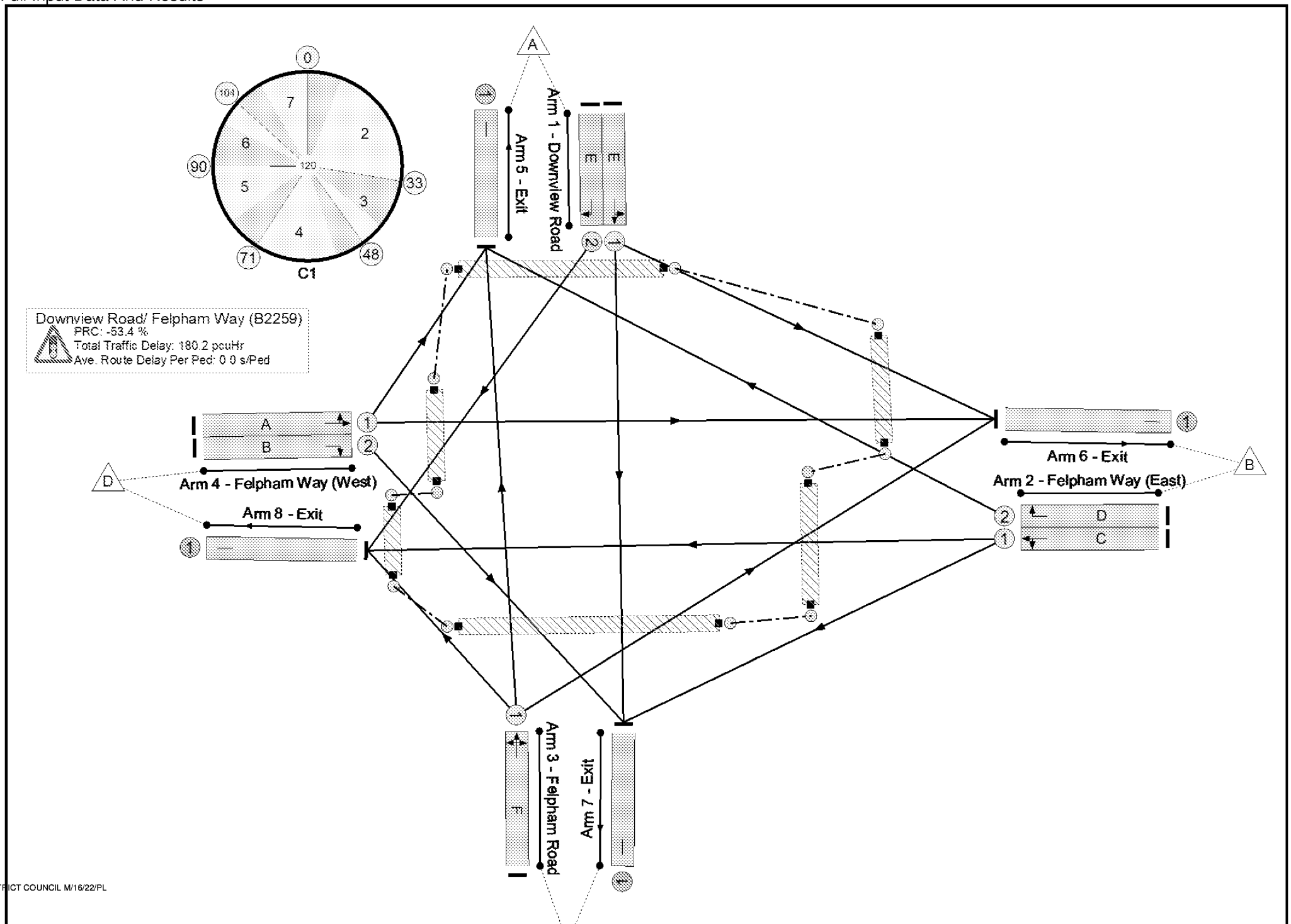
Stage	2	3	4	5	6	7
Duration	26	5	17	12	5	10
Change Point	0	33	48	71	90	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
7
2
6
120
90
33
5
3
4
71
48
C1
Downview Road/ Felpham Way (B2259)
PRC: -53.4 %
Total Traffic Delay: 180.2 pcuHr
Ave. Route Delay Per Ped: 0 0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
B
Arm 6 - Exit
Arm 2 - Felpham Way (East)
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 3 - Felpham Road
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**138.1%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**138.1%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	12	-	119	1870	203	58.7%
1/2	Downview Road Right	U	N/A	N/A	E		1	12	-	121	1870	203	59.7%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	43	-	681	1950	715	95.2%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	10	-	115	1950	179	64.3%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	17	-	197	1956	293	67.1%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	41	-	926	1916	671	138.1%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	13	1916	160	8.1%
5/1	Exit	U	N/A	N/A	-		-	-	-	344	1940	1940	15.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	943	1940	1940	38.1%
7/1	Exit	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	23	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	64	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	66	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**39.9**	**140.3**	**0.0**	**180.2**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**39.9**	**140.3**	**0.0**	**180.2**	**-**	**-**	**-**	**-**
1/1	119	119	-	-	-	1.7	0.7	-	2.4	72.1	3.8	0.7	4.5
1/2	121	121	-	-	-	1.7	0.7	-	2.4	72.7	3.8	0.7	4.6
2/1	681	681	-	-	-	7.0	7.1	-	14.1	74.4	21.9	7.1	29.0
2/2	115	115	-	-	-	1.7	0.9	-	2.6	80.1	3.7	0.9	4.6
3/1	197	197	-	-	-	2.6	1.0	-	3.6	66.5	6.2	1.0	7.2
4/1	926	671	-	-	-	25.0	129.5	-	154.5	600.5	39.4	129.5	168.9
4/2	13	13	-	-	-	0.2	0.0	-	0.2	63.1	0.4	0.0	0.4
5/1	292	292	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	740	740	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

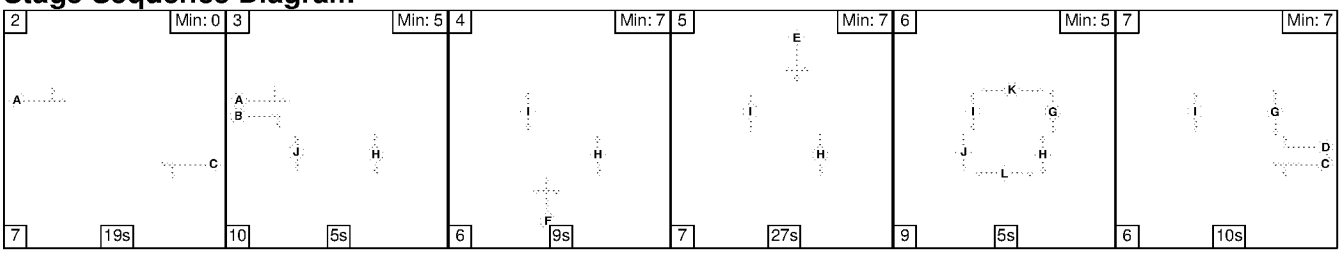
C1 PRC for Signalled Lanes (%): -53.4 Total Delay for Signalled Lanes (pcuHr): 179.78 Cycle Time (s): 120
PRC Over All Lanes (%): -53.4 Total Delay Over All Lanes(pcuHr): 180.17

Full Input Data And Results

Full Input Data And Results

Scenario 13: '2031 Base + Development AM Peak (v1)' (FG5: '2031 Base + Development AM Peak', Plan 1: 'Network Control Plan 1')

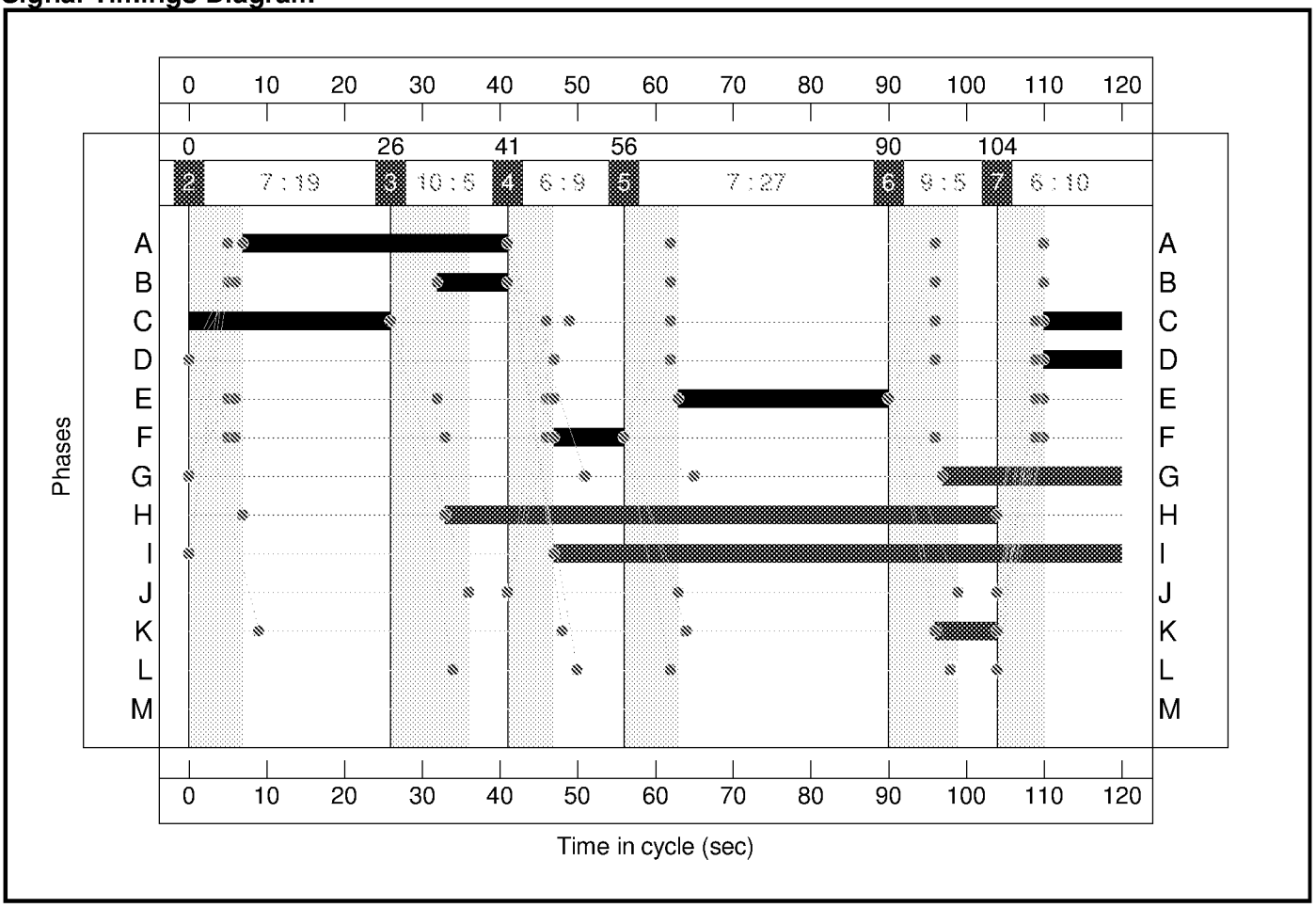
Stage Sequence Diagram



Stage Timings

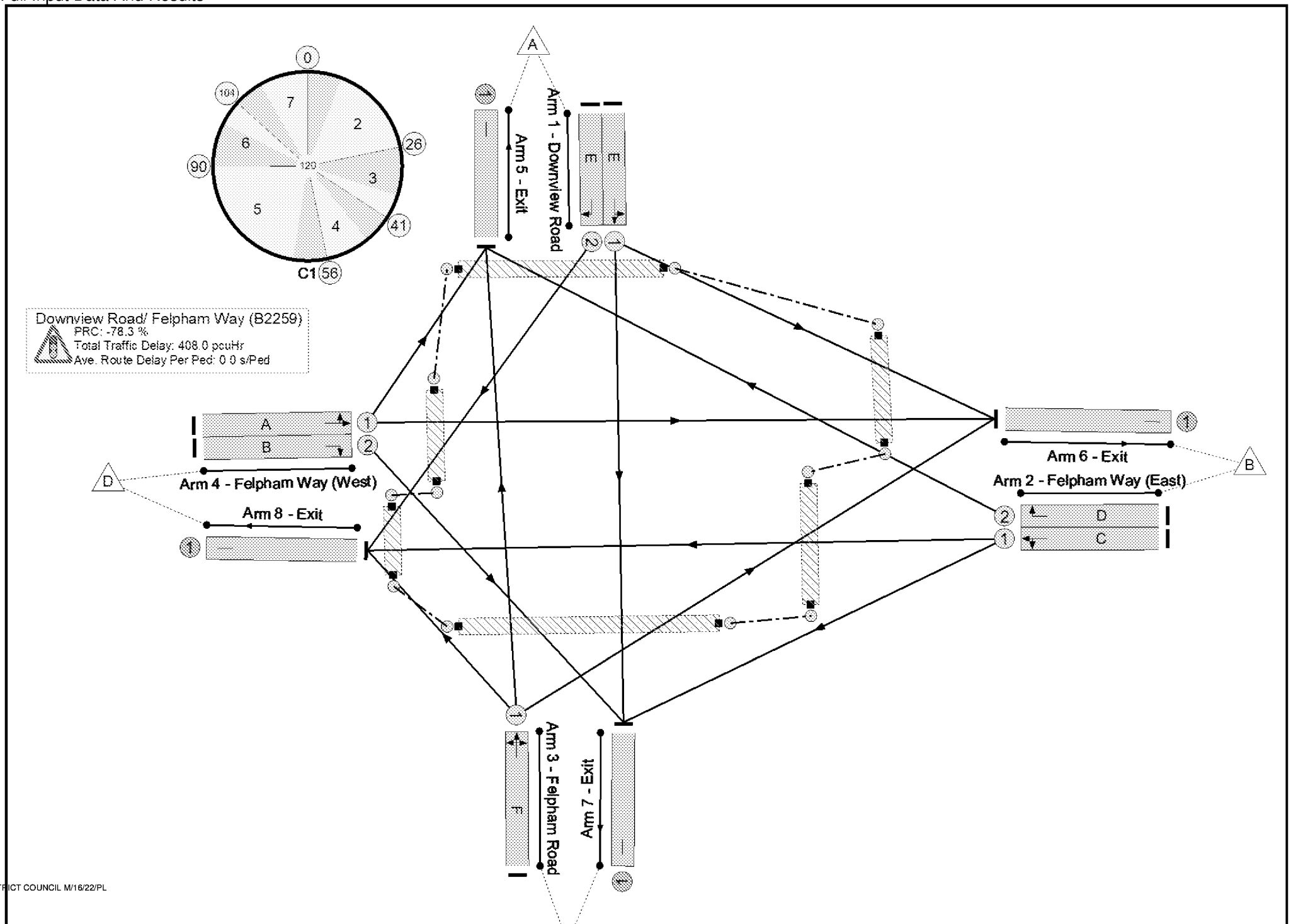
Stage	2	3	4	5	6	7
Duration	19	5	9	27	5	10
Change Point	0	26	41	56	90	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
104
7
2
26
6
90
120
3
5
4
41
C1
56
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: -78.3 %
Total Traffic Delay: 408.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham Road
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**160.5%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**160.5%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	27	-	292	1870	436	66.9%
1/2	Downview Road Right	U	N/A	N/A	E		1	27	-	279	1870	436	63.9%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	36	-	965	1950	601	160.5%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	10	-	106	1950	179	59.3%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	9	-	122	1956	163	74.8%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	34	-	852	1916	559	152.6%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	34	1916	160	21.3%
5/1	Exit	U	N/A	N/A	-		-	-	-	345	1940	1940	14.4%
6/1	Exit	U	N/A	N/A	-		-	-	-	952	1940	1940	37.3%
7/1	Exit	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1085	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	23	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	71	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	73	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**72.3**	**335.7**	**0.0**	**408.0**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**72.3**	**335.7**	**0.0**	**408.0**	**-**	**-**	**-**	**-**
1/1	292	292	-	-	-	3.4	1.0	-	4.4	54.1	8.8	1.0	9.8
1/2	279	279	-	-	-	3.2	0.9	-	4.1	52.8	8.4	0.9	9.2
2/1	965	601	-	-	-	34.4	183.2	-	217.6	811.6	48.6	183.2	231.8
2/2	106	106	-	-	-	1.5	0.7	-	2.3	76.6	3.4	0.7	4.1
3/1	122	122	-	-	-	1.8	1.4	-	3.2	94.9	4.0	1.4	5.4
4/1	852	559	-	-	-	27.5	148.0	-	175.5	741.6	38.2	148.0	186.2
4/2	34	34	-	-	-	0.5	0.1	-	0.6	65.6	1.0	0.1	1.2
5/1	279	279	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	725	725	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

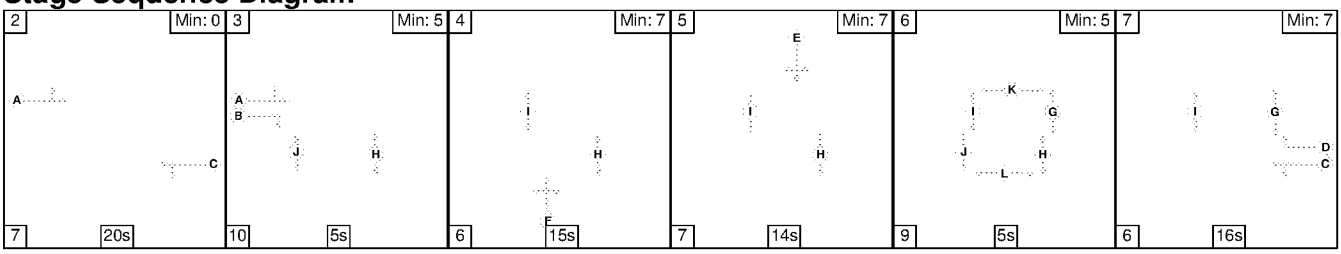
C1 PRC for Signalled Lanes (%): -78.3 Total Delay for Signalled Lanes (pcuHr): 407.63 Cycle Time (s): 120
PRC Over All Lanes (%): -78.3 Total Delay Over All Lanes(pcuHr): 408.01

Full Input Data And Results

Full Input Data And Results

Scenario 14: '2031 Base + Development PM Peak (v1)' (FG6: '2031 Base + Development PM Peak', Plan 1: 'Network Control Plan 1')

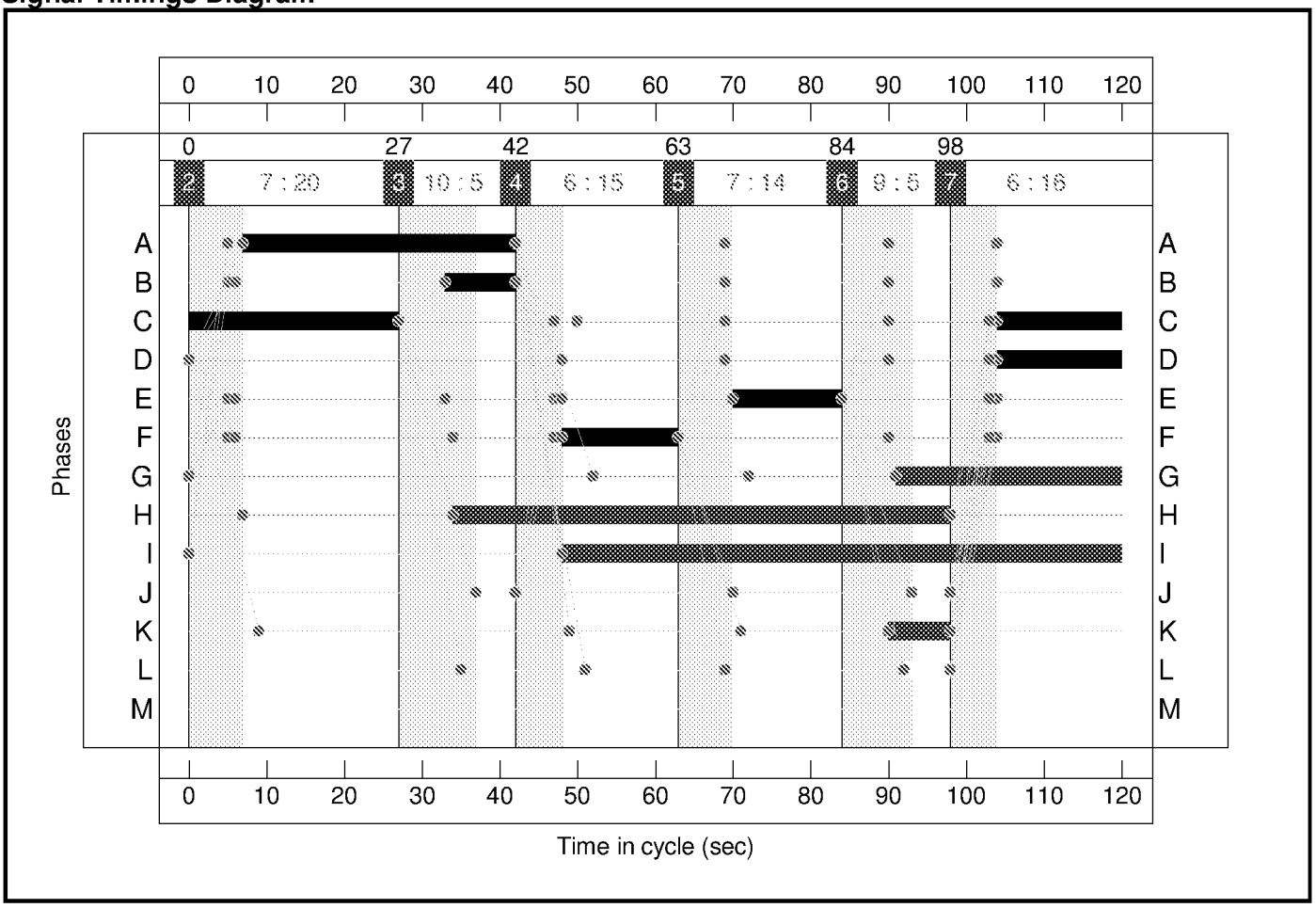
Stage Sequence Diagram



Stage Timings

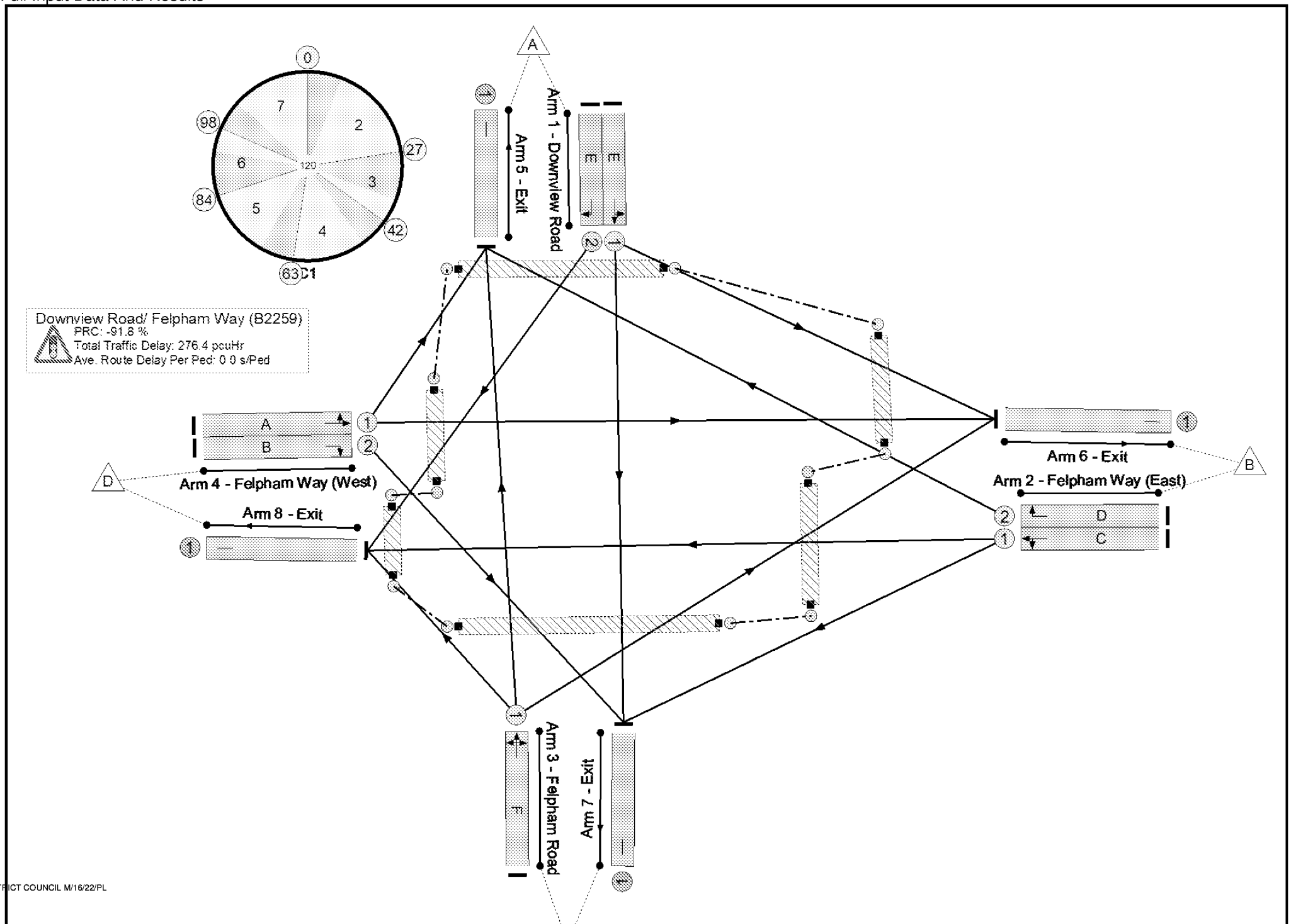
Stage	2	3	4	5	6	7
Duration	20	5	15	14	5	16
Change Point	0	27	42	63	84	98

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
7
2
98
27
6
120
3
84
5
4
42
63
D1
Downview Road/ Felpham Way (B2259)
PRC: -91.8 %
Total Traffic Delay: 276.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
Arm 1 - Downview Road
Arm 5 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 3 - Felpham Road
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**172.6%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**172.6%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	14	-	167	1870	234	71.4%
1/2	Downview Road Right	U	N/A	N/A	E		1	14	-	157	1870	234	67.2%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	43	-	685	1950	715	95.8%
2/2	Felpham Way (East) Right	U	N/A	N/A	D		1	16	-	199	1950	276	72.0%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	15	-	200	1956	261	76.7%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	35	-	992	1916	575	172.6%
4/2	Felpham Way (West) Right	U	N/A	N/A	B		1	9	-	13	1916	160	8.1%
5/1	Exit	U	N/A	N/A	-		-	-	-	497	1940	1940	20.1%
6/1	Exit	U	N/A	N/A	-		-	-	-	992	1940	1940	35.2%
7/1	Exit	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	29	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	64	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		2	10	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	72	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**0**	**0**	**0**	**53.6**	**222.8**	**0.0**	**276.4**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**0**	**0**	**0**	**53.6**	**222.8**	**0.0**	**276.4**	**-**	**-**	**-**	**-**
1/1	167	167	-	-	-	2.3	1.2	-	3.5	76.5	5.3	1.2	6.5
1/2	157	157	-	-	-	2.2	1.0	-	3.2	73.0	5.0	1.0	6.0
2/1	685	685	-	-	-	7.1	7.6	-	14.6	77.0	22.3	7.6	29.9
2/2	199	199	-	-	-	2.7	1.2	-	4.0	71.8	6.3	1.2	7.5
3/1	200	200	-	-	-	2.8	1.6	-	4.4	78.4	6.4	1.6	8.0
4/1	992	575	-	-	-	36.3	209.8	-	246.1	893.1	48.5	209.8	258.3
4/2	13	13	-	-	-	0.2	0.0	-	0.2	63.1	0.4	0.0	0.4
5/1	389	389	-	-	-	0.0	0.1	-	0.1	1.2	1.1	0.1	1.2
6/1	682	682	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
7/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -91.8 Total Delay for Signalled Lanes (pcuHr): 276.02 Cycle Time (s): 120
PRC Over All Lanes (%): -91.8 Total Delay Over All Lanes(pcuHr): 276.42

Full Input Data And Results

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: High St.Gloucester Rd Mini roundabout (Junction 10).j9
Path: P:\JNY10830 - Bognor Regis\Transport\Arcady\2026 scenarios removed - 30.11.2021
Report generation date: 01/12/2021 10:58:22

»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 - High St (E)	D1	0.9	6.64	0.46	A	D2	0.7	6.10	0.41	A
2 - Gloucester Rd		0.6	6.87	0.39	A		0.5	6.07	0.33	A
3 - High St (W)		0.3	6.17	0.25	A		0.3	5.91	0.25	A
2031 Base + Committed										
1 - High St (E)	D3	1.1	7.43	0.52	A	D4	1.0	7.19	0.50	A
2 - Gloucester Rd		0.7	7.57	0.43	A		0.6	6.86	0.38	A
3 - High St (W)		0.5	7.14	0.34	A		0.5	6.64	0.32	A
2031 Base + Committed + Dev										
1 - High St (E)	D5	1.2	8.01	0.56	A	D6	1.1	7.53	0.52	A
2 - Gloucester Rd		0.8	7.96	0.44	A		0.6	7.06	0.38	A
3 - High St (W)		0.5	7.23	0.35	A		0.5	7.02	0.35	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

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

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	6.62	A

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	High St (E)	
2	Gloucester Rd	
3	High St (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 - High St (E)	3.60	3.60	4.50	7.6	10.60	7.60	0.0	
2 - Gloucester Rd	4.50	4.50	7.10	2.4	12.10	7.60	0.0	
3 - High St (W)	3.20	3.20	3.30	1.0	18.70	17.20	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - High St (E)	0.638	1029
2 - Gloucester Rd	0.670	983
3 - High St (W)	0.675	1027

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 - High St (E)		ONE HOUR	✓	427	100.000
2 - Gloucester Rd		ONE HOUR	✓	302	100.000
3 - High St (W)		ONE HOUR	✓	180	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	260	167
	2 - Gloucester Rd	299	0	3
	3 - High St (W)	174	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	0	3
	2 - Gloucester Rd	0	0	0
	3 - High St (W)	3	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 - High St (E)	0.46	6.64	0.9	A	392	588
2 - Gloucester Rd	0.39	6.87	0.6	A	277	416
3 - High St (W)	0.25	6.17	0.3	A	165	248

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 - High St (E)	321	80	4	1014	0.317	320	354	0.0	0.5	5.172	A
2 - Gloucester Rd	227	57	125	897	0.253	226	199	0.0	0.3	5.354	A
3 - High St (W)	136	34	224	851	0.159	135	127	0.0	0.2	5.022	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 - High St (E)	384	96	5	1013	0.379	383	425	0.5	0.6	5.709	A
2 - Gloucester Rd	271	68	150	880	0.309	271	239	0.3	0.4	5.909	A
3 - High St (W)	162	40	268	822	0.197	162	153	0.2	0.2	5.453	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 - High St (E)	470	118	7	1013	0.464	469	520	0.6	0.9	6.612	A
2 - Gloucester Rd	333	83	183	857	0.388	332	292	0.4	0.6	6.847	A
3 - High St (W)	198	50	328	782	0.253	198	187	0.2	0.3	6.157	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 - High St (E)	470	118	7	1013	0.464	470	521	0.9	0.9	6.636	A
2 - Gloucester Rd	333	83	184	856	0.388	332	293	0.6	0.6	6.870	A
3 - High St (W)	198	50	329	782	0.254	198	187	0.3	0.3	6.169	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 - High St (E)	384	96	5	1013	0.379	385	426	0.9	0.6	5.736	A
2 - Gloucester Rd	271	68	151	879	0.309	272	240	0.6	0.5	5.937	A
3 - High St (W)	162	40	270	821	0.197	162	153	0.3	0.2	5.470	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 - High St (E)	321	80	5	1014	0.317	322	357	0.6	0.5	5.209	A
2 - Gloucester Rd	227	57	126	896	0.254	228	201	0.5	0.3	5.387	A
3 - High St (W)	136	34	226	850	0.159	136	128	0.2	0.2	5.043	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	Mini-roundabout		1, 2, 3	6.05	A

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 - High St (E)		ONE HOUR	✓	376	100.000
2 - Gloucester Rd		ONE HOUR	✓	265	100.000
3 - High St (W)		ONE HOUR	✓	180	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	250	126
	2 - Gloucester Rd	263	0	2
	3 - High St (W)	174	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	0	6
	2 - Gloucester Rd	0	0	0
	3 - High St (W)	3	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 - High St (E)	0.41	6.10	0.7	A	345	518
2 - Gloucester Rd	0.33	6.07	0.5	A	243	365
3 - High St (W)	0.25	5.91	0.3	A	165	248

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 - High St (E)	283	71	4	1006	0.282	282	327	0.0	0.4	4.962	A
2 - Gloucester Rd	200	50	94	916	0.218	198	192	0.0	0.3	5.008	A
3 - High St (W)	136	34	197	868	0.156	135	96	0.0	0.2	4.901	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 - High St (E)	338	85	5	1005	0.336	338	392	0.4	0.5	5.390	A
2 - Gloucester Rd	238	60	113	903	0.264	238	230	0.3	0.4	5.410	A
3 - High St (W)	162	40	236	843	0.192	162	115	0.2	0.2	5.284	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 - High St (E)	414	103	7	1004	0.412	413	480	0.5	0.7	6.083	A
2 - Gloucester Rd	292	73	138	885	0.330	291	281	0.4	0.5	6.058	A
3 - High St (W)	198	50	289	808	0.245	198	141	0.2	0.3	5.898	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 - High St (E)	414	103	7	1004	0.412	414	481	0.7	0.7	6.098	A
2 - Gloucester Rd	292	73	139	885	0.330	292	282	0.5	0.5	6.069	A
3 - High St (W)	198	50	290	808	0.245	198	141	0.3	0.3	5.905	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 - High St (E)	338	85	5	1005	0.336	339	394	0.7	0.5	5.409	A
2 - Gloucester Rd	238	60	114	903	0.264	239	231	0.5	0.4	5.427	A
3 - High St (W)	162	40	237	842	0.192	162	115	0.3	0.2	5.295	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 - High St (E)	283	71	5	1006	0.282	284	330	0.5	0.4	4.988	A
2 - Gloucester Rd	200	50	95	916	0.218	200	193	0.4	0.3	5.031	A
3 - High St (W)	136	34	198	868	0.156	136	97	0.2	0.2	4.922	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	Mini-roundabout		1, 2, 3	7.40	A

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 - High St (E)		ONE HOUR	✓	479	100.000
2 - Gloucester Rd		ONE HOUR	✓	323	100.000
3 - High St (W)		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	279	200
	2 - Gloucester Rd	320	0	3
	3 - High St (W)	232	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	0	3
	2 - Gloucester Rd	0	0	0
	3 - High St (W)	3	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 - High St (E)	0.52	7.43	1.1	A	440	659
2 - Gloucester Rd	0.43	7.57	0.7	A	296	445
3 - High St (W)	0.34	7.14	0.5	A	218	328

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 - High St (E)	361	90	4	1013	0.356	358	413	0.0	0.5	5.482	A
2 - Gloucester Rd	243	61	150	880	0.276	242	213	0.0	0.4	5.622	A
3 - High St (W)	179	45	239	840	0.213	178	152	0.0	0.3	5.426	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 - High St (E)	431	108	5	1013	0.425	430	495	0.5	0.7	6.171	A
2 - Gloucester Rd	290	73	179	859	0.338	290	256	0.4	0.5	6.315	A
3 - High St (W)	214	53	287	809	0.264	214	182	0.3	0.4	6.041	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 - High St (E)	527	132	7	1012	0.521	526	606	0.7	1.1	7.390	A
2 - Gloucester Rd	356	89	220	832	0.428	355	313	0.5	0.7	7.530	A
3 - High St (W)	262	66	351	767	0.342	261	223	0.4	0.5	7.113	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 - High St (E)	527	132	7	1012	0.521	527	608	1.1	1.1	7.431	A
2 - Gloucester Rd	356	89	220	831	0.428	356	314	0.7	0.7	7.565	A
3 - High St (W)	262	66	352	766	0.342	262	223	0.5	0.5	7.138	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 - High St (E)	431	108	5	1013	0.425	432	498	1.1	0.7	6.216	A
2 - Gloucester Rd	290	73	180	859	0.338	291	257	0.7	0.5	6.352	A
3 - High St (W)	214	53	289	808	0.265	215	183	0.5	0.4	6.070	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 - High St (E)	361	90	5	1013	0.356	361	416	0.7	0.6	5.530	A
2 - Gloucester Rd	243	61	151	879	0.277	244	215	0.5	0.4	5.668	A
3 - High St (W)	179	45	241	839	0.214	180	153	0.4	0.3	5.463	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	Mini-roundabout		1, 2, 3	6.97	A

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 - High St (E)		ONE HOUR	✓	454	100.000
2 - Gloucester Rd		ONE HOUR	✓	286	100.000
3 - High St (W)		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	270	184
	2 - Gloucester Rd	284	0	2
	3 - High St (W)	221	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	0	6
	2 - Gloucester Rd	0	0	0
	3 - High St (W)	3	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 - High St (E)	0.50	7.19	1.0	A	417	625
2 - Gloucester Rd	0.38	6.86	0.6	A	262	394
3 - High St (W)	0.32	6.64	0.5	A	208	312

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 - High St (E)	342	85	4	1001	0.341	340	378	0.0	0.5	5.424	A
2 - Gloucester Rd	215	54	138	886	0.243	214	207	0.0	0.3	5.352	A
3 - High St (W)	171	43	213	858	0.199	170	139	0.0	0.2	5.224	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 - High St (E)	408	102	5	1001	0.408	407	453	0.5	0.7	6.060	A
2 - Gloucester Rd	257	64	165	866	0.297	257	248	0.3	0.4	5.904	A
3 - High St (W)	204	51	255	830	0.246	204	167	0.2	0.3	5.744	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 - High St (E)	500	125	7	1000	0.500	499	555	0.7	1.0	7.161	A
2 - Gloucester Rd	315	79	202	840	0.375	314	303	0.4	0.6	6.841	A
3 - High St (W)	250	62	312	793	0.315	249	204	0.3	0.5	6.617	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 - High St (E)	500	125	7	1000	0.500	500	556	1.0	1.0	7.195	A
2 - Gloucester Rd	315	79	203	839	0.375	315	304	0.6	0.6	6.861	A
3 - High St (W)	250	62	313	792	0.315	250	205	0.5	0.5	6.636	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 - High St (E)	408	102	5	1001	0.408	409	455	1.0	0.7	6.099	A
2 - Gloucester Rd	257	64	166	866	0.297	258	249	0.6	0.4	5.932	A
3 - High St (W)	204	51	256	830	0.246	205	168	0.5	0.3	5.764	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 - High St (E)	342	85	5	1001	0.341	342	381	0.7	0.5	5.470	A
2 - Gloucester Rd	215	54	139	885	0.243	216	208	0.4	0.3	5.385	A
3 - High St (W)	171	43	214	857	0.199	171	140	0.3	0.3	5.251	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	Mini-roundabout		1, 2, 3	7.82	A

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 - High St (E)		ONE HOUR	✓	510	100.000
2 - Gloucester Rd		ONE HOUR	✓	323	100.000
3 - High St (W)		ONE HOUR	✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	279	231
	2 - Gloucester Rd	320	0	3
	3 - High St (W)	238	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	0	3
	2 - Gloucester Rd	0	0	0
	3 - High St (W)	3	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 - High St (E)	0.56	8.01	1.2	A	468	702
2 - Gloucester Rd	0.44	7.96	0.8	A	296	445
3 - High St (W)	0.35	7.23	0.5	A	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 - High St (E)	384	96	4	1012	0.379	382	417	0.0	0.6	5.688	A
2 - Gloucester Rd	243	61	173	864	0.281	242	213	0.0	0.4	5.770	A
3 - High St (W)	184	46	239	840	0.219	183	175	0.0	0.3	5.464	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 - High St (E)	458	115	5	1011	0.453	458	501	0.6	0.8	6.488	A
2 - Gloucester Rd	290	73	207	840	0.346	290	256	0.4	0.5	6.532	A
3 - High St (W)	219	55	287	809	0.271	219	210	0.3	0.4	6.096	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 - High St (E)	562	140	7	1011	0.556	560	613	0.8	1.2	7.956	A
2 - Gloucester Rd	356	89	254	808	0.440	355	313	0.5	0.8	7.917	A
3 - High St (W)	269	67	351	767	0.350	268	257	0.4	0.5	7.206	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 - High St (E)	562	140	7	1011	0.556	561	614	1.2	1.2	8.011	A
2 - Gloucester Rd	356	89	254	808	0.440	356	314	0.8	0.8	7.959	A
3 - High St (W)	269	67	352	766	0.351	269	258	0.5	0.5	7.233	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 - High St (E)	458	115	5	1011	0.453	460	503	1.2	0.8	6.547	A
2 - Gloucester Rd	290	73	208	840	0.346	291	257	0.8	0.5	6.578	A
3 - High St (W)	219	55	289	808	0.271	220	211	0.5	0.4	6.130	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 - High St (E)	384	96	5	1012	0.379	385	421	0.8	0.6	5.747	A
2 - Gloucester Rd	243	61	174	863	0.282	244	215	0.5	0.4	5.819	A
3 - High St (W)	184	46	241	839	0.219	184	177	0.4	0.3	5.499	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	Mini-roundabout		1, 2, 3	7.27	A

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 - High St (E)		ONE HOUR	✓	473	100.000
2 - Gloucester Rd		ONE HOUR	✓	286	100.000
3 - High St (W)		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	270	203
	2 - Gloucester Rd	284	0	2
	3 - High St (W)	248	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - High St (E)	2 - Gloucester Rd	3 - High St (W)
From	1 - High St (E)	0	0	6
	2 - Gloucester Rd	0	0	0
	3 - High St (W)	3	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 - High St (E)	0.52	7.53	1.1	A	434	651
2 - Gloucester Rd	0.38	7.06	0.6	A	262	394
3 - High St (W)	0.35	7.02	0.5	A	233	350

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 - High St (E)	356	89	4	1000	0.356	354	398	0.0	0.5	5.552	A
2 - Gloucester Rd	215	54	152	875	0.246	214	207	0.0	0.3	5.433	A
3 - High St (W)	191	48	213	858	0.223	190	153	0.0	0.3	5.381	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 - High St (E)	425	106	5	999	0.425	424	477	0.5	0.7	6.253	A
2 - Gloucester Rd	257	64	182	854	0.301	257	248	0.3	0.4	6.024	A
3 - High St (W)	228	57	255	830	0.275	228	184	0.3	0.4	5.973	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 - High St (E)	521	130	7	999	0.521	519	584	0.7	1.1	7.489	A
2 - Gloucester Rd	315	79	223	825	0.382	314	303	0.4	0.6	7.036	A
3 - High St (W)	280	70	312	793	0.353	279	225	0.4	0.5	6.999	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 - High St (E)	521	130	7	999	0.521	521	586	1.1	1.1	7.531	A
2 - Gloucester Rd	315	79	223	825	0.382	315	304	0.6	0.6	7.061	A
3 - High St (W)	280	70	313	792	0.353	280	226	0.5	0.5	7.021	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 - High St (E)	425	106	5	999	0.425	427	480	1.1	0.7	6.299	A
2 - Gloucester Rd	257	64	183	853	0.301	258	249	0.6	0.4	6.054	A
3 - High St (W)	228	57	256	829	0.275	229	185	0.5	0.4	6.003	A

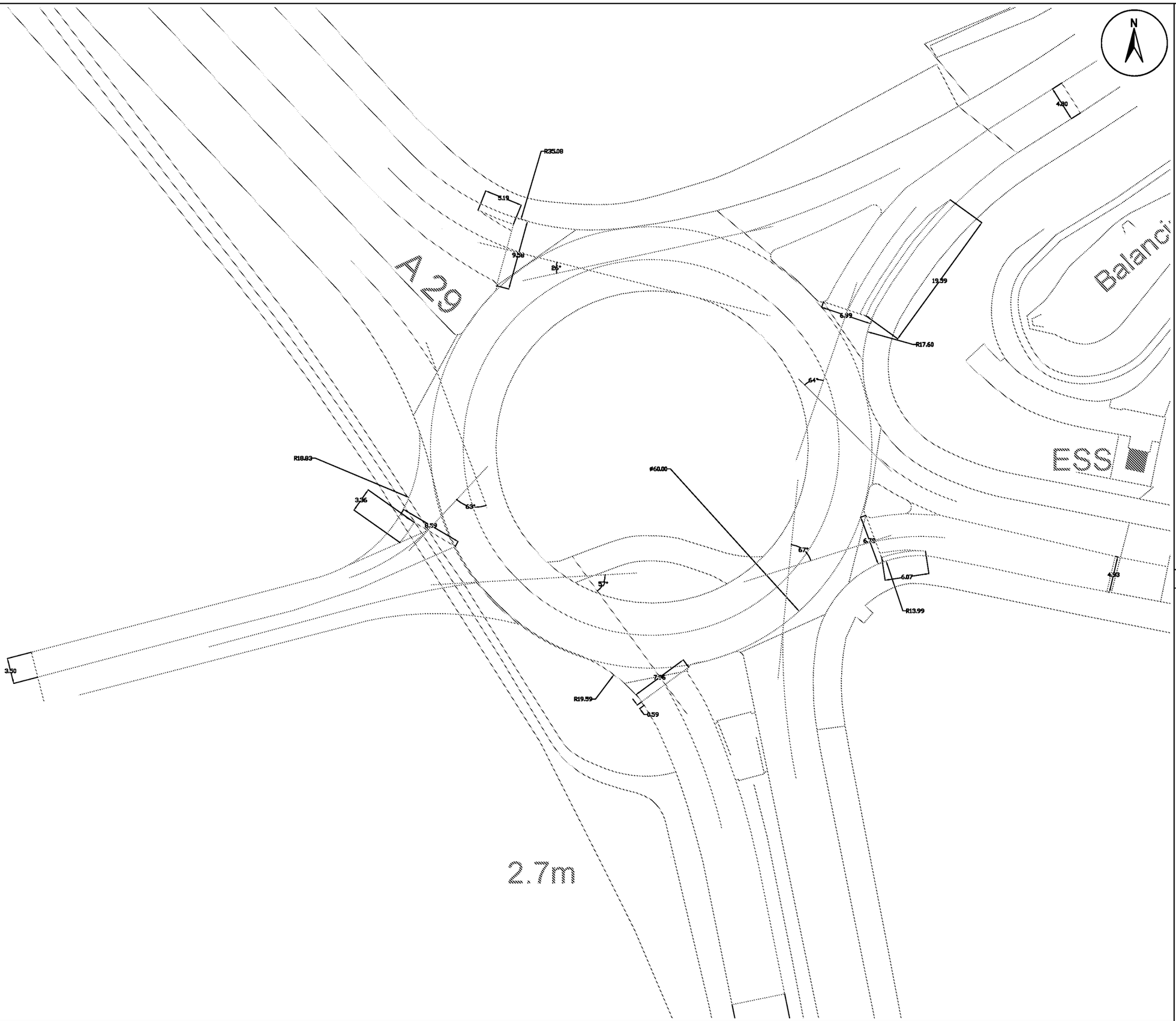
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Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - High St (E)	356	89	5	1000	0.356	357	401	0.7	0.6	5.605	A
2 - Gloucester Rd	215	54	153	875	0.246	216	208	0.4	0.3	5.469	A
3 - High St (W)	191	48	214	857	0.223	192	155	0.4	0.3	5.415	A

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NOTES

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Rev	Description	By	CB	Date

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Client Hallam Land Management

Project Bognor Regis Golf Club

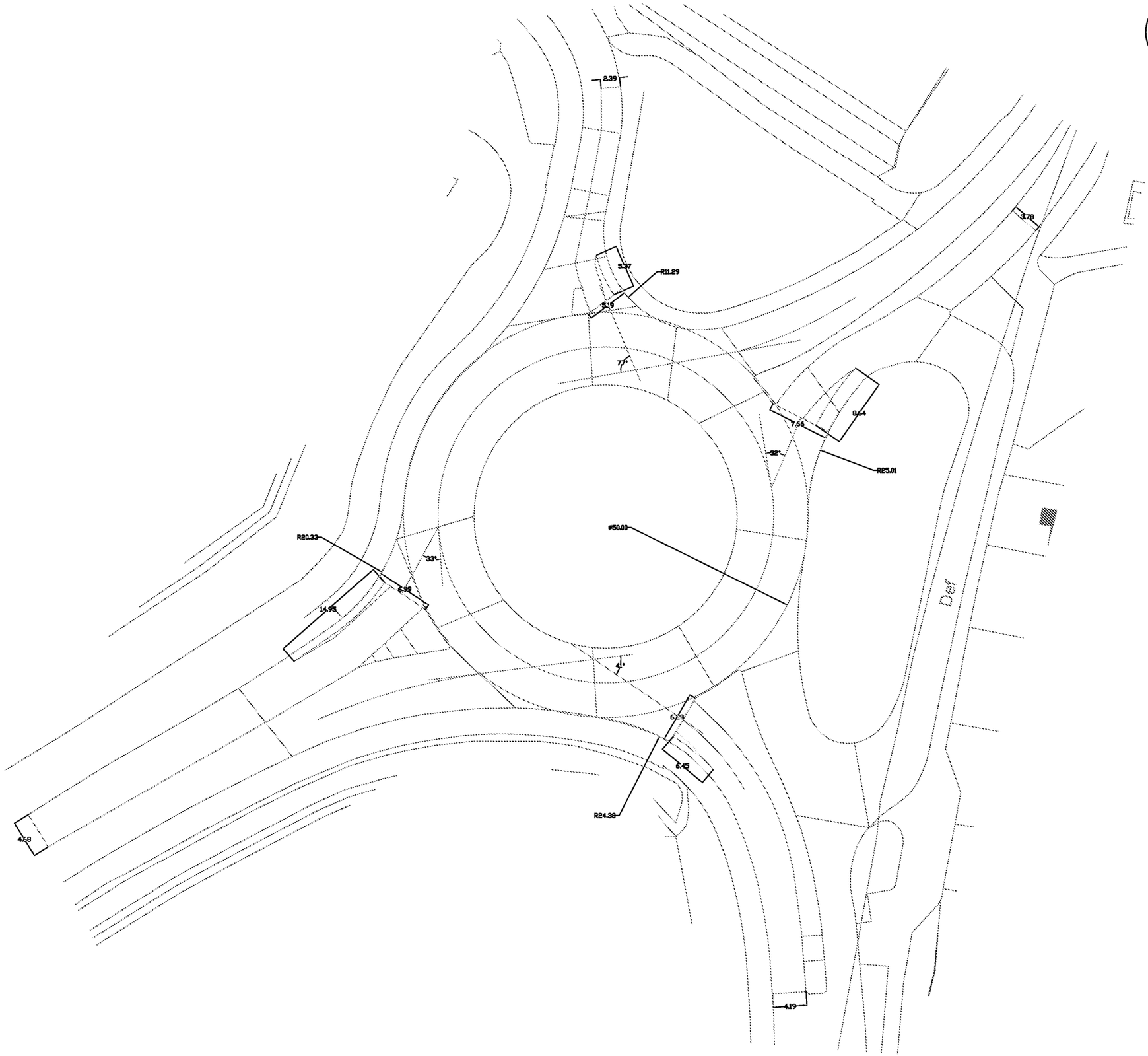
Title A259/A29 Junction Geometry

Status	Drawn By	PM/Checked by
INFORMATION	???	-
Project Number	**Scale @ A3**	**Date Created**
JNY10830	1:500	mmm yy
RPS Drawing/Figure Number		**Rev**
A3		-

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Drawing Ref: R:\JNY\10830 - Bognor Regis\Highways\Drawings\Junctions\Geometric Measurements\Junction 1 - A259_A29.dwg

ARUN DISTRICT COUNCIL M/18/22/PL



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Rev	Description	By	CB	Date

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Client Hallam Land Management

Project Bognor Regis Golf Club

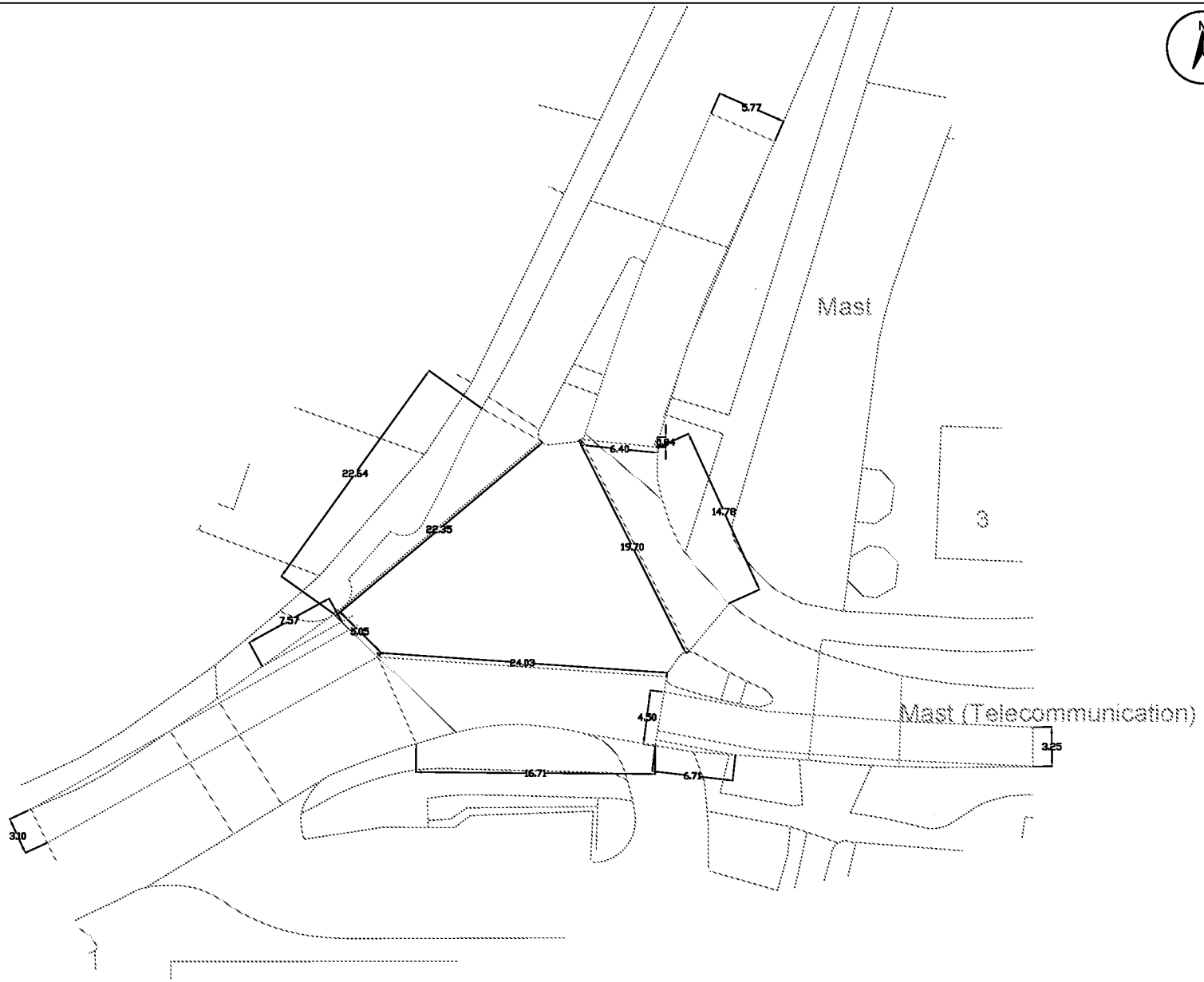
Title A259/B2259 Junction Geometry

Status	Drawn By	PM/Checked by
INFORMATION	???	-
Project Number	**Scale @ A3**	**Date Created**
JNY10830	1:500	mmm yy
RPS Drawing/Figure Number		**Rev**
A3		-

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Rev	Description	By	CB	Date

Belford House, 3rd Floor, 59 Belford Road, Edinburgh EH4 3DE
T: +44(0)131 555 5011 E: transport@rpsgroup.com

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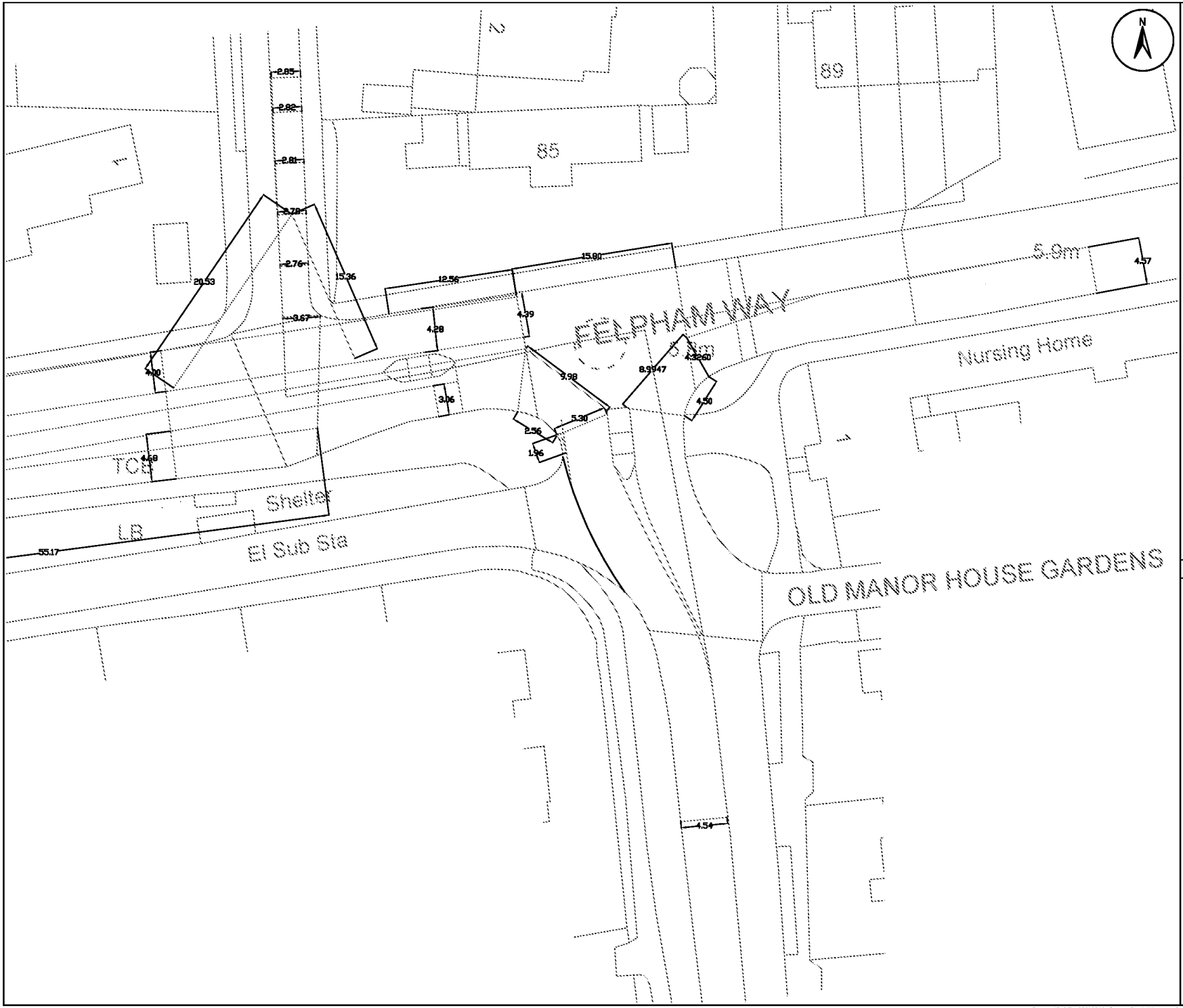
Project Bognor Regis golf Course - Proposed residential Dev

Title B2259/B2132 Junction Geometry

Status	Drawn By	PM/Checked by
INFORMATION	???	-
Project Number:	Scale @ A4	Date Created
JNY10830	1:500	mmm yy
RPS Drawing/Figure Number		Rev
A4		-

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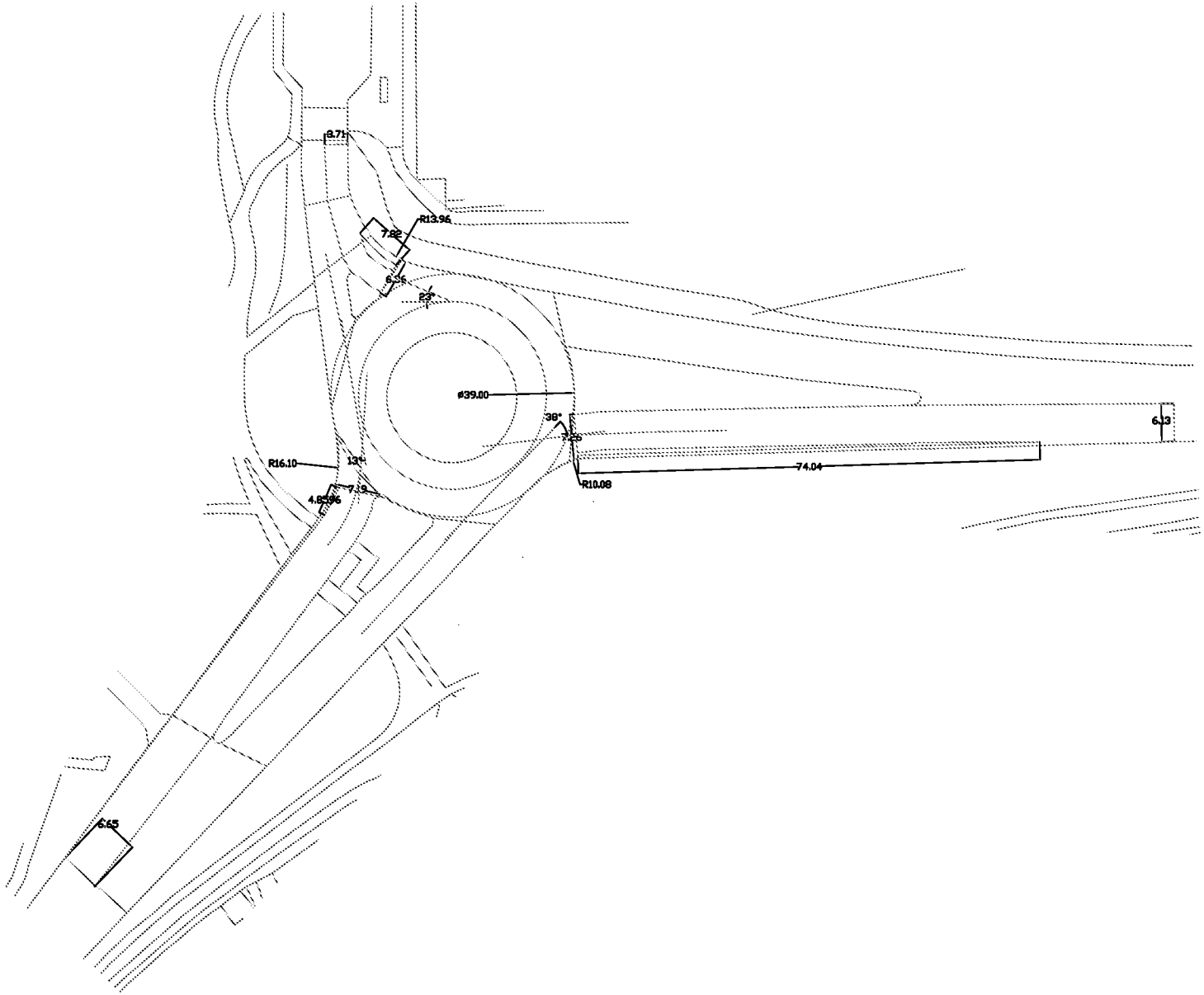
Project Bognor Regis Golf Club - Proposed Residential Development

Title B2259/Summerley Lane Junction geometry

Status	Drawn By	PM/Checked by
INFORMATION	???	-
Project Number:	Scale @ A4	Date Created
JNY10830	1:500	mmm yy
RPS Drawing/Figure Number		Rev
A4		-

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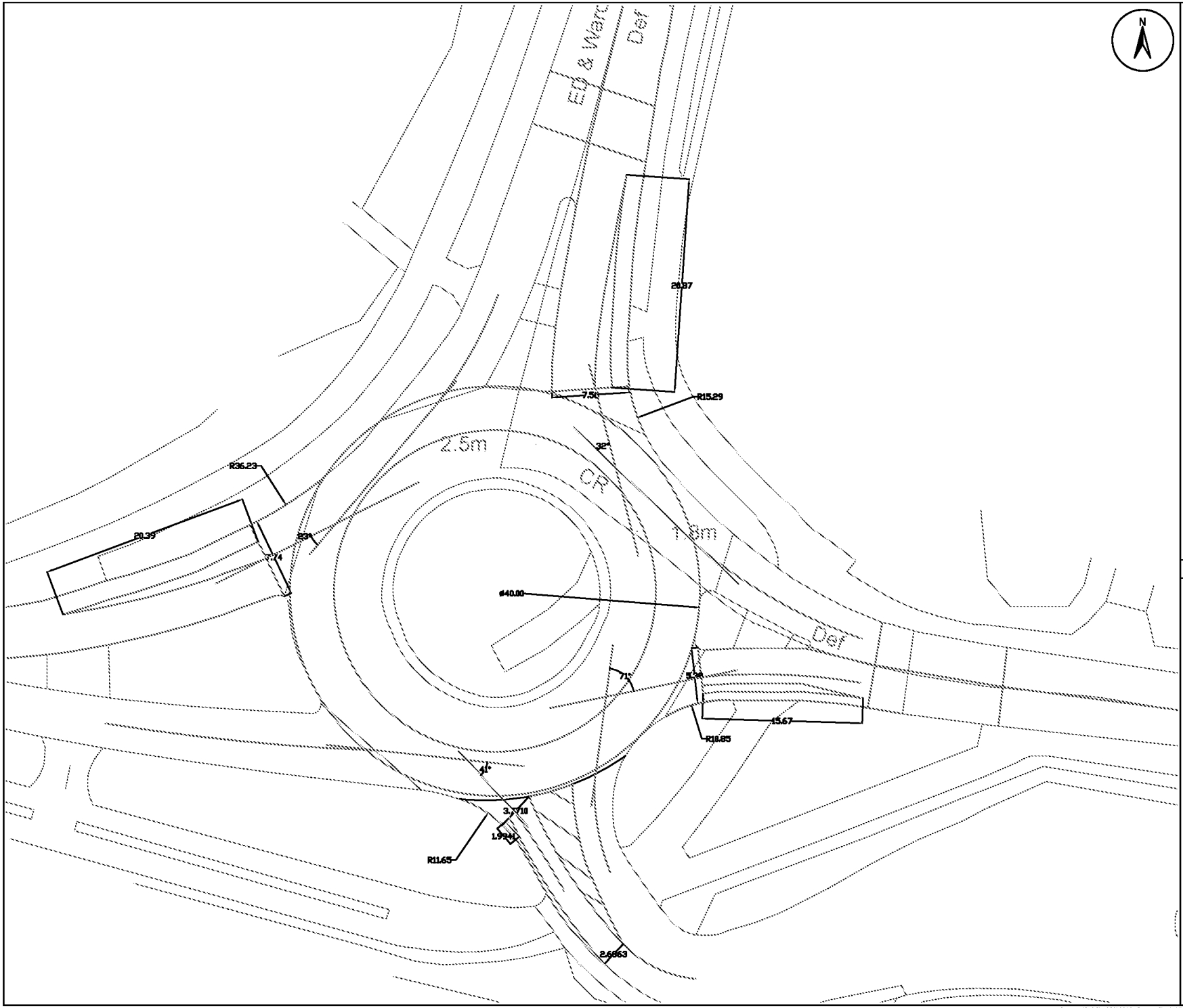
Project Bognor Regis Golf Club - Proposed Residential Developement

Title B2259/ Drygrounds Close - Junction Geometry

Status	Drawn By	PM/Checked by
INFORMATION	???	-
Project Number:	Scale @ A4	Date Created
JNY10830	1:1000	mmm yy
RPS Drawing/Figure Number		Rev
A4		-

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Rev	Description	By	CB	Date

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Client Hallam Land Management

Project Bognor Regis Golf Club - Proposed Residential Development

Title B2259/ Upper Bognor Road Junction Geometry

Status	Drawn By	PM/Checked by
INFORMATION	???	-
Project Number:	Scale @ A4	Date Created
JNY1830	1:500	mmm yy
RPS Drawing/Figure Number		Rev
A4		-

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Rev	Description	By	CB	Date

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

Client: Hallam Land Management

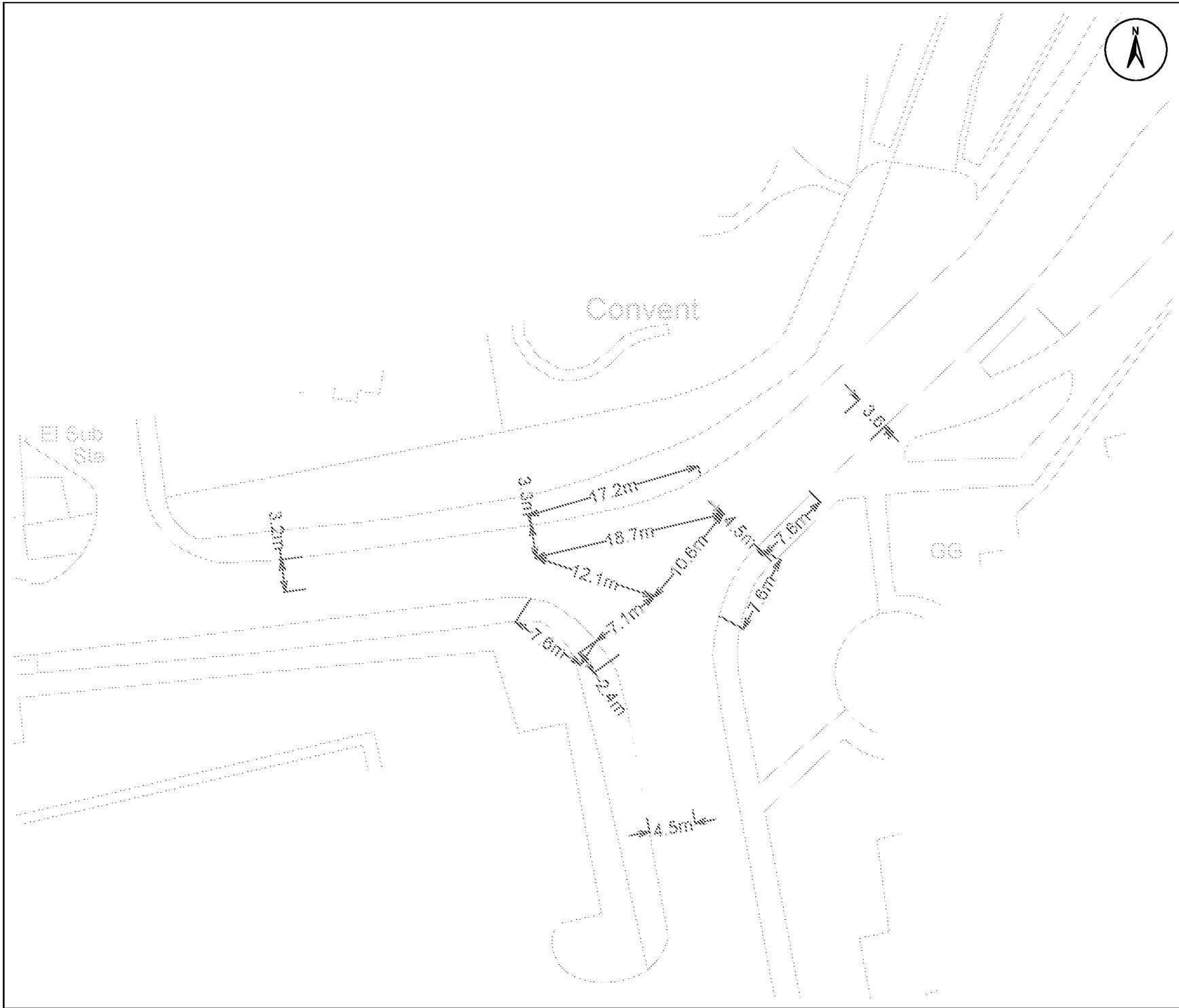
Project: Bognor Regis Golf Club - Proposed Residential Development

Title: B2259/ High Street Junction - Junction Geometry

Status	Drawn By	PM/Checked by
INFORMATION	???	-
Project Number:	Scale @ A4	Date Created
JNY10830	1:500	mmm yy
RPS Drawing/Figure Number		Rev
A4		-

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Rev	Description	By	CB	Date

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

Client: Hallam Land Management

Project: Bognor Regis Golf Club - Proposed Residential development

Title: High Street/ Gloucester Road junction geometry

Status	Drawn By	PM/Checked by
INFORMATION	???	-
Project Number:	Scale @ A4	Date Created
JNY????	1:500	mmm yy
RPS Drawing/Figure Number		Rev
A4		-

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ARUN DISTRICT COUNCIL M/16/22/PL

Junctions 9

PICADY 9 - Priority Intersection Module

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

Filename: Southern Site Access.j9
Path: P:\JNY10830 - Bognor Regis\Transport\Picady\2026 scenarios removed - 30.11.2021
Report generation date: 01/12/2021 10:35:46

»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
2031 Base + Committed + Dev										
Stream B-CD	D1	0.0	8.15	0.01	A	D2	0.0	0.00	0.00	A
Stream B-AD		0.2	8.62	0.16	A		0.0	7.46	0.02	A
Stream A-BCD		0.0	6.45	0.00	A		0.0	6.25	0.01	A
Stream D-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-BC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	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	28/09/2021
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	2031 Base + Committed + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D2	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

2031 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Golf Links - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	D - Shirley Drive - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Downview Road		Major
B	Golf Links		Minor
C	Site Access		Major
D	Shirley Drive		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Downview Road	6.00			57.6	✓	1.00
C - Site Access	6.00			87.9	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Golf Links	One lane plus flare	7.90	3.50	3.30	3.20	3.10	✓	1.00	42	60
D - Shirley Drive	One lane plus flare	8.80	4.20	3.00	3.00	3.00	✓	1.00	62	63

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	607	-	-	-	-	-	-	0.235	0.336	0.235	-	-	-
B-A	553	0.101	0.255	0.255	-	-	-	0.160	0.364	-	0.255	0.255	0.127
B-C	655	0.100	0.254	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	516	0.094	0.237	0.237	-	-	-	0.149	0.339	0.149	-	-	-
B-D, offside lane	553	0.101	0.255	0.255	-	-	-	0.160	0.364	0.160	-	-	-
C-B	625	0.242	0.242	0.346	-	-	-	-	-	-	-	-	-
D-A	757	-	-	-	-	-	-	0.293	-	0.116	-	-	-
D-B, nearside lane	603	0.175	0.175	0.397	-	-	-	0.278	0.278	0.110	-	-	-
D-B, offside lane	557	0.161	0.161	0.366	-	-	-	0.256	0.256	0.101	-	-	-
D-C	557	-	0.161	0.366	0.128	0.256	0.256	0.256	0.256	0.101	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	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 (%)
A - Downview Road		ONE HOUR	✓	70	100.000
B - Golf Links		ONE HOUR	✓	78	100.000
C - Site Access		ONE HOUR	✓	182	100.000
D - Shirley Drive		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Downview Road	B - Golf Links	C - Site Access	D - Shirley Drive
From	A - Downview Road	0	7	61	2
	B - Golf Links	69	0	0	9
	C - Site Access	182	0	0	0
	D - Shirley Drive	2	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Downview Road	B - Golf Links	C - Site Access	D - Shirley Drive
From	A - Downview Road	0	0	0	0
	B - Golf Links	1	0	0	0
	C - Site Access	0	0	0	0
	D - Shirley Drive	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.01	8.15	0.0	A	5	7
B-AD	0.16	8.62	0.2	A	67	100
A-BCD	0.00	6.45	0.0	A	2	3
A-B					6	10
A-C					56	84
D-AB	0.00	0.00	0.0	A	0	0
D-BC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					167	251

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.93	470	0.008	4	0.0	0.0	7.721	A
B-AD	55	14	514	0.107	55	0.0	0.1	7.831	A
A-BCD	2	0.38	575	0.003	1	0.0	0.0	6.274	A
A-B	5	1			5				
A-C	46	11			46				
D-AB	0	0	626	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	509	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1224	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	137	34			137				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	1	461	0.010	5	0.0	0.0	7.892	A
B-AD	66	16	507	0.129	65	0.1	0.1	8.150	A
A-BCD	2	0.45	569	0.003	2	0.0	0.0	6.346	A
A-B	6	2			6				
A-C	55	14			55				
D-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	500	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1219	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	164	41			164				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	1	448	0.013	6	0.0	0.0	8.144	A
B-AD	80	20	498	0.161	80	0.1	0.2	8.611	A
A-BCD	2	0.55	560	0.004	2	0.0	0.0	6.447	A
A-B	8	2			8				
A-C	67	17			67				
D-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	487	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1212	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	200	50			200				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	6	1	448	0.013	6	0.0	0.0	8.145	A
B-AD	80	20	498	0.161	80	0.2	0.2	8.617	A
A-BCD	2	0.55	560	0.004	2	0.0	0.0	6.447	A
A-B	8	2			8				
A-C	67	17			67				
D-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	487	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1212	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	200	50			200				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	5	1	461	0.010	5	0.0	0.0	7.896	A
B-AD	66	16	507	0.129	66	0.2	0.2	8.159	A
A-BCD	2	0.45	569	0.003	2	0.0	0.0	6.346	A
A-B	6	2			6				
A-C	55	14			55				
D-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	500	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1219	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	164	41			164				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	4	0.93	470	0.008	4	0.0	0.0	7.724	A
B-AD	55	14	514	0.107	55	0.1	0.1	7.852	A
A-BCD	2	0.38	575	0.003	2	0.0	0.0	6.274	A
A-B	5	1			5				
A-C	46	11			46				
D-AB	0	0	626	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	509	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1224	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	137	34			137				

2031 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Golf Links - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	D - Shirley Drive - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	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 (%)
A - Downview Road		ONE HOUR	✓	151	100.000
B - Golf Links		ONE HOUR	✓	10	100.000
C - Site Access		ONE HOUR	✓	99	100.000
D - Shirley Drive		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Downview Road	B - Golf Links	C - Site Access	D - Shirley Drive
From	A - Downview Road	0	1	143	7
	B - Golf Links	10	0	0	0
	C - Site Access	99	0	0	0
	D - Shirley Drive	1	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Downview Road	B - Golf Links	C - Site Access	D - Shirley Drive
From	A - Downview Road	0	0	0	0
	B - Golf Links	0	0	0	0
	C - Site Access	0	0	0	0
	D - Shirley Drive	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.00	0.00	0.0	A	0	0
B-AD	0.02	7.46	0.0	A	9	14
A-BCD	0.01	6.25	0.0	A	6	10
A-B					0.92	1
A-C					131	197
D-AB	0.00	0.00	0.0	A	0	0
D-BC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					91	136

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	540	0.000	0	0.0	0.0	0.000	A
B-AD	8	2	512	0.015	7	0.0	0.0	7.129	A
A-BCD	5	1	591	0.009	5	0.0	0.0	6.148	A
A-B	0.75	0.19			0.75				
A-C	108	27			108				
D-AB	0	0	637	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1194	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	75	19			75				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	533	0.000	0	0.0	0.0	0.000	A
B-AD	9	2	504	0.018	9	0.0	0.0	7.264	A
A-BCD	6	2	588	0.011	6	0.0	0.0	6.190	A
A-B	0.90	0.22			0.90				
A-C	129	32			129				
D-AB	0	0	630	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1183	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	89	22			89				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	523	0.000	0	0.0	0.0	0.000	A
B-AD	11	3	494	0.022	11	0.0	0.0	7.460	A
A-BCD	8	2	584	0.013	8	0.0	0.0	6.248	A
A-B	1	0.28			1				
A-C	157	39			157				
D-AB	0	0	620	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	500	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1168	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	109	27			109				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	523	0.000	0	0.0	0.0	0.000	A
B-AD	11	3	494	0.022	11	0.0	0.0	7.460	A
A-BCD	8	2	584	0.013	8	0.0	0.0	6.248	A
A-B	1	0.28			1				
A-C	157	39			157				
D-AB	0	0	620	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	500	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1168	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	109	27			109				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	533	0.000	0	0.0	0.0	0.000	A
B-AD	9	2	504	0.018	9	0.0	0.0	7.265	A
A-BCD	6	2	588	0.011	6	0.0	0.0	6.190	A
A-B	0.90	0.22			0.90				
A-C	129	32			129				
D-AB	0	0	630	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1183	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	89	22			89				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	0	0	540	0.000	0	0.0	0.0	0.000	A
B-AD	8	2	512	0.015	8	0.0	0.0	7.133	A
A-BCD	5	1	591	0.009	5	0.0	0.0	6.148	A
A-B	0.75	0.19			0.75				
A-C	108	27			108				
D-AB	0	0	637	0.000	0	0.0	0.0	0.000	A
D-BC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	1194	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	75	19			75				

Appendix 14 ¯ Proposed Junction Improvement Analysis Output

ARUN DISTRICT COUNCIL M/16/22/PL

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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+4[redacted]

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

Filename: B2259.B2132 Mini roundabout (Junction 4) - Proposed.j9
Path: P:\JNY10830 - Bognor Regis\Transport\Arcady\2026 scenarios removed - 30.11.2021
Report generation date: 03/12/2021 16:40:18

»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	5.8	38.00	0.87	E	D2	1.3	12.25	0.58	B
2 - B2259 (W)		2.4	10.98	0.71	B		3.1	12.73	0.76	B
3 - B2259 (N)		3.1	15.98	0.76	C		4.1	22.29	0.81	C
2031 Base + Committed										
1 - B2132	D3	32.9	166.89	1.08	F	D4	5.9	39.08	0.87	E
2 - B2259 (W)		6.8	26.22	0.88	D		13.8	48.89	0.96	E
3 - B2259 (N)		22.8	95.30	1.01	F		19.7	89.08	1.00	F
2031 Base + Committed + Dev										
1 - B2132	D5	36.8	197.86	1.10	F	D6	9.3	60.28	0.93	F
2 - B2259 (W)		24.2	77.38	1.00	F		24.5	77.56	1.00	F
3 - B2259 (N)		34.6	133.76	1.06	F		50.2	190.92	1.11	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

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

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	20.17	C

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	B2132	
2	B2259 (W)	
3	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	
2 - B2259 (W)	5.50	3.50	6.00	6.0	20.00	20.00	0.0	
3 - B2259 (N)	6.00	5.77	6.70	7.0	19.70	14.78	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - B2132	Percentage		115.00
2 - B2259 (W)	None		
3 - B2259 (N)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2132	0.688	1067
2 - B2259 (W)	0.954	1321
3 - B2259 (N)	0.742	1157

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 - B2132		ONE HOUR	✓	531	100.000
2 - B2259 (W)		ONE HOUR	✓	734	100.000
3 - B2259 (N)		ONE HOUR	✓	643	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	370	161
	2 - B2259 (W)	259	0	475
	3 - B2259 (N)	135	508	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	1	1
	2 - B2259 (W)	2	0	1
	3 - 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	0.87	38.06	5.8	E	487	731
2 - B2259 (W)	0.71	10.98	2.4	B	674	1010
3 - B2259 (N)	0.76	15.98	3.1	C	590	885

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	400	100	380	795	0.503	396	295	0.0	1.0	8.928	A
2 - B2259 (W)	553	138	120	1189	0.465	549	655	0.0	0.9	5.597	A
3 - B2259 (N)	484	121	194	1000	0.484	480	475	0.0	0.9	6.878	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 - B2132	477	119	455	743	0.642	474	353	1.0	1.7	13.263	B
2 - B2259 (W)	660	165	144	1166	0.566	658	786	0.9	1.3	7.061	A
3 - B2259 (N)	578	145	232	971	0.595	576	570	0.9	1.4	9.057	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 - B2132	585	146	555	675	0.866	571	431	1.7	5.1	31.241	D
2 - B2259 (W)	808	202	173	1138	0.710	804	952	1.3	2.4	10.623	B
3 - B2259 (N)	708	177	284	933	0.759	702	693	1.4	2.9	15.196	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	585	146	559	672	0.870	582	434	5.1	5.8	38.001	E
2 - B2259 (W)	808	202	176	1135	0.712	808	965	2.4	2.4	10.978	B
3 - B2259 (N)	708	177	285	932	0.760	708	699	2.9	3.1	15.977	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	477	119	462	739	0.646	493	357	5.8	1.9	15.475	C
2 - B2259 (W)	660	165	149	1161	0.568	664	805	2.4	1.3	7.310	A
3 - B2259 (N)	578	145	234	970	0.596	584	579	3.1	1.5	9.478	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 - B2132	400	100	384	792	0.505	403	298	1.9	1.0	9.341	A
2 - B2259 (W)	553	138	122	1187	0.466	554	665	1.3	0.9	5.709	A
3 - B2259 (N)	484	121	196	999	0.485	486	481	1.5	1.0	7.056	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	Mini-roundabout		1, 2, 3	15.96	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	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 - B2132		ONE HOUR	✓	364	100.000
2 - B2259 (W)		ONE HOUR	✓	814	100.000
3 - B2259 (N)		ONE HOUR	✓	626	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	233	131
	2 - B2259 (W)	367	0	447
	3 - B2259 (N)	144	482	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	1	0
	2 - B2259 (W)	1	0	0
	3 - 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	0.58	12.25	1.3	B	334	501
2 - B2259 (W)	0.76	12.73	3.1	B	747	1120
3 - B2259 (N)	0.81	22.29	4.1	C	574	862

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	274	69	360	812	0.338	272	382	0.0	0.5	6.648	A
2 - B2259 (W)	613	153	98	1222	0.502	609	534	0.0	1.0	5.837	A
3 - B2259 (N)	471	118	275	944	0.499	467	432	0.0	1.0	7.494	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 - B2132	327	82	431	762	0.429	326	458	0.5	0.7	8.239	A
2 - B2259 (W)	732	183	117	1203	0.608	730	640	1.0	1.5	7.567	A
3 - B2259 (N)	563	141	329	903	0.623	560	518	1.0	1.6	10.416	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 - B2132	401	100	524	698	0.574	399	558	0.7	1.3	11.909	B
2 - B2259 (W)	896	224	143	1178	0.761	890	779	1.5	3.0	12.240	B
3 - B2259 (N)	689	172	401	849	0.811	680	632	1.6	3.9	20.266	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	401	100	530	694	0.577	401	562	1.3	1.3	12.251	B
2 - B2259 (W)	896	224	144	1178	0.761	896	786	3.0	3.1	12.731	B
3 - B2259 (N)	689	172	404	848	0.813	688	636	3.9	4.1	22.292	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	327	82	441	756	0.433	329	464	1.3	0.8	8.487	A
2 - B2259 (W)	732	183	119	1202	0.609	738	652	3.1	1.6	7.852	A
3 - B2259 (N)	563	141	333	901	0.625	572	524	4.1	1.7	11.259	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 - B2132	274	69	365	808	0.339	275	386	0.8	0.5	6.768	A
2 - B2259 (W)	613	153	99	1221	0.502	615	541	1.6	1.0	5.968	A
3 - B2259 (N)	471	118	277	942	0.500	474	437	1.7	1.0	7.743	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	Mini-roundabout		1, 2, 3	36.76	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	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 - B2132		ONE HOUR	✓	613	100.000
2 - B2259 (W)		ONE HOUR	✓	901	100.000
3 - B2259 (N)		ONE HOUR	✓	773	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	425	188
	2 - B2259 (W)	370	0	531
	3 - B2259 (N)	184	589	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	1	1
	2 - B2259 (W)	2	0	1
	3 - 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	1.08	165.39	32.9	F	562	844
2 - B2259 (W)	0.88	26.22	6.8	D	827	1240
3 - B2259 (N)	1.01	98.30	22.8	F	709	1064

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	461	115	439	755	0.612	455	413	0.0	1.5	11.806	B
2 - B2259 (W)	678	170	140	1170	0.580	673	754	0.0	1.4	7.173	A
3 - B2259 (N)	582	145	276	938	0.620	576	536	0.0	1.6	9.763	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 - B2132	551	138	525	695	0.792	543	495	1.5	3.4	22.625	C
2 - B2259 (W)	810	202	167	1144	0.708	806	901	1.4	2.3	10.532	B
3 - B2259 (N)	695	174	331	897	0.774	689	642	1.6	3.2	16.736	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	675	169	611	636	1.062	612	592	3.4	19.1	83.459	F
2 - B2259 (W)	992	248	188	1124	0.883	976	1036	2.3	6.2	22.366	C
3 - B2259 (N)	851	213	401	845	1.007	802	763	3.2	15.4	56.853	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	675	169	626	626	1.079	619	602	19.1	32.9	165.394	F
2 - B2259 (W)	992	248	190	1122	0.884	990	1055	6.2	6.8	26.217	D
3 - B2259 (N)	851	213	406	841	1.012	821	773	15.4	22.8	98.305	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	551	138	587	653	0.844	633	523	32.9	12.3	134.966	F
2 - B2259 (W)	810	202	194	1118	0.725	826	1026	6.8	2.8	12.978	B
3 - B2259 (N)	695	174	339	891	0.780	770	681	22.8	4.0	41.144	E

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	461	115	450	746	0.618	504	421	12.3	1.7	17.385	C
2 - B2259 (W)	678	170	155	1155	0.587	684	800	2.8	1.4	7.711	A
3 - B2259 (N)	582	145	281	935	0.622	591	557	4.0	1.7	10.728	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	Mini-roundabout		1, 2, 3	59.80	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
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 - B2132		ONE HOUR	✓	521	100.000
2 - B2259 (W)		ONE HOUR	✓	977	100.000
3 - B2259 (N)		ONE HOUR	✓	723	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	337	184
	2 - B2259 (W)	437	0	540
	3 - B2259 (N)	174	549	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	1	0
	2 - B2259 (W)	1	0	0
	3 - 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	0.87	39.38	5.9	E	478	717
2 - B2259 (W)	0.96	48.89	13.8	E	897	1345
3 - B2259 (N)	1.00	89.08	19.7	F	663	995

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	392	98	409	778	0.504	388	456	0.0	1.0	9.153	A
2 - B2259 (W)	736	184	137	1185	0.621	729	660	0.0	1.6	7.800	A
3 - B2259 (N)	544	136	326	906	0.601	538	540	0.0	1.5	9.659	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 - B2132	468	117	489	722	0.648	465	545	1.0	1.8	13.835	B
2 - B2259 (W)	878	220	164	1159	0.758	873	790	1.6	3.0	12.355	B
3 - B2259 (N)	650	162	390	858	0.758	644	647	1.5	2.9	16.415	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	574	143	573	665	0.863	561	648	1.8	5.0	31.269	D
2 - B2259 (W)	1076	269	198	1127	0.955	1043	935	3.0	11.1	34.269	D
3 - B2259 (N)	796	199	467	801	0.994	754	775	2.9	13.4	53.009	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	574	143	585	656	0.875	570	662	5.0	5.9	39.384	E
2 - B2259 (W)	1076	269	201	1123	0.957	1065	954	11.1	13.8	48.337	E
3 - B2259 (N)	796	199	476	794	1.003	771	790	13.4	19.7	89.075	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	468	117	542	686	0.683	483	583	5.9	2.3	18.809	C
2 - B2259 (W)	878	220	170	1153	0.762	920	854	13.8	3.4	17.860	C
3 - B2259 (N)	650	162	412	842	0.772	714	679	19.7	3.8	37.234	E

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	392	98	420	770	0.509	397	465	2.3	1.1	9.771	A
2 - B2259 (W)	736	184	140	1182	0.623	742	677	3.4	1.7	8.321	A
3 - B2259 (N)	544	136	332	901	0.604	553	551	3.8	1.6	10.592	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	Mini-roundabout		1, 2, 3	126.40	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 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 - B2132		ONE HOUR	✓	621	100.000
2 - B2259 (W)		ONE HOUR	✓	1021	100.000
3 - B2259 (N)		ONE HOUR	✓	796	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	429	192
	2 - B2259 (W)	392	0	629
	3 - B2259 (N)	184	612	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	1	1
	2 - B2259 (W)	2	0	1
	3 - 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	1.10	197.85	38.8	F	570	855
2 - B2259 (W)	1.00	77.38	24.2	F	937	1405
3 - B2259 (N)	1.06	133.76	34.6	F	730	1096

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	468	117	455	743	0.629	461	429	0.0	1.6	12.490	B
2 - B2259 (W)	769	192	143	1167	0.659	761	774	0.0	1.9	8.714	A
3 - B2259 (N)	599	150	292	926	0.647	592	611	0.0	1.8	10.561	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 - B2132	558	140	544	682	0.818	549	513	1.6	3.9	25.450	D
2 - B2259 (W)	918	229	170	1141	0.804	910	923	1.9	3.8	15.086	C
3 - B2259 (N)	716	179	349	884	0.810	707	731	1.8	3.8	19.551	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	684	171	622	629	1.087	610	598	3.9	22.3	94.806	F
2 - B2259 (W)	1124	281	189	1123	1.001	1072	1043	3.8	16.9	46.648	E
3 - B2259 (N)	876	219	411	837	1.047	808	849	3.8	20.8	68.779	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	684	171	632	622	1.100	617	610	22.3	38.8	133.062	F
2 - B2259 (W)	1124	281	191	1121	1.003	1095	1058	16.9	24.2	77.379	F
3 - B2259 (N)	876	219	420	830	1.055	821	866	20.8	34.6	133.762	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	558	140	635	619	0.901	604	573	38.8	27.6	197.863	F
2 - B2259 (W)	918	229	187	1125	0.816	994	1052	24.2	5.0	36.747	E
3 - B2259 (N)	716	179	382	859	0.833	826	799	34.6	6.9	93.891	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	468	117	476	729	0.642	570	443	27.8	1.9	37.900	E
2 - B2259 (W)	769	192	176	1135	0.677	780	870	5.0	2.2	10.441	B
3 - B2259 (N)	599	150	299	921	0.651	619	657	6.9	1.9	12.664	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	Mini-roundabout		1, 2, 3	111.64	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
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 - B2132		ONE HOUR	✓	538	100.000
2 - B2259 (W)		ONE HOUR	✓	1026	100.000
3 - B2259 (N)		ONE HOUR	✓	797	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	354	184
	2 - B2259 (W)	445	0	581
	3 - B2259 (N)	176	621	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2132	2 - B2259 (W)	3 - B2259 (N)
From	1 - B2132	0	1	0
	2 - B2259 (W)	1	0	0
	3 - 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	0.93	60.28	9.3	F	494	741
2 - B2259 (W)	1.00	77.85	24.8	F	941	1412
3 - B2259 (N)	1.11	190.02	50.2	F	731	1097

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	405	101	462	741	0.546	400	463	0.0	1.2	10.422	B
2 - B2259 (W)	772	193	137	1185	0.652	765	725	0.0	1.8	8.438	A
3 - B2259 (N)	600	150	332	901	0.666	592	570	0.0	1.9	11.395	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 - B2132	484	121	550	680	0.711	479	553	1.2	2.3	17.506	C
2 - B2259 (W)	922	231	164	1159	0.796	915	865	1.8	3.6	14.334	B
3 - B2259 (N)	716	179	397	853	0.840	706	682	1.9	4.6	23.008	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	592	148	610	639	0.927	571	640	2.3	7.5	43.782	E
2 - B2259 (W)	1130	282	195	1129	1.000	1077	986	3.6	16.9	48.048	E
3 - B2259 (N)	878	219	467	801	1.096	783	805	4.6	28.2	90.857	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	592	148	615	635	0.933	585	651	7.5	9.3	60.281	F
2 - B2259 (W)	1130	282	200	1125	1.004	1099	1000	16.9	24.8	77.848	F
3 - B2259 (N)	878	219	477	793	1.106	790	823	28.2	50.2	190.019	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	484	121	630	625	0.774	505	613	9.3	3.8	33.865	D
2 - B2259 (W)	922	231	173	1151	0.802	1002	963	24.8	4.5	32.995	D
3 - B2259 (N)	716	179	435	825	0.869	809	740	50.2	27.2	174.981	F

01:15 - 01:30

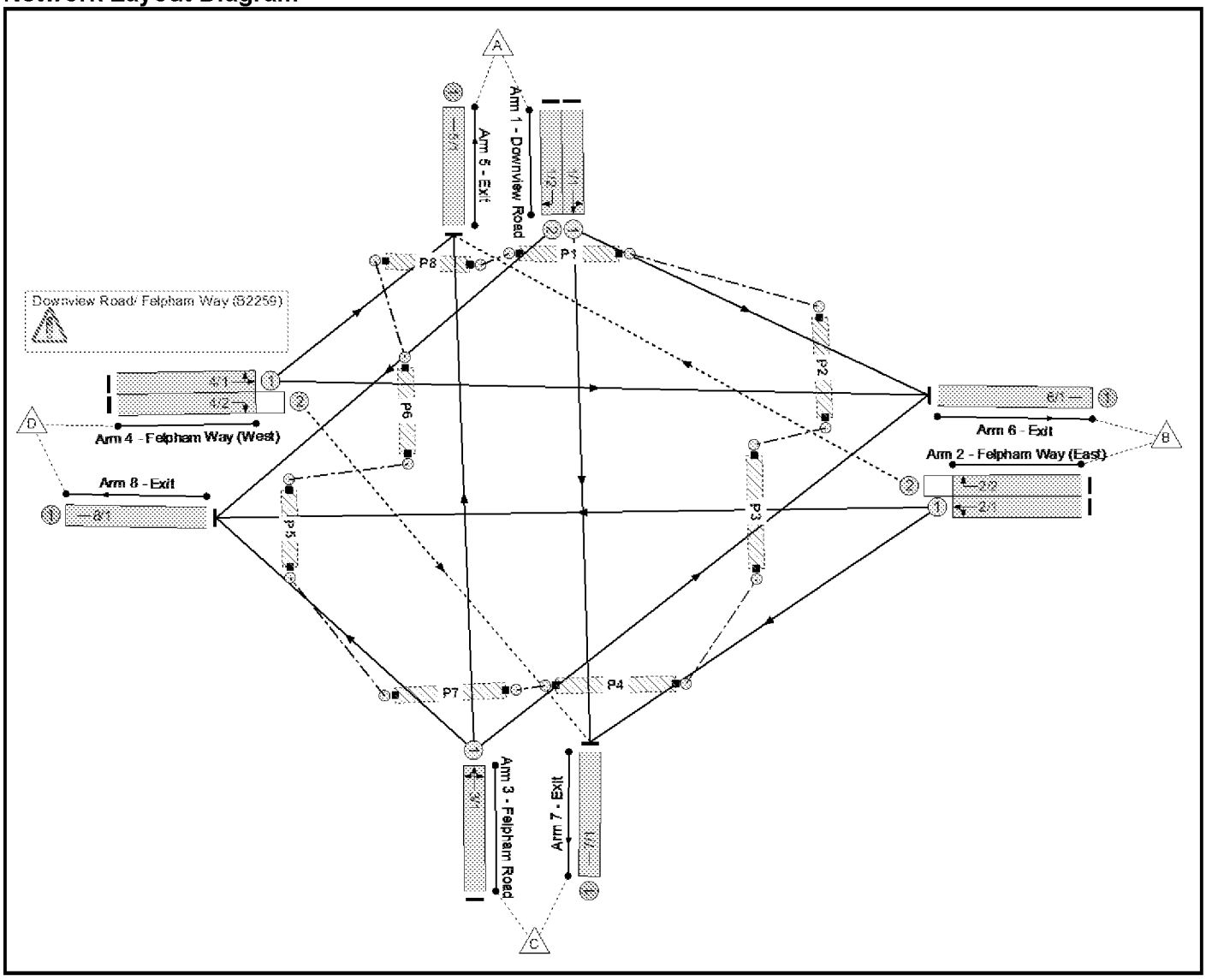
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2132	405	101	546	683	0.593	414	494	3.8	1.5	13.806	B
2 - B2259 (W)	772	193	142	1180	0.654	783	818	4.5	1.9	9.272	A
3 - B2259 (N)	600	150	339	895	0.670	700	585	3.8	2.1	28.465	D

Full Input Data And Results

User and Project Details

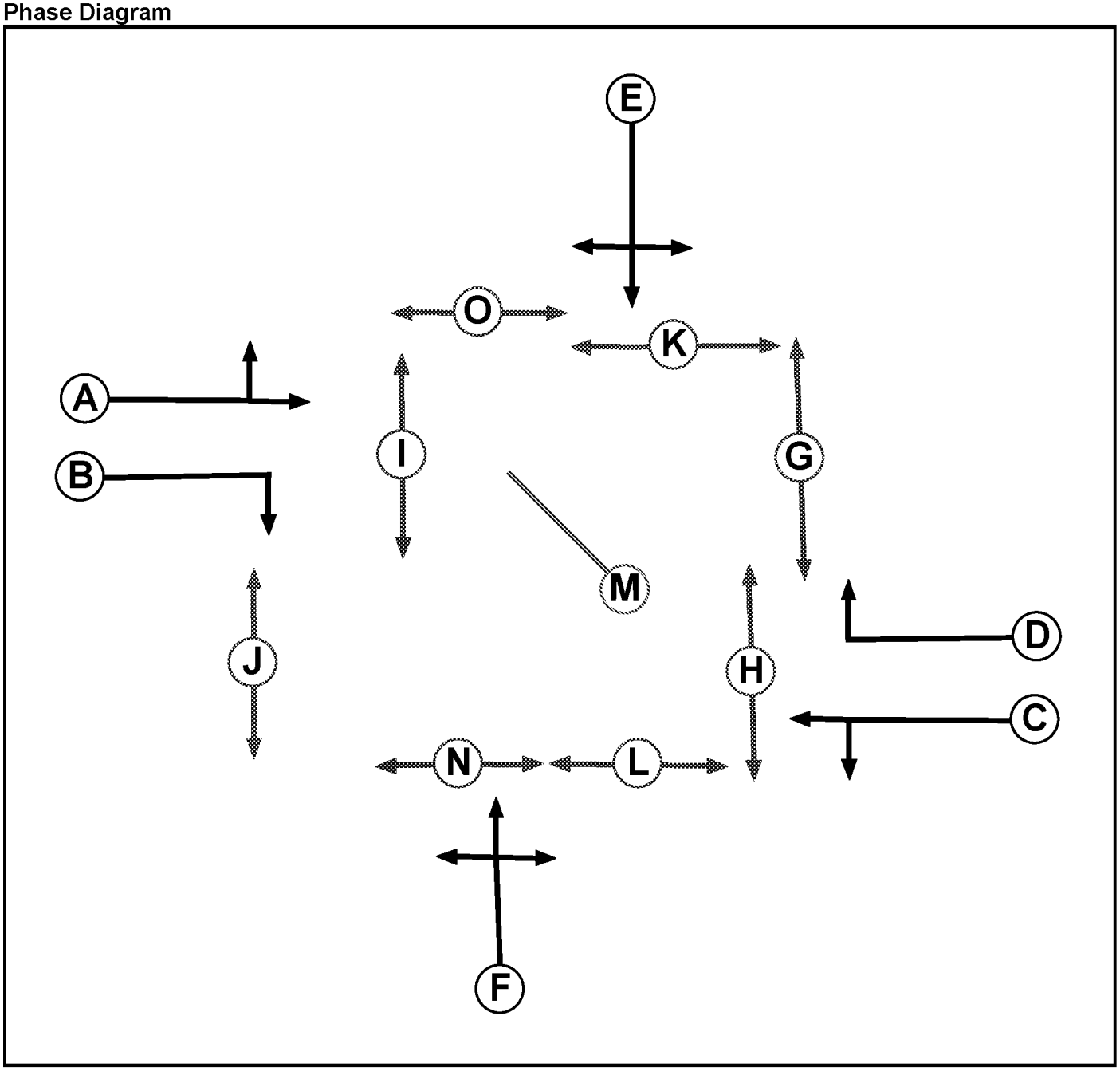
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Title:	**Downview Road/ Felpham Way (B2259) Junction**
Location:	
Additional detail:	
File name:	Downview Road_Felpham Way (B2259) Junction (Proposed Model).lsg3x
Author:	George Magnisalis
Company:	RPS Group
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		6	6
L	Pedestrian		6	6
M	Dummy		3	3
N	Pedestrian		6	6
O	Pedestrian		6	6

Full Input Data And Results

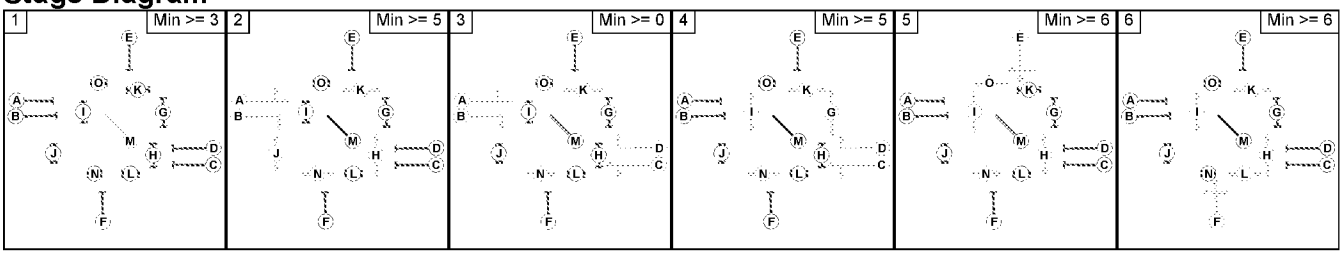
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
A		-	-	-	6	6	10	-	6	-	-	-	3	-	6
B	-		-	-	6	6	-	-	6	-	-	9	3	-	-
C	-	-		-	6	7	-	7	-	10	-	8	3	-	-
D	-	-	-		6	6	-	7	-	-	-	-	3	-	6
E	6	6	6	6		6	7	-	-	9	6	8	3	-	-
F	6	6	6	6	7		9	-	-	7	-	-	3	6	6
G	5	-	-	-	5	5		-	-	-	-	-	3	-	-
H	-	-	5	5	-	-	-		-	-	-	-	3	-	-
I	5	5	-	-	-	-	-	-		-	-	-	3	-	-
J	-	-	5	-	5	5	-	-	-		-	-	3	-	-
K	-	-	-	-	6	-	-	-	-	-		-	3	-	-
L	-	6	6	-	6	-	-	-	-	-	-		3	-	-
M	2	2	2	2	2	2	2	2	2	2	2	2		2	2
N	-	-	-	-	-	6	-	-	-	-	-	-	3		-
O	6	-	-	6	-	6	-	-	-	-	-	-	3	-	

Phases in Stage

Stage No.	Phases in Stage
1	M
2	A B H J K N
3	A B C D K N
4	C D G I K N
5	E H I N O
6	F H I K L

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6
1		2	2	2	2	2
2	3		5	10	6	9
3	3	10		10	7	9
4	3	10	5		7	8
5	3	9	6	7		8
6	3	7	6	9	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Downview Road/ Felpham Way (B2259)											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/2 (Felpham Way (East))	5/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
4/2 (Felpham Way (West))	7/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Downview Road/ Felpham Way (B2259)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Downview Road)	U	E	2	3	7.8	Geom	-	2.55	0.00	Y	Arm 6 Left	Inf
											Arm 7 Ahead	Inf
1/2 (Downview Road)	U	E	2	3	7.8	Geom	-	2.55	0.00	Y	Arm 8 Right	Inf
2/1 (Felpham Way (East))	U	C	2	3	15.4	Geom	-	3.35	0.00	Y	Arm 7 Left	Inf
											Arm 8 Ahead	Inf
2/2 (Felpham Way (East))	O	D	2	3	15.4	Geom	-	3.35	0.00	Y	Arm 5 Right	Inf
3/1 (Felpham Road)	U	F	2	3	12.2	Geom	-	3.41	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	Inf
											Arm 8 Left	Inf
4/1 (Felpham Way (West))	U	A	2	3	16.4	Geom	-	3.01	0.00	Y	Arm 5 Left	Inf
											Arm 6 Ahead	Inf
4/2 (Felpham Way (West))	O	B	2	3	16.4	Geom	-	3.01	0.00	Y	Arm 7 Right	Inf
5/1 (Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
6/1 (Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
7/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base AM Peak'	08:00	09:00	01:00	
2: '2021 Base PM Peak'	17:00	18:00	01:00	
3: '2031 Base AM Peak'	08:00	09:00	01:00	
4: '2031 Base PM Peak'	17:00	18:00	01:00	
5: '2031 Base + Committed AM Peak'	08:00	09:00	01:00	
6: '2031 Base + Committed PM Peak'	17:00	18:00	01:00	
7: '2031 Base + Development AM Peak'	08:00	09:00	01:00	
8: '2031 Base + Development PM Peak'	17:00	18:00	01:00	

Scenario 1: '2021 Base AM Peak' (FG1: '2021 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	115	52	179	346
	B	73	0	158	678	909
	C	48	54	0	14	116
	D	168	504	32	0	704
	Tot.	289	673	242	871	2075

Traffic Lane Flows

Lane	Scenario 1: 2021 Base AM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	167
1/2	179
2/1	836
2/2	73
3/1	116
4/1	672
4/2	32
5/1	289
6/1	673
7/1	242
8/1	871

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	68.9 %	1870	1870
				Arm 7 Ahead	Inf	31.1 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.9 %	1950	1950
				Arm 8 Ahead	Inf	81.1 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	41.4 %	1956	1956
				Arm 6 Right	Inf	46.6 %		
				Arm 8 Left	Inf	12.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	25.0 %	1916	1916
				Arm 6 Ahead	Inf	75.0 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 Base PM Peak' (FG2: '2021 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	68	38	112	218
	B	105	0	76	453	634
	C	36	116	0	27	179
	D	176	611	12	0	799
	Tot.	317	795	126	592	1830

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 Base PM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	106
1/2	112
2/1	529
2/2	105
3/1	179
4/1	787
4/2	12
5/1	317
6/1	795
7/1	126
8/1	592

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	64.2 %	1870	1870
				Arm 7 Ahead	Inf	35.8 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	14.4 %	1950	1950
				Arm 8 Ahead	Inf	85.6 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	20.1 %	1956	1956
				Arm 6 Right	Inf	64.8 %		
				Arm 8 Left	Inf	15.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	22.4 %	1916	1916
				Arm 6 Ahead	Inf	77.6 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Base + Committed AM Peak' (FG5: '2031 Base + Committed AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	125	56	192	373
	B	80	0	174	791	1045
	C	51	58	0	15	124
	D	180	653	34	0	867
	Tot.	311	836	264	998	2409

Traffic Lane Flows

Lane	Scenario 3: 2031 Base + Committed AM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	181
1/2	192
2/1	965
2/2	80
3/1	124
4/1	833
4/2	34
5/1	311
6/1	836
7/1	264
8/1	998

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	69.1 %	1870	1870
				Arm 7 Ahead	Inf	30.9 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.0 %	1950	1950
				Arm 8 Ahead	Inf	82.0 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	41.1 %	1956	1956
				Arm 6 Right	Inf	46.8 %		
				Arm 8 Left	Inf	12.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	21.6 %	1916	1916
				Arm 6 Ahead	Inf	78.4 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Base + Committed PM Peak' (FG6: '2031 Base + Committed PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	78	41	121	240
	B	115	0	84	597	796
	C	39	129	0	29	197
	D	190	736	13	0	939
	Tot.	344	943	138	747	2172

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Base + Committed PM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	119
1/2	121
2/1	681
2/2	115
3/1	197
4/1	926
4/2	13
5/1	344
6/1	943
7/1	138
8/1	747

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	65.5 %	1870	1870
				Arm 7 Ahead	Inf	34.5 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	12.3 %	1950	1950
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	19.8 %	1956	1956
				Arm 6 Right	Inf	65.5 %		
				Arm 8 Left	Inf	14.7 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	20.5 %	1916	1916
				Arm 6 Ahead	Inf	79.5 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2031 Base + Development AM Peak' (FG7: '2031 Base + Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	232	60	279	571
	B	106	0	174	791	1071
	C	48	59	0	15	122
	D	191	661	34	0	886
	Tot.	345	952	268	1085	2650

Traffic Lane Flows

Lane	Scenario 5: 2031 Base + Development AM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	292
1/2	279
2/1	965
2/2	106
3/1	122
4/1	852
4/2	34
5/1	345
6/1	952
7/1	268
8/1	1085

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	79.5 %	1870	1870
				Arm 7 Ahead	Inf	20.5 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.0 %	1950	1950
				Arm 8 Ahead	Inf	82.0 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	39.3 %	1956	1956
				Arm 6 Right	Inf	48.4 %		
				Arm 8 Left	Inf	12.3 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	22.4 %	1916	1916
				Arm 6 Ahead	Inf	77.6 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 Base + Development PM Peak' (FG8: '2031 Base + Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	40	157	324
	B	199	0	84	601	884
	C	42	129	0	29	200
	D	256	736	13	0	1005
	Tot.	497	992	137	787	2413

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 Base + Development PM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	167
1/2	157
2/1	685
2/2	199
3/1	200
4/1	992
4/2	13
5/1	497
6/1	992
7/1	137
8/1	787

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	76.0 %	1870	1870
				Arm 7 Ahead	Inf	24.0 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	12.3 %	1950	1950
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	21.0 %	1956	1956
				Arm 6 Right	Inf	64.5 %		
				Arm 8 Left	Inf	14.5 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	25.8 %	1916	1916
				Arm 6 Ahead	Inf	74.2 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2031 Base AM Peak' (FG3: '2031 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	56	192	371
	B	78	0	169	727	974
	C	51	58	0	15	124
	D	180	540	34	0	754
	Tot.	309	721	259	934	2223

Traffic Lane Flows

Lane	Scenario 7: 2031 Base AM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	179
1/2	192
2/1	896
2/2	78
3/1	124
4/1	720
4/2	34
5/1	309
6/1	721
7/1	259
8/1	934

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	68.7 %	1870	1870
				Arm 7 Ahead	Inf	31.3 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.9 %	1950	1950
				Arm 8 Ahead	Inf	81.1 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	41.1 %	1956	1956
				Arm 6 Right	Inf	46.8 %		
				Arm 8 Left	Inf	12.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	25.0 %	1916	1916
				Arm 6 Ahead	Inf	75.0 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 Base PM Peak' (FG4: '2031 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	73	41	121	235
	B	113	0	82	489	684
	C	39	125	0	29	193
	D	190	660	13	0	863
	Tot.	342	858	136	639	1975

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2031 Base PM Peak
Junction: Downview Road/ Felpham Way (B2259)	
1/1	114
1/2	121
2/1	571
2/2	113
3/1	193
4/1	850
4/2	13
5/1	342
6/1	858
7/1	136
8/1	639

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	64.0 %	1870	1870
				Arm 7 Ahead	Inf	36.0 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	14.4 %	1950	1950
				Arm 8 Ahead	Inf	85.6 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	20.2 %	1956	1956
				Arm 6 Right	Inf	64.8 %		
				Arm 8 Left	Inf	15.0 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	22.4 %	1916	1916
				Arm 6 Ahead	Inf	77.6 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 Base AM Peak (v1)' (FG3: '2031 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	56	192	371
	B	78	0	169	727	974
	C	51	58	0	15	124
	D	180	540	34	0	754
	Tot.	309	721	259	934	2223

Traffic Lane Flows

Lane	Scenario 9: 2031 Base AM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	179
1/2	192
2/1	896
2/2	78
3/1	124
4/1	720
4/2	34
5/1	309
6/1	721
7/1	259
8/1	934

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	68.7 %	1870	1870
				Arm 7 Ahead	Inf	31.3 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.9 %	1950	1950
				Arm 8 Ahead	Inf	81.1 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	41.1 %	1956	1956
				Arm 6 Right	Inf	46.8 %		
				Arm 8 Left	Inf	12.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	25.0 %	1916	1916
				Arm 6 Ahead	Inf	75.0 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 Base PM Peak (v1)' (FG4: '2031 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	73	41	121	235
	B	113	0	82	489	684
	C	39	125	0	29	193
	D	190	660	13	0	863
	Tot.	342	858	136	639	1975

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2031 Base PM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	114
1/2	121
2/1	571
2/2	113
3/1	193
4/1	850
4/2	13
5/1	342
6/1	858
7/1	136
8/1	639

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	64.0 %	1870	1870
				Arm 7 Ahead	Inf	36.0 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	14.4 %	1950	1950
				Arm 8 Ahead	Inf	85.6 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	20.2 %	1956	1956
				Arm 6 Right	Inf	64.8 %		
				Arm 8 Left	Inf	15.0 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	22.4 %	1916	1916
				Arm 6 Ahead	Inf	77.6 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2031 Base + Committed AM Peak (v1)' (FG5: '2031 Base + Committed AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	125	56	192	373
	B	80	0	174	791	1045
	C	51	58	0	15	124
	D	180	653	34	0	867
	Tot.	311	836	264	998	2409

Traffic Lane Flows

Lane	Scenario 11: 2031 Base + Committed AM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	181
1/2	192
2/1	965
2/2	80
3/1	124
4/1	833
4/2	34
5/1	311
6/1	836
7/1	264
8/1	998

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	69.1 %	1870	1870
				Arm 7 Ahead	Inf	30.9 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.0 %	1950	1950
				Arm 8 Ahead	Inf	82.0 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	41.1 %	1956	1956
				Arm 6 Right	Inf	46.8 %		
				Arm 8 Left	Inf	12.1 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	21.6 %	1916	1916
				Arm 6 Ahead	Inf	78.4 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2031 Base + Committed PM Peak (v1)' (FG6: '2031 Base + Committed PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	78	41	121	240
	B	115	0	84	597	796
	C	39	129	0	29	197
	D	190	736	13	0	939
	Tot.	344	943	138	747	2172

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2031 Base + Committed PM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	119
1/2	121
2/1	681
2/2	115
3/1	197
4/1	926
4/2	13
5/1	344
6/1	943
7/1	138
8/1	747

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	65.5 %	1870	1870
				Arm 7 Ahead	Inf	34.5 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	12.3 %	1950	1950
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	19.8 %	1956	1956
				Arm 6 Right	Inf	65.5 %		
				Arm 8 Left	Inf	14.7 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	20.5 %	1916	1916
				Arm 6 Ahead	Inf	79.5 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: '2031 Base + Development AM Peak (v1)' (FG7: '2031 Base + Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	232	60	279	571
	B	106	0	174	791	1071
	C	48	59	0	15	122
	D	191	661	34	0	886
	Tot.	345	952	268	1085	2650

Traffic Lane Flows

Lane	Scenario 13: 2031 Base + Development AM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	292
1/2	279
2/1	965
2/2	106
3/1	122
4/1	852
4/2	34
5/1	345
6/1	952
7/1	268
8/1	1085

Full Input Data And Results

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	79.5 %	1870	1870
				Arm 7 Ahead	Inf	20.5 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	18.0 %	1950	1950
				Arm 8 Ahead	Inf	82.0 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	39.3 %	1956	1956
				Arm 6 Right	Inf	48.4 %		
				Arm 8 Left	Inf	12.3 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	22.4 %	1916	1916
				Arm 6 Ahead	Inf	77.6 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2031 Base + Development PM Peak (v1)' (FG8: '2031 Base + Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	127	40	157	324
	B	199	0	84	601	884
	C	42	129	0	29	200
	D	256	736	13	0	1005
	Tot.	497	992	137	787	2413

Full Input Data And Results

Traffic Lane Flows

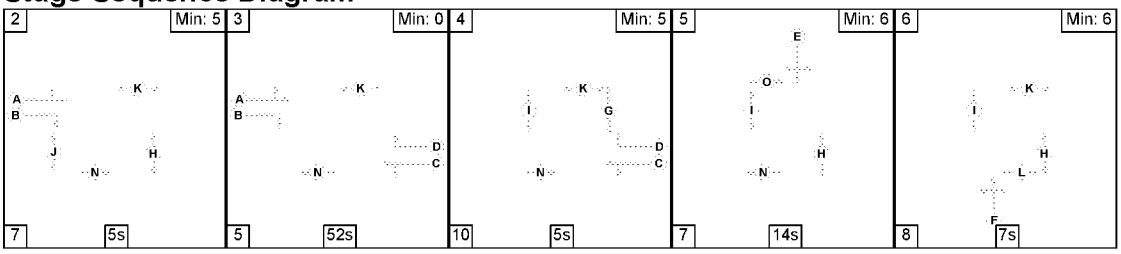
Lane	Scenario 14: 2031 Base + Development PM Peak (v1)
Junction: Downview Road/ Felpham Way (B2259)	
1/1	167
1/2	157
2/1	685
2/2	199
3/1	200
4/1	992
4/2	13
5/1	497
6/1	992
7/1	137
8/1	787

Lane Saturation Flows

Junction: Downview Road/ Felpham Way (B2259)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Downview Road)	2.55	0.00	Y	Arm 6 Left	Inf	76.0 %	1870	1870
				Arm 7 Ahead	Inf	24.0 %		
1/2 (Downview Road)	2.55	0.00	Y	Arm 8 Right	Inf	100.0 %	1870	1870
2/1 (Felpham Way (East))	3.35	0.00	Y	Arm 7 Left	Inf	12.3 %	1950	1950
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Felpham Way (East))	3.35	0.00	Y	Arm 5 Right	Inf	100.0 %	1950	1950
3/1 (Felpham Road)	3.41	0.00	Y	Arm 5 Ahead	Inf	21.0 %	1956	1956
				Arm 6 Right	Inf	64.5 %		
				Arm 8 Left	Inf	14.5 %		
4/1 (Felpham Way (West))	3.01	0.00	Y	Arm 5 Left	Inf	25.8 %	1916	1916
				Arm 6 Ahead	Inf	74.2 %		
4/2 (Felpham Way (West))	3.01	0.00	Y	Arm 7 Right	Inf	100.0 %	1916	1916
5/1 (Exit)	3.25	0.00	Y				1940	1940
6/1 (Exit)	3.25	0.00	Y				1940	1940
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2021 Base AM Peak' (FG1: '2021 Base AM Peak', Plan 1: 'Network Control Plan 1')

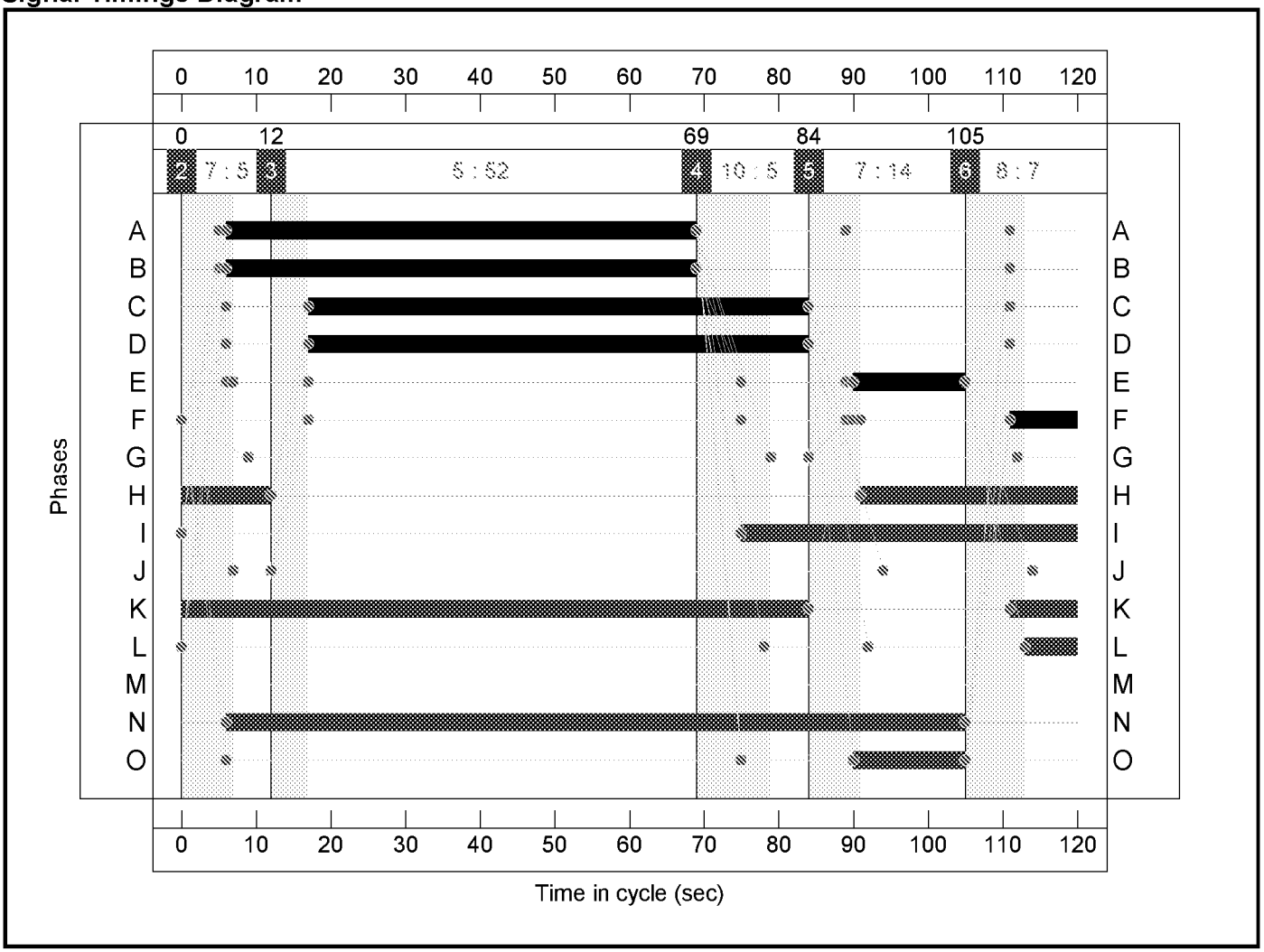
Stage Sequence Diagram



Stage Timings

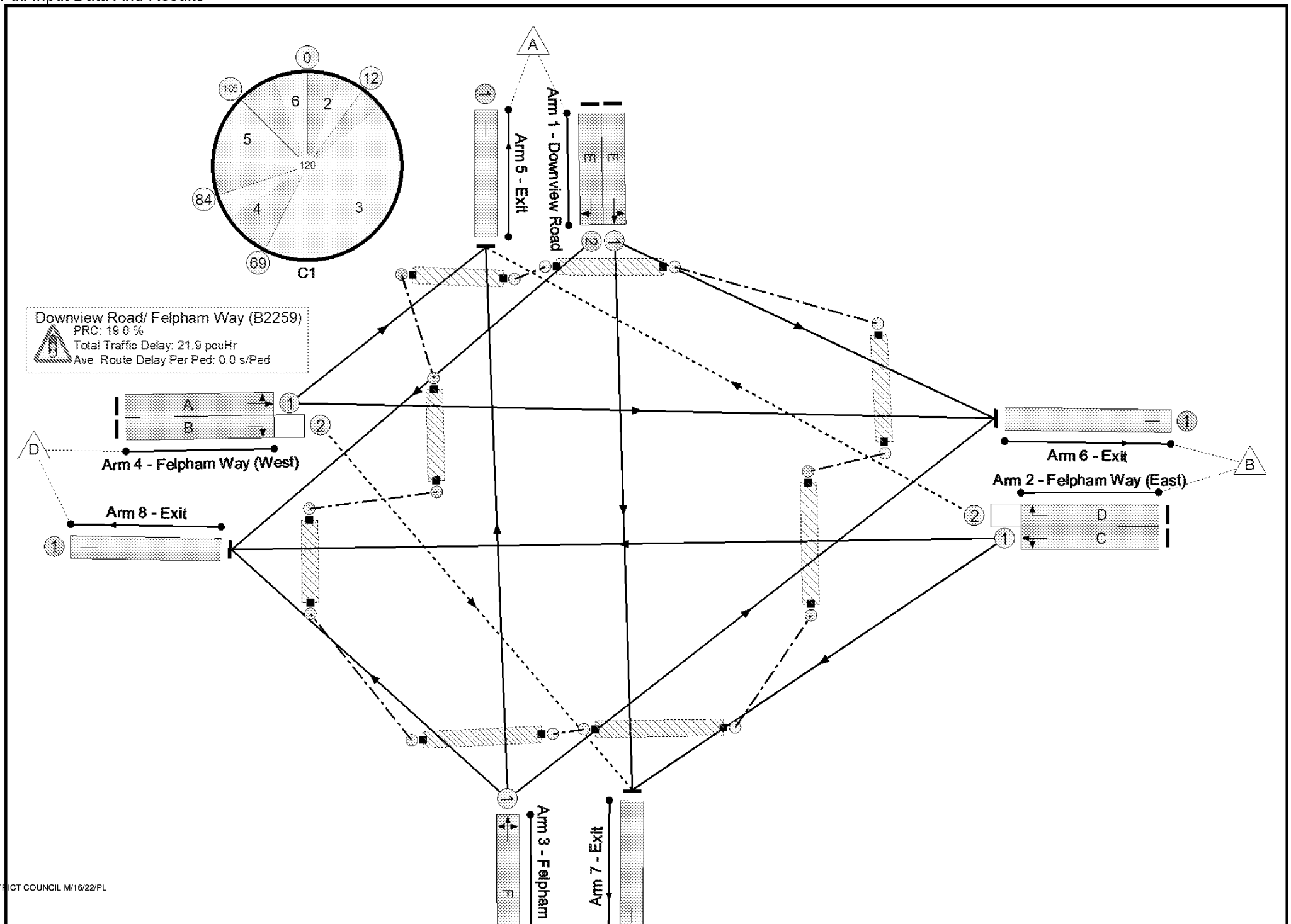
Stage	2	3	4	5	6
Duration	5	52	5	14	7
Change Point	0	12	69	84	105

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
12
105
6
2
5
126
84
4
3
69
C1
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: 19.0 %
Total Traffic Delay: 21.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham
Arm 7 - Exit

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.7%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.7%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	15	-	167	1870	249	67.0%
1/2	Downview Road Right	U	N/A	N/A	E		1	15	-	179	1870	249	71.8%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	67	-	836	1950	1105	75.7%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	67	-	73	1950	469	15.6%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	9	-	116	1956	163	71.2%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	63	-	672	1916	1022	65.8%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	63	-	32	1916	256	12.5%
5/1	Exit	U	N/A	N/A	-		-	-	-	289	1940	1940	14.9%
6/1	Exit	U	N/A	N/A	-		-	-	-	673	1940	1940	34.7%
7/1	Exit	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	93	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	41	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	7	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	45	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	99	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	15	-	0	-	0	0.0%

Full Input Data And Results

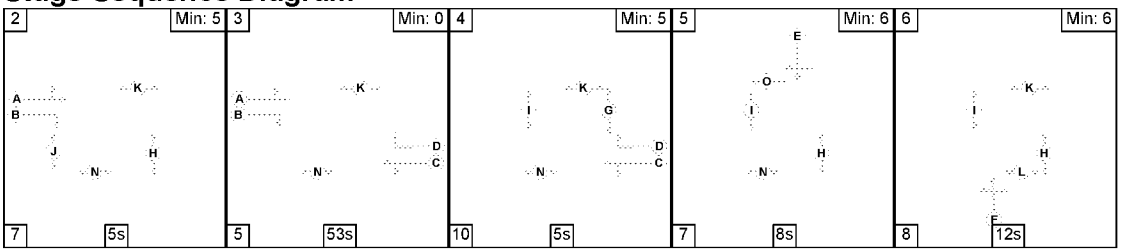
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	**-**	**-**	**79**	**25**	**1**	**15.2**	**6.4**	**0.3**	**21.9**	**-**	**-**	**-**	**-**
Downview Road/ Felpham Way (B2259)	**-**	**-**	**79**	**25**	**1**	**15.2**	**6.4**	**0.3**	**21.9**	**-**	**-**	**-**	**-**
1/1	167	167	-	-	-	2.3	1.0	-	3.3	70.8	5.3	1.0	6.3
1/2	179	179	-	-	-	2.5	1.2	-	3.7	74.6	5.7	1.2	6.9
2/1	836	836	-	-	-	4.6	1.5	-	6.1	26.3	21.1	1.5	22.7
2/2	73	73	64	8	1	0.2	0.1	0.2	0.6	28.3	1.1	0.1	1.2
3/1	116	116	-	-	-	1.7	1.2	-	2.9	90.1	3.7	1.2	4.9
4/1	672	672	-	-	-	3.8	1.0	-	4.7	25.2	16.1	1.0	17.0
4/2	32	32	15	17	0	0.1	0.1	0.1	0.3	28.8	0.5	0.1	0.6
5/1	289	289	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	673	673	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
7/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 19.0 Total Delay for Signalled Lanes (pcuHr): 21.55 Cycle Time (s): 120
PRC Over All Lanes (%): 19.0 Total Delay Over All Lanes(pcuHr): 21.91

Full Input Data And Results

Scenario 2: '2021 Base PM Peak' (FG2: '2021 Base PM Peak', Plan 1: 'Network Control Plan 1')

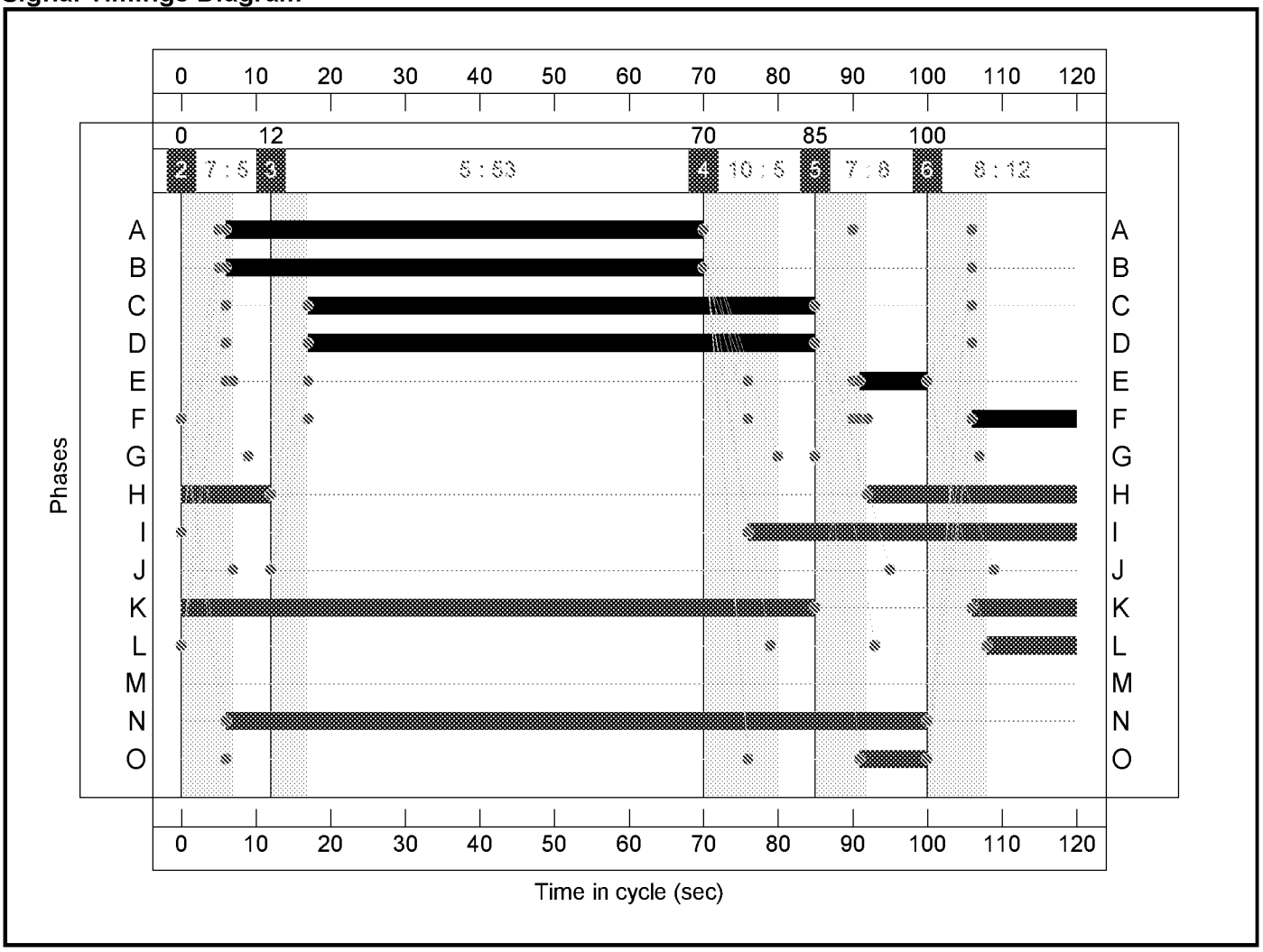
Stage Sequence Diagram



Stage Timings

Stage	2	3	4	5	6
Duration	5	53	5	8	12
Change Point	0	12	70	85	100

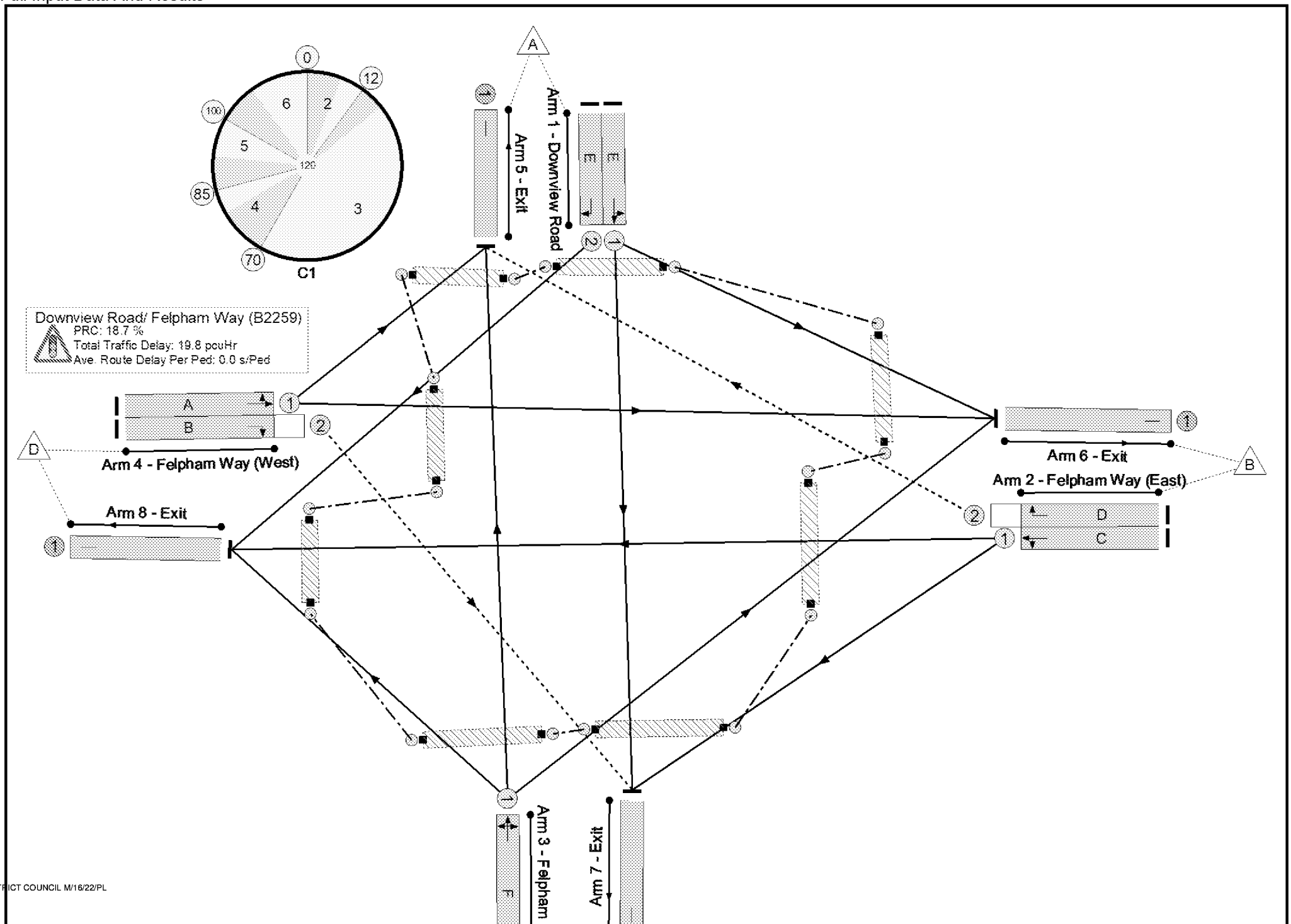
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.8%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.8%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	9	-	106	1870	156	68.0%
1/2	Downview Road Right	U	N/A	N/A	E		1	9	-	112	1870	156	71.9%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	68	-	529	1950	1121	47.2%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	68	-	105	1950	399	26.3%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	14	-	179	1956	245	73.2%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	64	-	787	1916	1038	75.8%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	64	-	12	1916	441	2.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	317	1940	1940	16.3%
6/1	Exit	U	N/A	N/A	-		-	-	-	795	1940	1940	41.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	126	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	99	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	40	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	12	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	44	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	94	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**97**	**18**	**2**	**13.0**	**6.2**	**0.6**	**19.8**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**97**	**18**	**2**	**13.0**	**6.2**	**0.6**	**19.8**	-	-	-	-
1/1	106	106	-	-	-	1.6	1.0	-	2.6	88.2	3.4	1.0	4.4
1/2	112	112	-	-	-	1.7	1.2	-	2.9	92.5	3.6	1.2	4.9
2/1	529	529	-	-	-	2.2	0.4	-	2.6	17.9	10.1	0.4	10.6
2/2	105	105	92	11	2	0.4	0.2	0.6	1.1	37.6	1.5	0.2	1.7
3/1	179	179	-	-	-	2.5	1.3	-	3.8	77.0	5.7	1.3	7.0
4/1	787	787	-	-	-	4.7	1.5	-	6.2	28.5	20.3	1.5	21.9
4/2	12	12	6	6	0	0.0	0.0	0.0	0.1	19.0	0.2	0.0	0.2
5/1	317	317	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	795	795	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

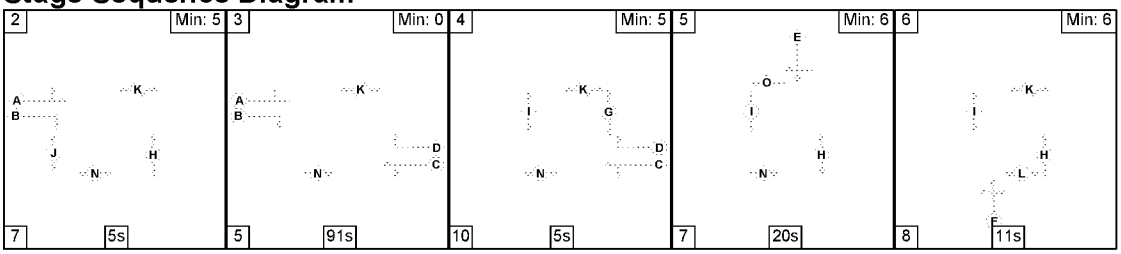
C1 PRC for Signalled Lanes (%): 18.7 Total Delay for Signalled Lanes (pcuHr): 19.32 Cycle Time (s): 120

PRC Over All Lanes (%): 18.7 Total Delay Over All Lanes(pcuHr): 19.77

Full Input Data And Results

Scenario 3: '2031 Base + Committed AM Peak' (FG5: '2031 Base + Committed AM Peak', Plan 1: 'Network Control Plan 1')

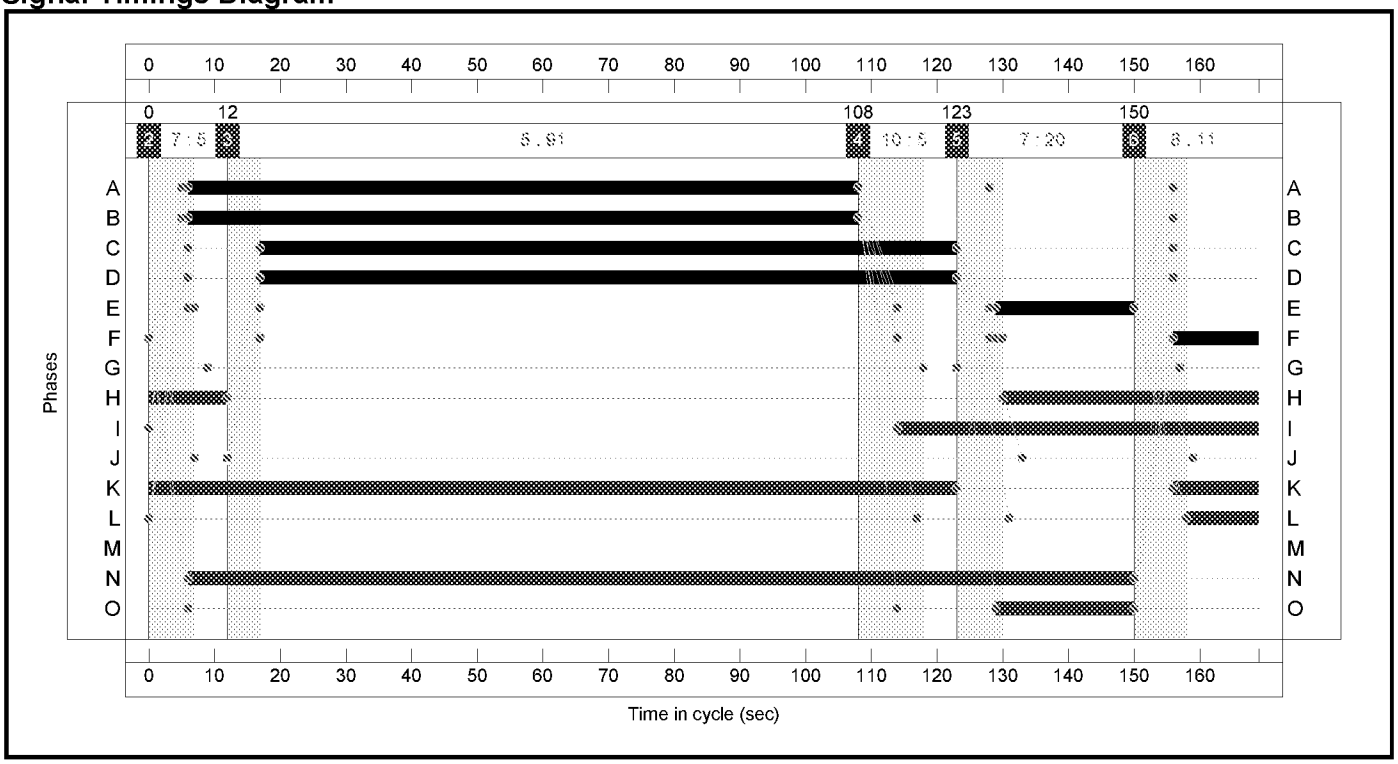
Stage Sequence Diagram



Stage Timings

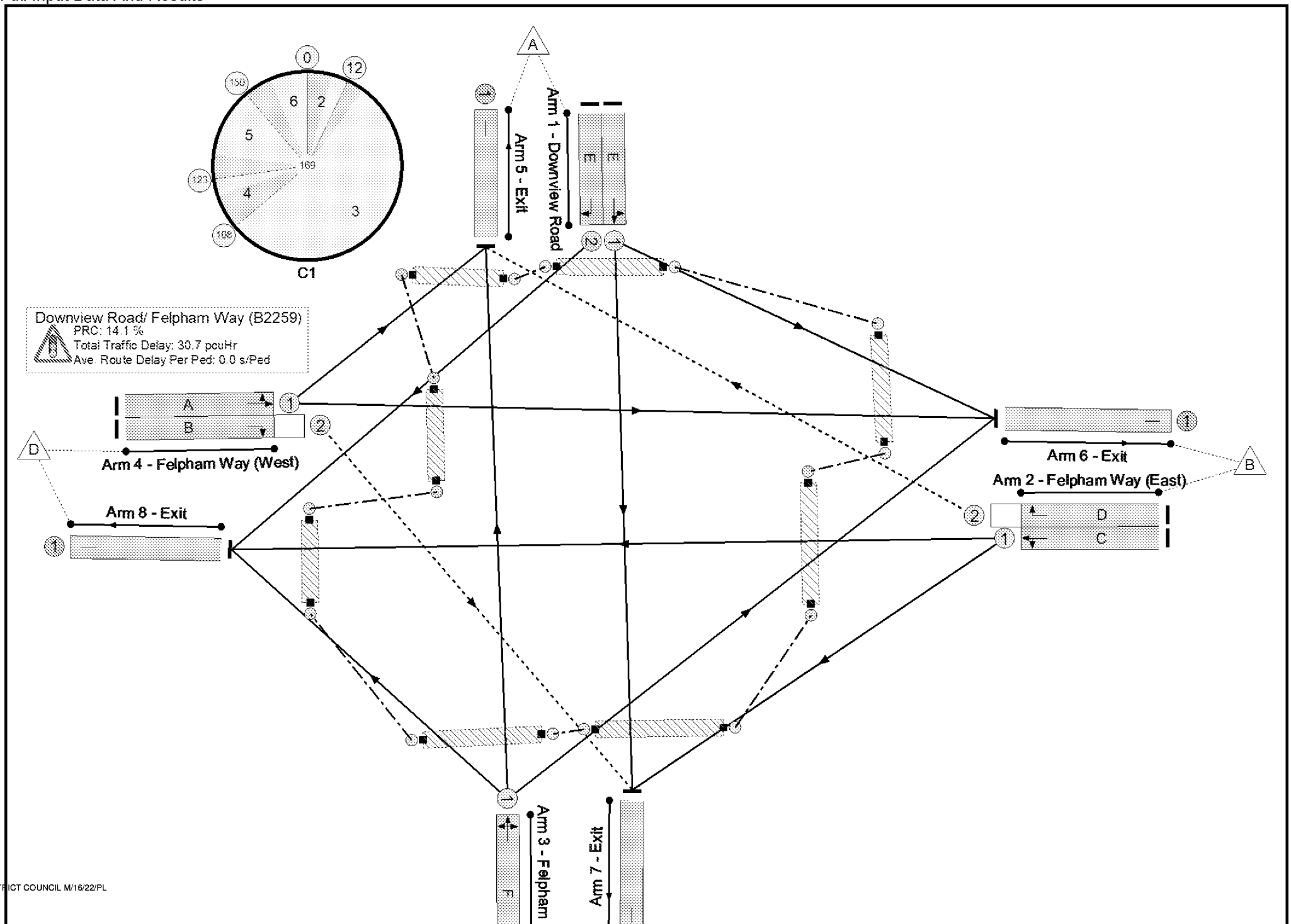
Stage	2	3	4	5	6
Duration	5	91	5	20	11
Change Point	0	12	108	123	150

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
12
150
6
2
5
169
123
4
3
168
C1
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: 14.1 %
Total Traffic Delay: 30.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham
Arm 7 - Exit

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.9%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.9%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	21	-	181	1870	243	74.4%
1/2	Downview Road Right	U	N/A	N/A	E		1	21	-	192	1870	243	78.9%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	106	-	965	1950	1235	78.2%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	106	-	80	1950	356	22.5%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	13	-	124	1956	162	76.5%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	102	-	833	1916	1168	71.3%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	102	-	34	1916	211	16.1%
5/1	Exit	U	N/A	N/A	-		-	-	-	311	1940	1940	16.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	836	1940	1940	43.1%
7/1	Exit	U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	998	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	136	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	51	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	11	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	55	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	144	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	21	-	0	-	0	0.0%

Full Input Data And Results

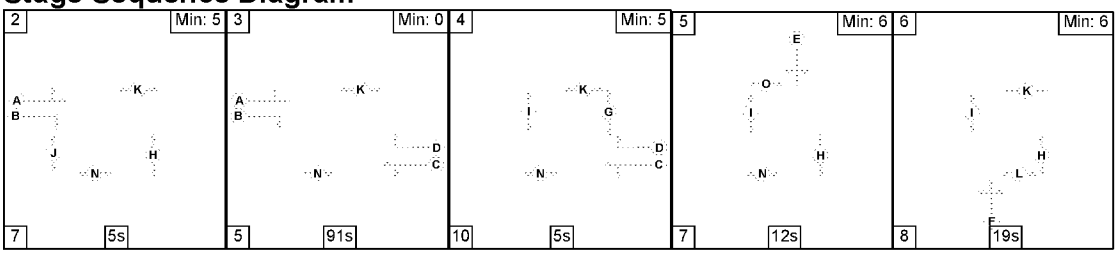
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**92**	**21**	**1**	**21.7**	**8.4**	**0.6**	**30.7**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**92**	**21**	**1**	**21.7**	**8.4**	**0.6**	**30.7**	-	-	-	-
1/1	181	181	-	-	-	3.6	1.4	-	4.9	98.4	8.1	1.4	9.5
1/2	192	192	-	-	-	3.8	1.7	-	5.5	104.0	8.7	1.7	10.4
2/1	965	965	-	-	-	6.0	1.8	-	7.8	29.1	32.7	1.8	34.5
2/2	80	80	73	6	1	0.3	0.1	0.5	1.0	42.8	1.4	0.1	1.6
3/1	124	124	-	-	-	2.6	1.5	-	4.1	119.7	5.7	1.5	7.2
4/1	833	833	-	-	-	5.3	1.2	-	6.5	28.1	26.8	1.2	28.1
4/2	34	34	19	15	0	0.1	0.1	0.1	0.3	36.2	0.6	0.1	0.7
5/1	311	311	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	836	836	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
7/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 14.1 Total Delay for Signalled Lanes (pcuHr): 30.22 Cycle Time (s): 169
PRC Over All Lanes (%): 14.1 Total Delay Over All Lanes(pcuHr): 30.70

Full Input Data And Results

Scenario 4: '2031 Base + Committed PM Peak' (FG6: '2031 Base + Committed PM Peak', Plan 1: 'Network Control Plan 1')

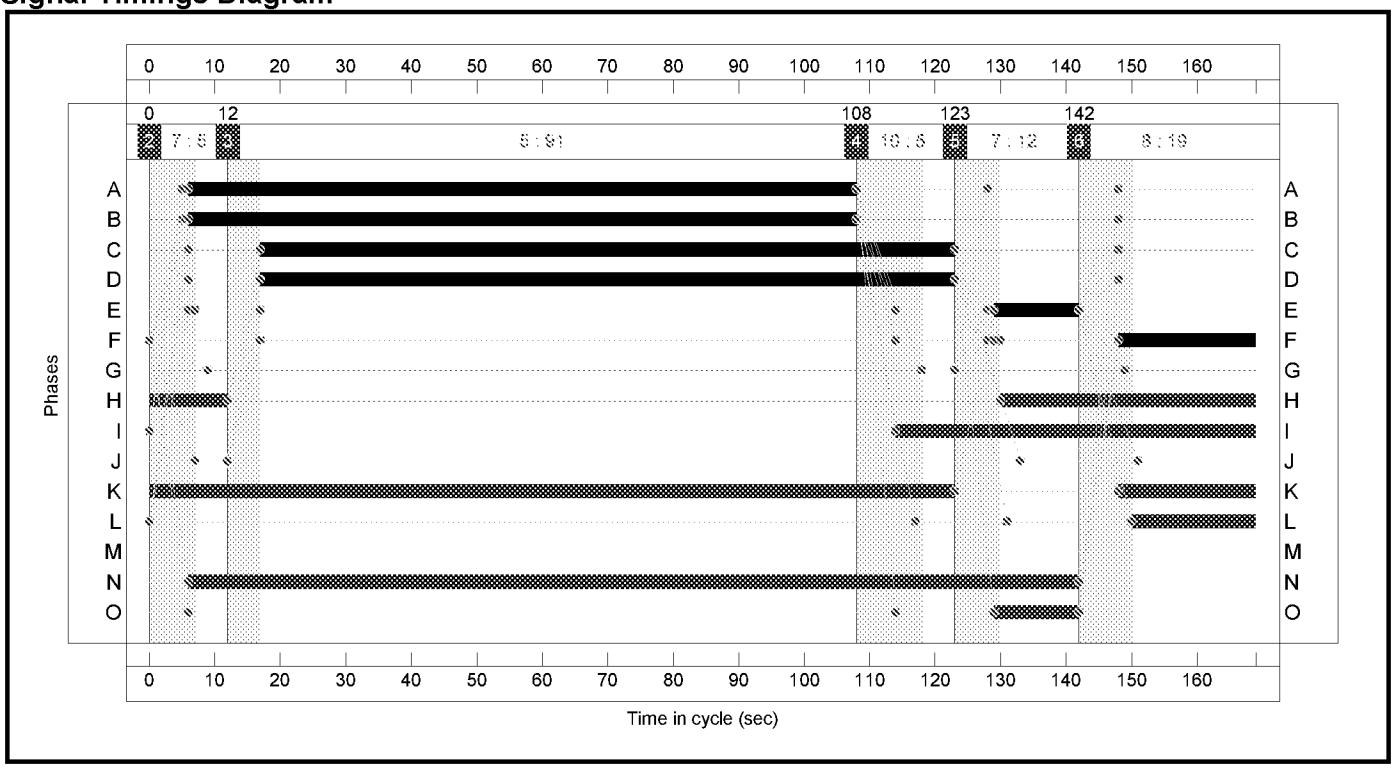
Stage Sequence Diagram



Stage Timings

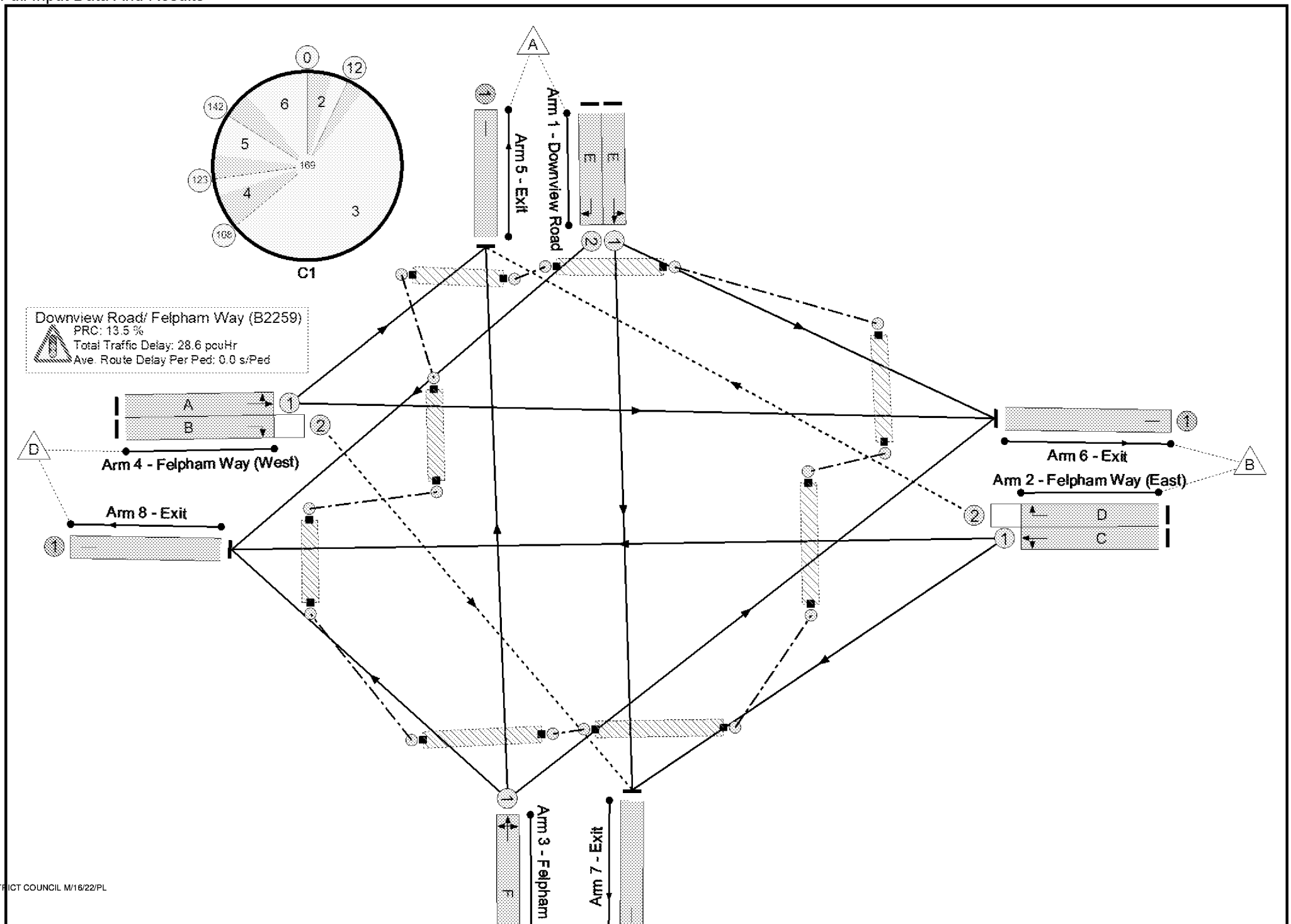
Stage	2	3	4	5	6
Duration	5	91	5	12	19
Change Point	0	12	108	123	142

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
12
142
6
2
5
169
123
4
3
168
C1
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: 13.5 %
Total Traffic Delay: 28.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham
Arm 7 - Exit

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.3%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.3%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	13	-	119	1870	155	76.8%
1/2	Downview Road Right	U	N/A	N/A	E		1	13	-	121	1870	155	78.1%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	106	-	681	1950	1235	55.2%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	106	-	115	1950	297	38.7%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	21	-	197	1956	255	77.4%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	102	-	926	1916	1168	79.3%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	102	-	13	1916	377	3.4%
5/1	Exit	U	N/A	N/A	-		-	-	-	344	1940	1940	17.7%
6/1	Exit	U	N/A	N/A	-		-	-	-	943	1940	1940	48.6%
7/1	Exit	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	144	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	51	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	19	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	55	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	136	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	13	-	0	-	0	0.0%

Full Input Data And Results

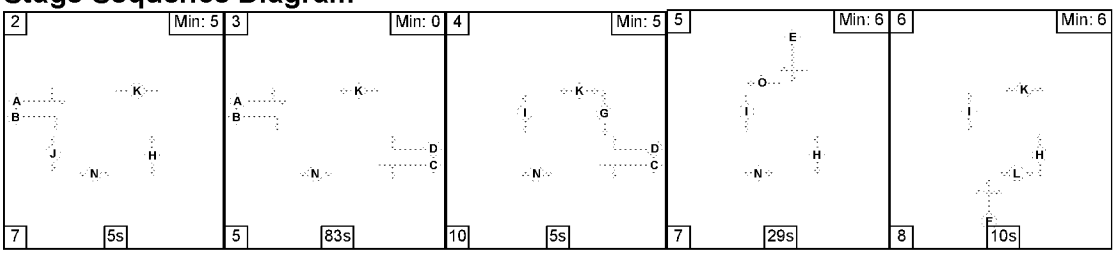
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**111**	**15**	**1**	**19.5**	**8.2**	**0.9**	**28.6**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**111**	**15**	**1**	**19.5**	**8.2**	**0.9**	**28.6**	-	-	-	-
1/1	119	119	-	-	-	2.5	1.5	-	4.0	122.1	5.5	1.5	7.0
1/2	121	121	-	-	-	2.6	1.6	-	4.2	124.4	5.5	1.6	7.2
2/1	681	681	-	-	-	3.3	0.6	-	3.9	20.7	18.0	0.6	18.6
2/2	115	115	104	9	1	0.7	0.3	0.9	2.0	61.5	4.3	0.3	4.6
3/1	197	197	-	-	-	3.9	1.6	-	5.5	100.7	8.9	1.6	10.5
4/1	926	926	-	-	-	6.4	1.9	-	8.3	32.3	32.7	1.9	34.6
4/2	13	13	7	6	0	0.0	0.0	0.0	0.1	21.8	0.2	0.0	0.3
5/1	344	344	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	943	943	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
7/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 13.5 Total Delay for Signalled Lanes (pcuHr): 27.99 Cycle Time (s): 169
PRC Over All Lanes (%): 13.5 Total Delay Over All Lanes(pcuHr): 28.57

Full Input Data And Results

Scenario 5: '2031 Base + Development AM Peak' (FG7: '2031 Base + Development AM Peak', Plan 1: 'Network Control Plan 1')

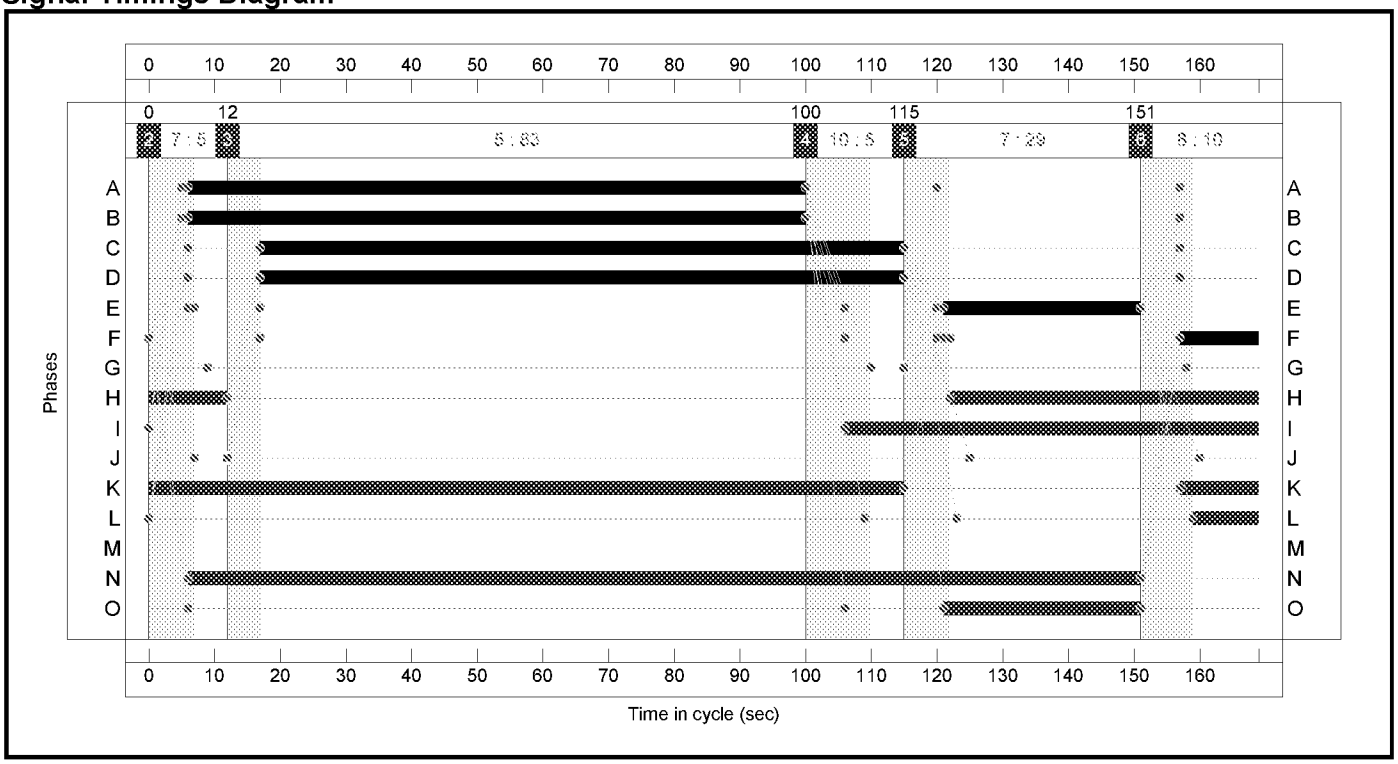
Stage Sequence Diagram



Stage Timings

Stage	2	3	4	5	6
Duration	5	83	5	29	10
Change Point	0	12	100	115	151

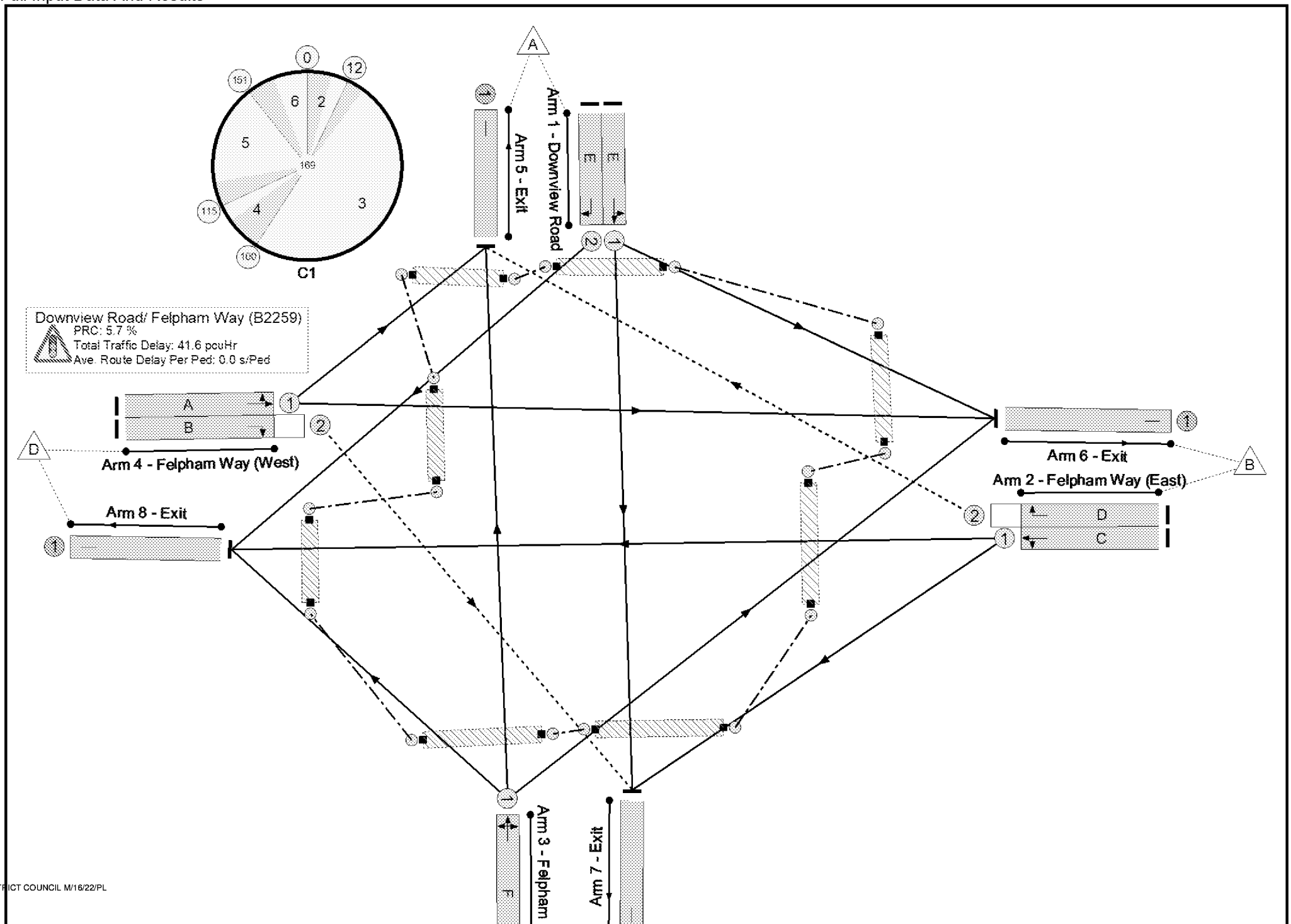
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	30	-	292	1870	343	85.1%
1/2	Downview Road Right	U	N/A	N/A	E		1	30	-	279	1870	343	81.3%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	98	-	965	1950	1142	84.5%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	98	-	106	1950	300	35.4%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	12	-	122	1956	150	81.1%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	94	-	852	1916	1077	79.1%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	94	-	34	1916	174	19.5%
5/1	Exit	U	N/A	N/A	-		-	-	-	345	1940	1940	17.8%
6/1	Exit	U	N/A	N/A	-		-	-	-	952	1940	1940	49.1%
7/1	Exit	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1085	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	127	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	59	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	10	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	63	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	145	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	30	-	0	-	0	0.0%

Full Input Data And Results

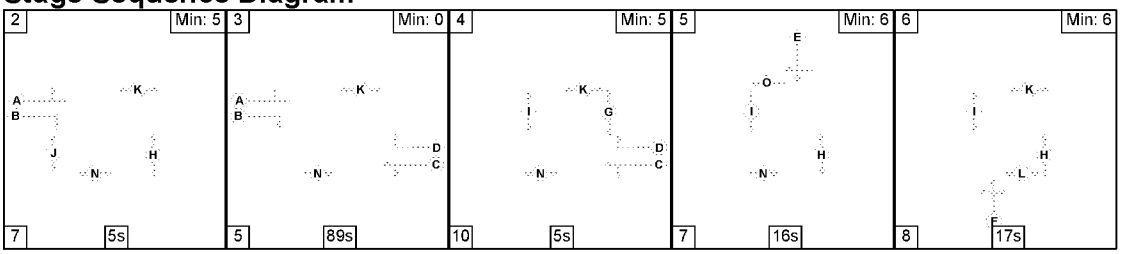
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**114**	**25**	**1**	**28.7**	**12.0**	**0.9**	**41.6**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**114**	**25**	**1**	**28.7**	**12.0**	**0.9**	**41.6**	-	-	-	-
1/1	292	292	-	-	-	5.4	2.6	-	8.0	98.8	13.2	2.6	15.8
1/2	279	279	-	-	-	5.1	2.0	-	7.2	92.7	12.6	2.0	14.6
2/1	965	965	-	-	-	7.7	2.6	-	10.3	38.6	37.0	2.6	39.6
2/2	106	106	97	8	1	0.8	0.3	0.8	1.8	61.8	3.9	0.3	4.2
3/1	122	122	-	-	-	2.6	1.9	-	4.5	132.6	5.6	1.9	7.5
4/1	852	852	-	-	-	6.9	1.9	-	8.8	37.0	31.5	1.9	33.3
4/2	34	34	17	17	0	0.2	0.1	0.2	0.4	45.7	0.7	0.1	0.8
5/1	345	345	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	952	952	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
7/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 41.04 Cycle Time (s): 169
PRC Over All Lanes (%): 5.7 Total Delay Over All Lanes(pcuHr): 41.63

Full Input Data And Results

Scenario 6: '2031 Base + Development PM Peak' (FG8: '2031 Base + Development PM Peak', Plan 1: 'Network Control Plan 1')

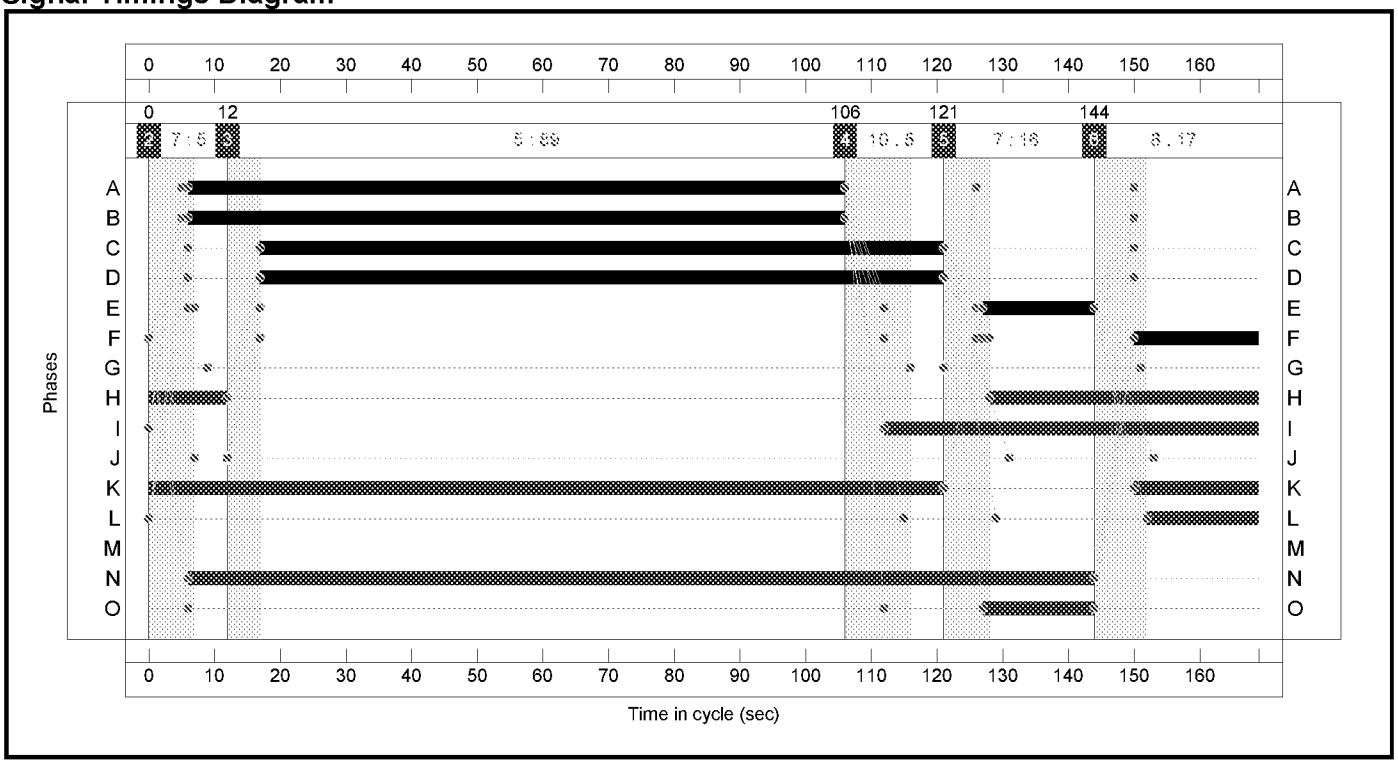
Stage Sequence Diagram



Stage Timings

Stage	2	3	4	5	6
Duration	5	89	5	16	17
Change Point	0	12	106	121	144

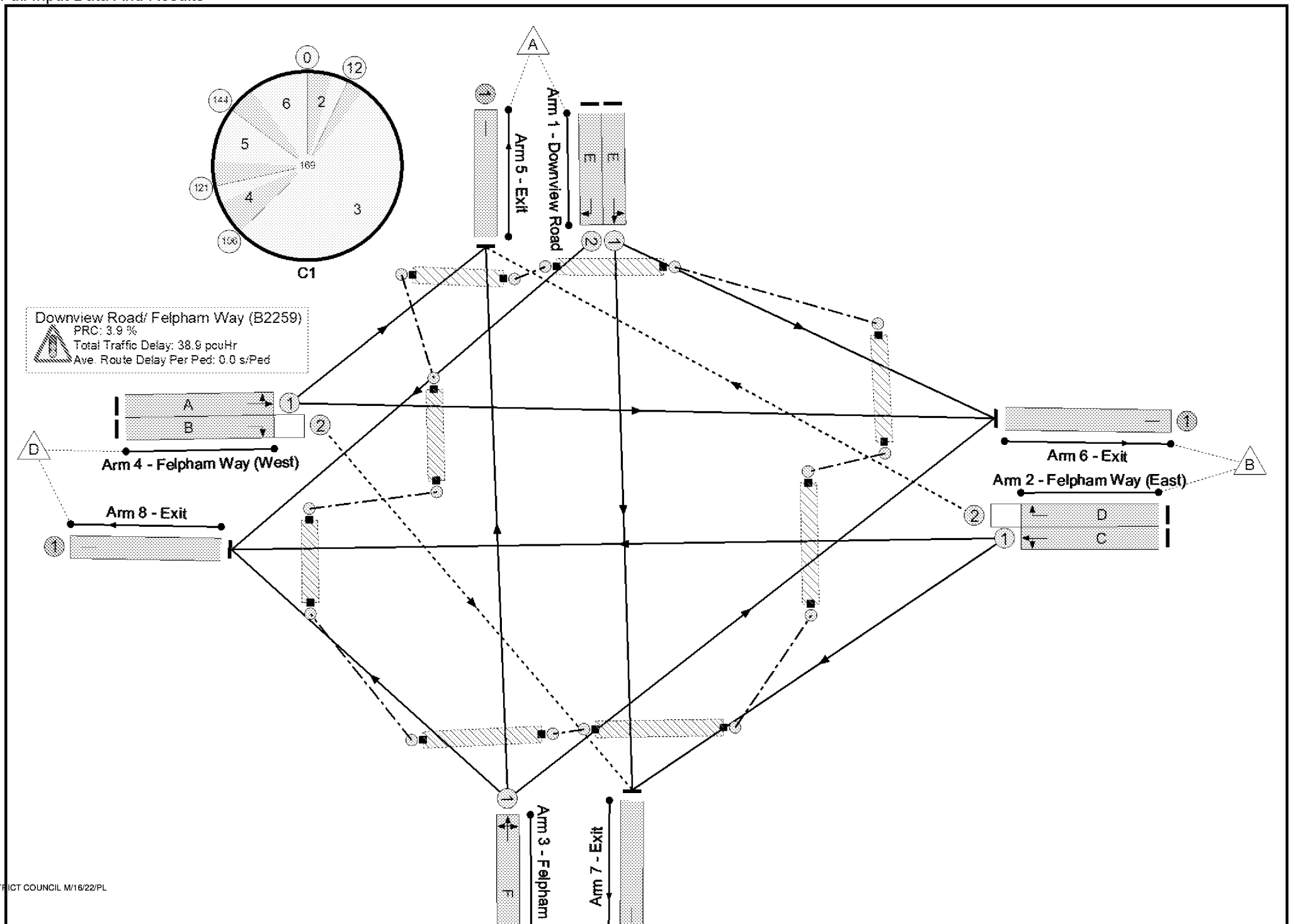
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.6%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.6%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	17	-	167	1870	199	83.8%
1/2	Downview Road Right	U	N/A	N/A	E		1	17	-	157	1870	199	78.8%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	104	-	685	1950	1212	56.5%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	104	-	199	1950	252	79.0%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	19	-	200	1956	231	86.4%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	100	-	992	1916	1145	86.6%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	100	-	13	1916	362	3.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	497	1940	1940	25.6%
6/1	Exit	U	N/A	N/A	-		-	-	-	992	1940	1940	51.1%
7/1	Exit	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	140	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	53	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	17	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	57	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	138	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	17	-	0	-	0	0.0%

Full Input Data And Results

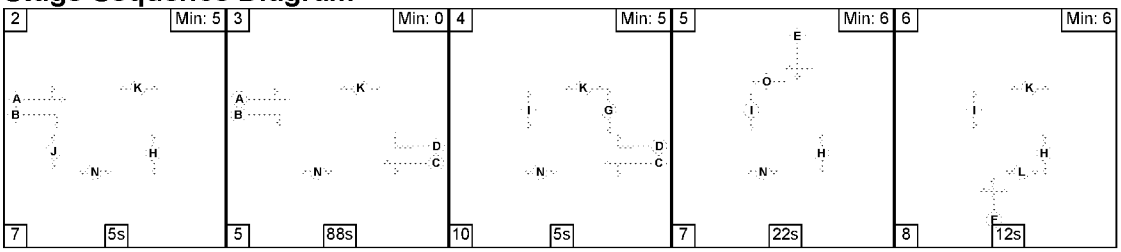
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**66**	**143**	**2**	**24.9**	**12.9**	**1.1**	**38.9**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**66**	**143**	**2**	**24.9**	**12.9**	**1.1**	**38.9**	-	-	-	-
1/1	167	167	-	-	-	3.4	2.3	-	5.7	123.1	7.7	2.3	9.9
1/2	157	157	-	-	-	3.2	1.7	-	4.9	113.1	7.2	1.7	8.9
2/1	685	685	-	-	-	3.6	0.6	-	4.2	22.1	18.6	0.6	19.3
2/2	199	199	59	137	2	2.8	1.8	1.1	5.6	101.6	9.0	1.8	10.8
3/1	200	200	-	-	-	4.1	2.7	-	6.8	121.9	9.2	2.7	11.9
4/1	992	992	-	-	-	7.8	3.1	-	10.9	39.7	38.9	3.1	42.0
4/2	13	13	7	6	0	0.1	0.0	0.0	0.1	23.2	0.2	0.0	0.3
5/1	497	497	-	-	-	0.0	0.2	-	0.2	1.2	1.1	0.2	1.3
6/1	992	992	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
7/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 38.25 Cycle Time (s): 169
PRC Over All Lanes (%): 3.9 Total Delay Over All Lanes(pcuHr): 38.94

Full Input Data And Results

Scenario 7: '2031 Base AM Peak' (FG3: '2031 Base AM Peak', Plan 1: 'Network Control Plan 1')

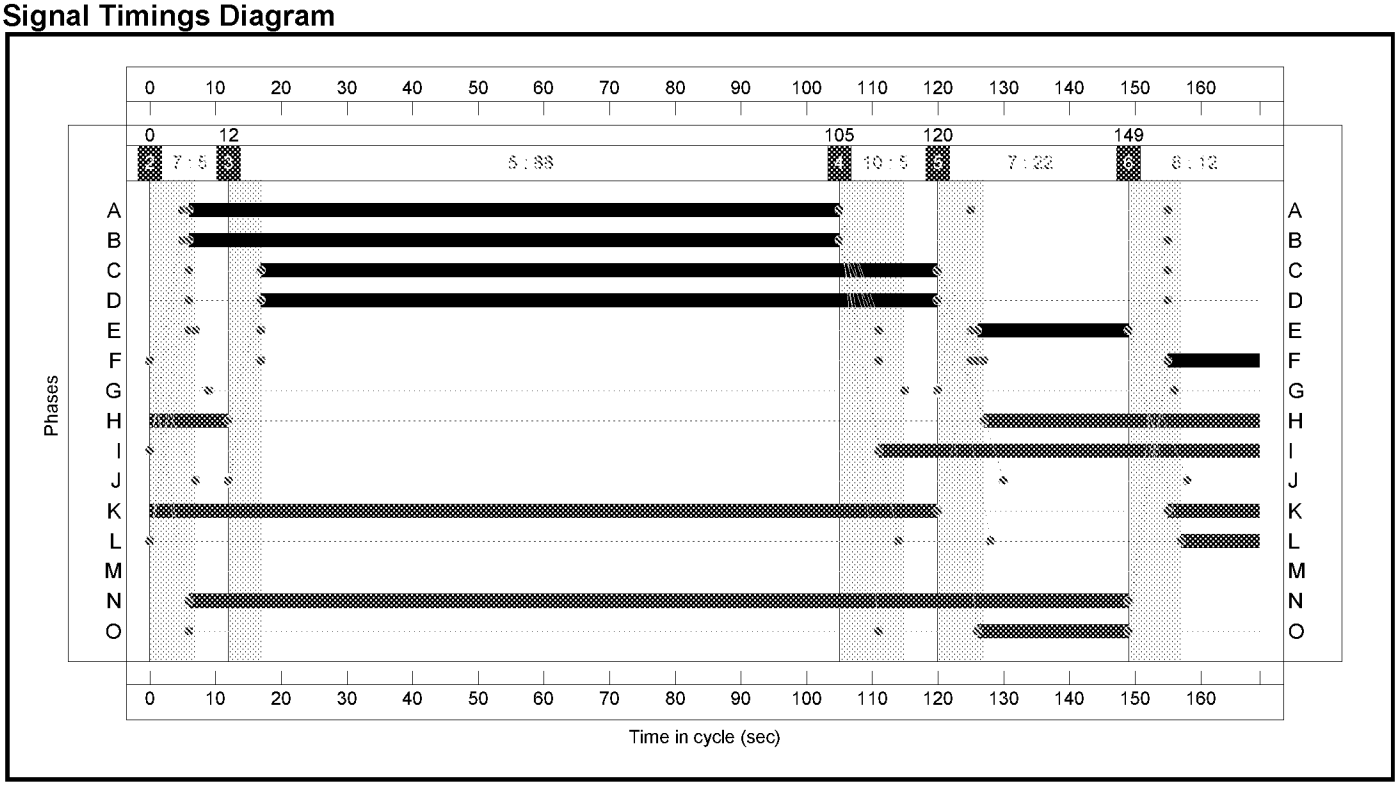
Stage Sequence Diagram



Stage Timings

Stage	2	3	4	5	6
Duration	5	88	5	22	12
Change Point	0	12	105	120	149

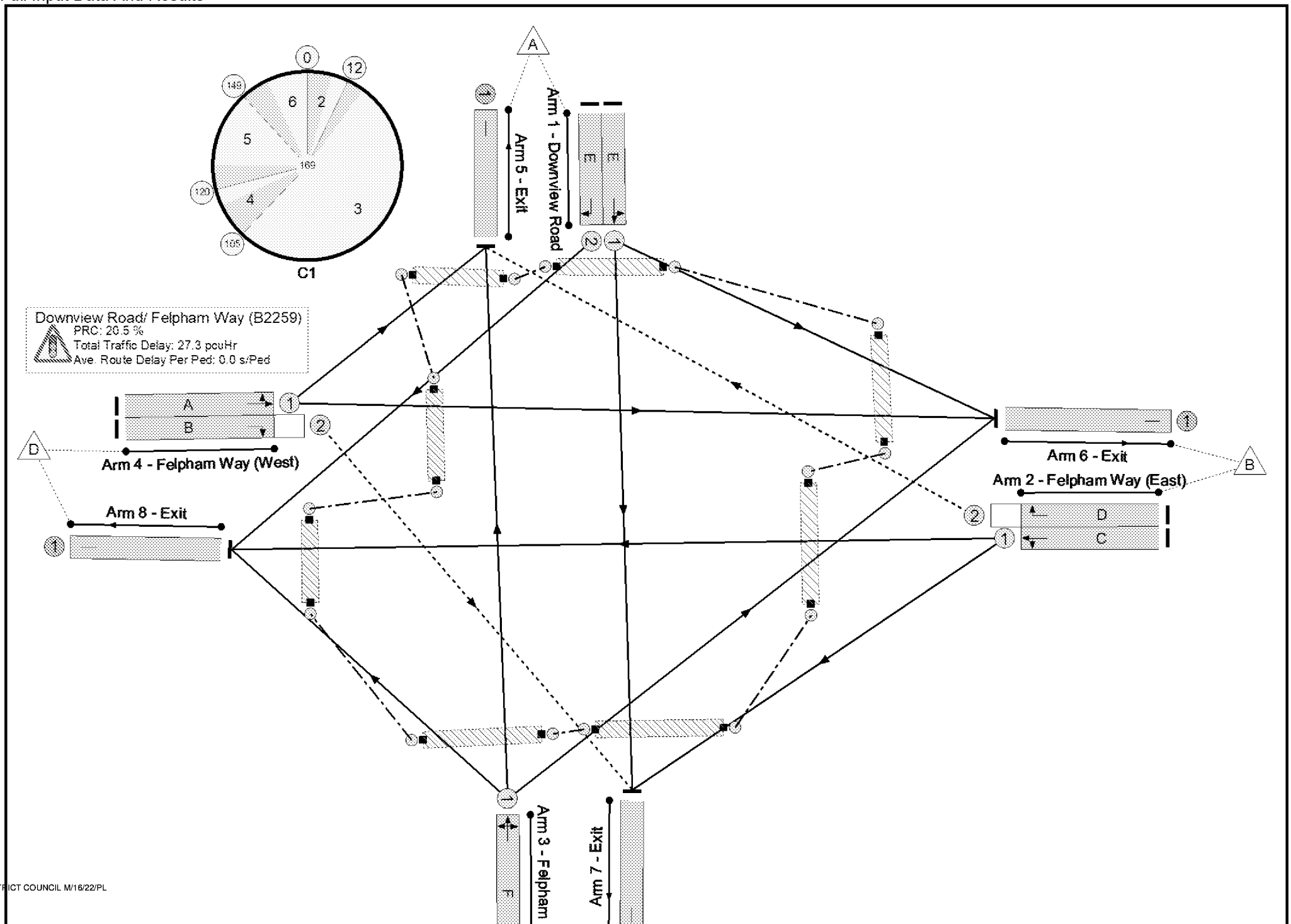
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.7%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.7%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	23	-	179	1870	266	67.4%
1/2	Downview Road Right	U	N/A	N/A	E		1	23	-	192	1870	266	72.3%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	103	-	896	1950	1200	74.7%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	103	-	78	1950	417	18.7%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	14	-	124	1956	174	71.4%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	99	-	720	1916	1134	63.5%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	99	-	34	1916	230	14.8%
5/1	Exit	U	N/A	N/A	-		-	-	-	309	1940	1940	15.9%
6/1	Exit	U	N/A	N/A	-		-	-	-	721	1940	1940	37.2%
7/1	Exit	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	134	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	54	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	12	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	58	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	143	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	23	-	0	-	0	0.0%

Full Input Data And Results

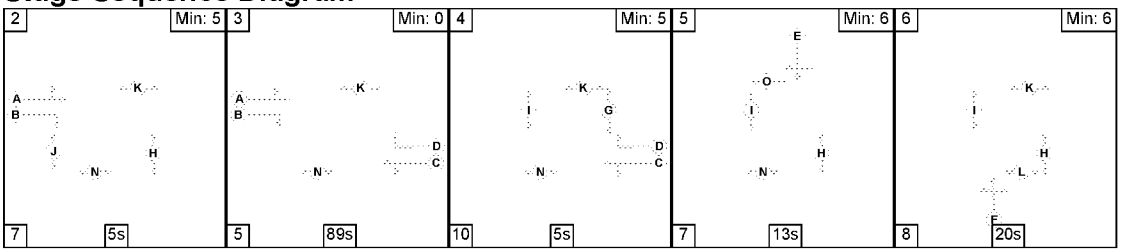
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**89**	**22**	**1**	**20.4**	**6.4**	**0.5**	**27.3**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**89**	**22**	**1**	**20.4**	**6.4**	**0.5**	**27.3**	-	-	-	-
1/1	179	179	-	-	-	3.4	1.0	-	4.4	89.1	8.0	1.0	9.0
1/2	192	192	-	-	-	3.7	1.3	-	5.0	93.0	8.6	1.3	9.8
2/1	896	896	-	-	-	5.8	1.5	-	7.2	29.0	29.9	1.5	31.3
2/2	78	78	71	6	1	0.3	0.1	0.4	0.8	36.3	1.5	0.1	1.6
3/1	124	124	-	-	-	2.6	1.2	-	3.8	109.5	5.6	1.2	6.8
4/1	720	720	-	-	-	4.5	0.9	-	5.4	26.9	22.0	0.9	22.9
4/2	34	34	18	16	0	0.1	0.1	0.1	0.3	34.1	0.7	0.1	0.7
5/1	309	309	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	721	721	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 20.5 Total Delay for Signalled Lanes (pcuHr): 26.87 Cycle Time (s): 169
PRC Over All Lanes (%): 20.5 Total Delay Over All Lanes(pcuHr): 27.26

Full Input Data And Results

Scenario 8: '2031 Base PM Peak' (FG4: '2031 Base PM Peak', Plan 1: 'Network Control Plan 1')

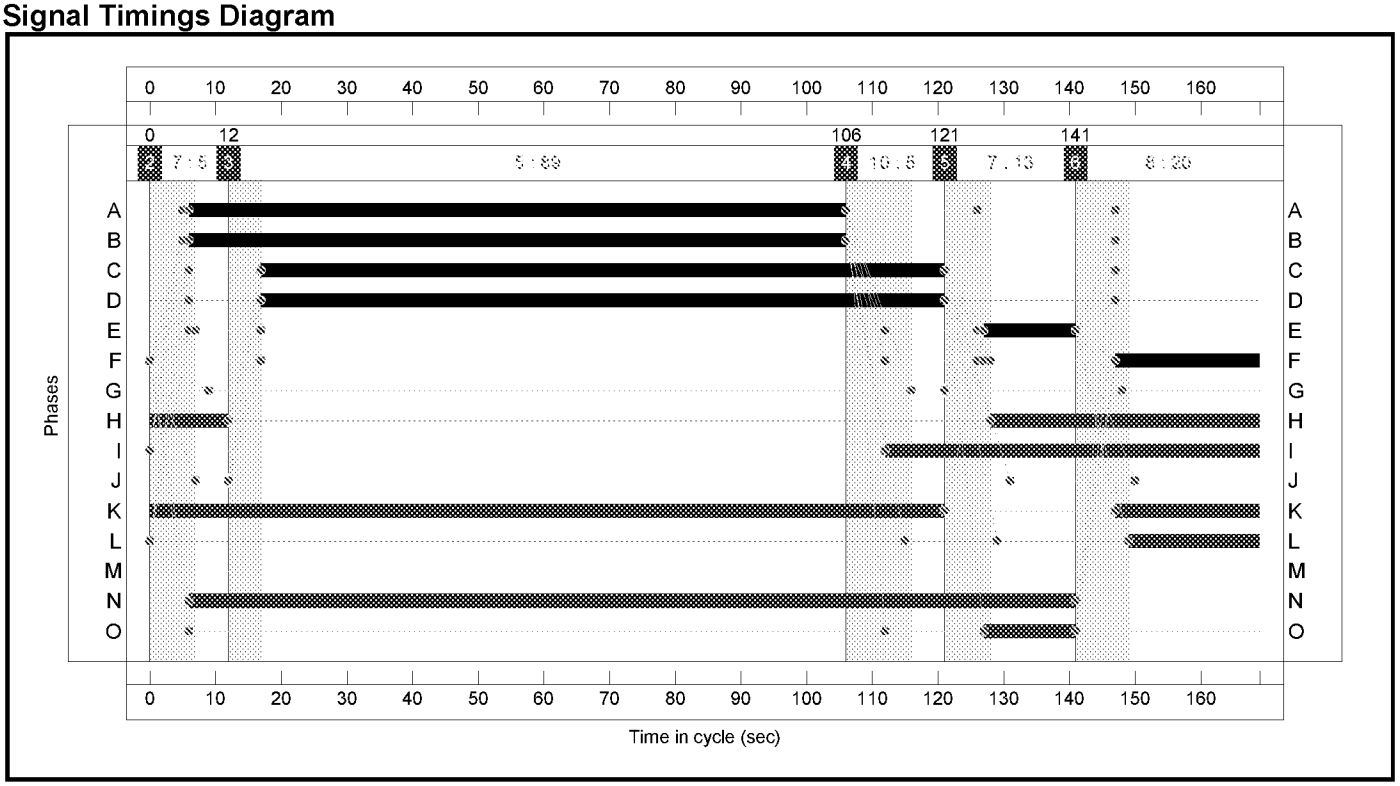
Stage Sequence Diagram



Stage Timings

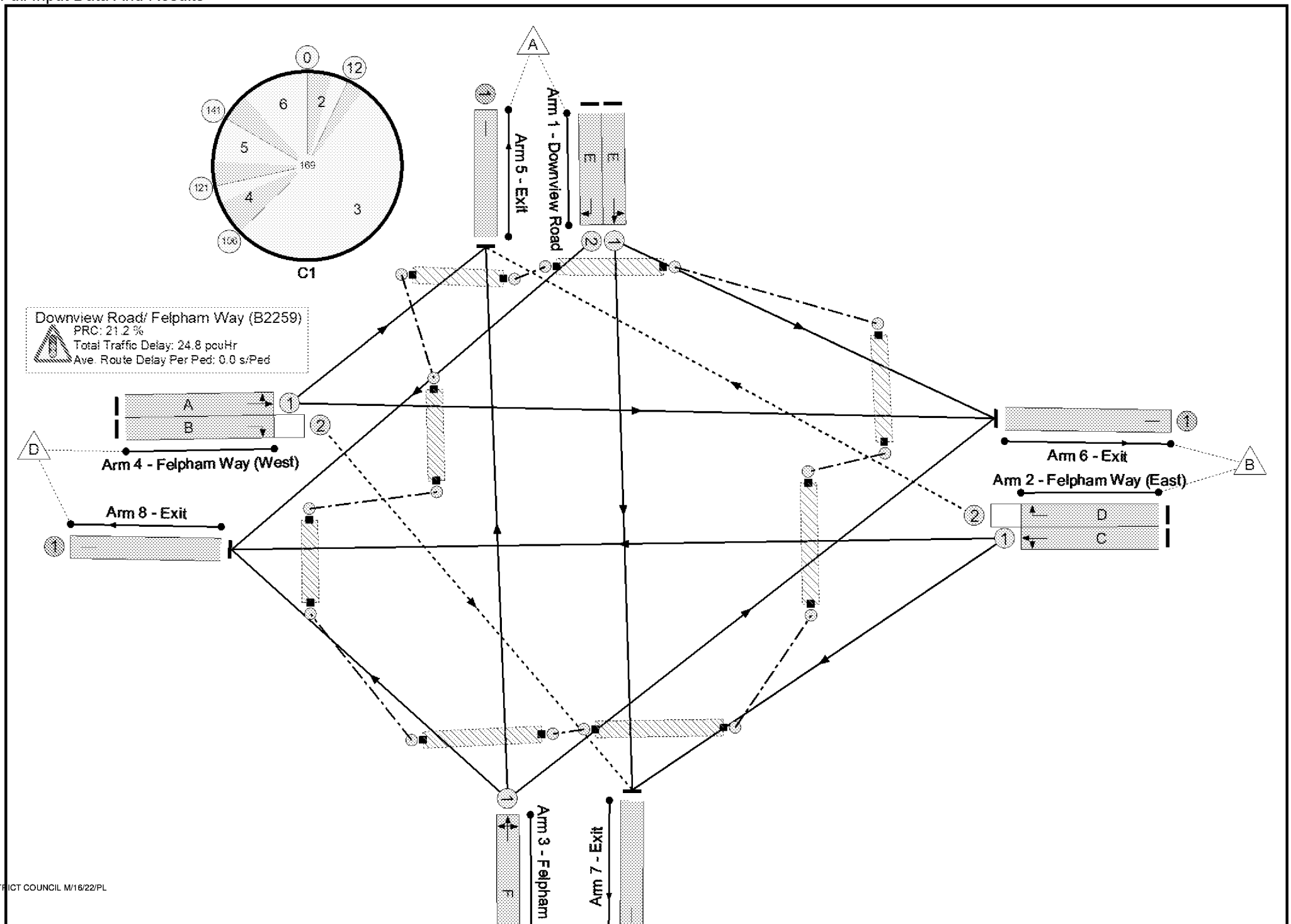
Stage	2	3	4	5	6
Duration	5	89	5	13	20
Change Point	0	12	106	121	141

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
12
6
2
141
5
169
121
4
3
106
C1
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: 21.2 %
Total Traffic Delay: 24.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham
Arm 7 - Exit

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.2%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.2%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	14	-	114	1870	166	68.7%
1/2	Downview Road Right	U	N/A	N/A	E		1	14	-	121	1870	166	72.9%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	104	-	571	1950	1212	47.1%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	104	-	113	1950	334	33.9%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	22	-	193	1956	266	72.5%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	100	-	850	1916	1145	74.2%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	100	-	13	1916	440	3.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	342	1940	1940	17.6%
6/1	Exit	U	N/A	N/A	-		-	-	-	858	1940	1940	44.2%
7/1	Exit	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	143	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	53	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	20	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	57	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	135	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	14	-	0	-	0	0.0%

Full Input Data And Results

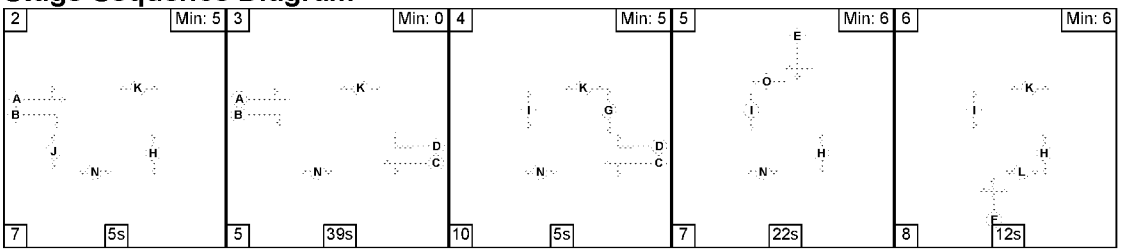
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**110**	**15**	**1**	**17.9**	**6.2**	**0.7**	**24.8**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**110**	**15**	**1**	**17.9**	**6.2**	**0.7**	**24.8**	-	-	-	-
1/1	114	114	-	-	-	2.4	1.1	-	3.4	108.0	5.2	1.1	6.2
1/2	121	121	-	-	-	2.5	1.3	-	3.8	112.9	5.5	1.3	6.8
2/1	571	571	-	-	-	2.7	0.4	-	3.2	19.9	14.3	0.4	14.7
2/2	113	113	103	9	1	0.7	0.3	0.7	1.6	52.0	3.8	0.3	4.1
3/1	193	193	-	-	-	3.8	1.3	-	5.0	93.7	8.6	1.3	9.9
4/1	850	850	-	-	-	5.8	1.4	-	7.2	30.6	28.8	1.4	30.2
4/2	13	13	7	6	0	0.1	0.0	0.0	0.1	20.6	0.2	0.0	0.3
5/1	342	342	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	858	858	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 21.2 Total Delay for Signalled Lanes (pcuHr): 24.34 Cycle Time (s): 169
PRC Over All Lanes (%): 21.2 Total Delay Over All Lanes(pcuHr): 24.85

Full Input Data And Results

Scenario 9: '2031 Base AM Peak (v1)' (FG3: '2031 Base AM Peak', Plan 1: 'Network Control Plan 1')

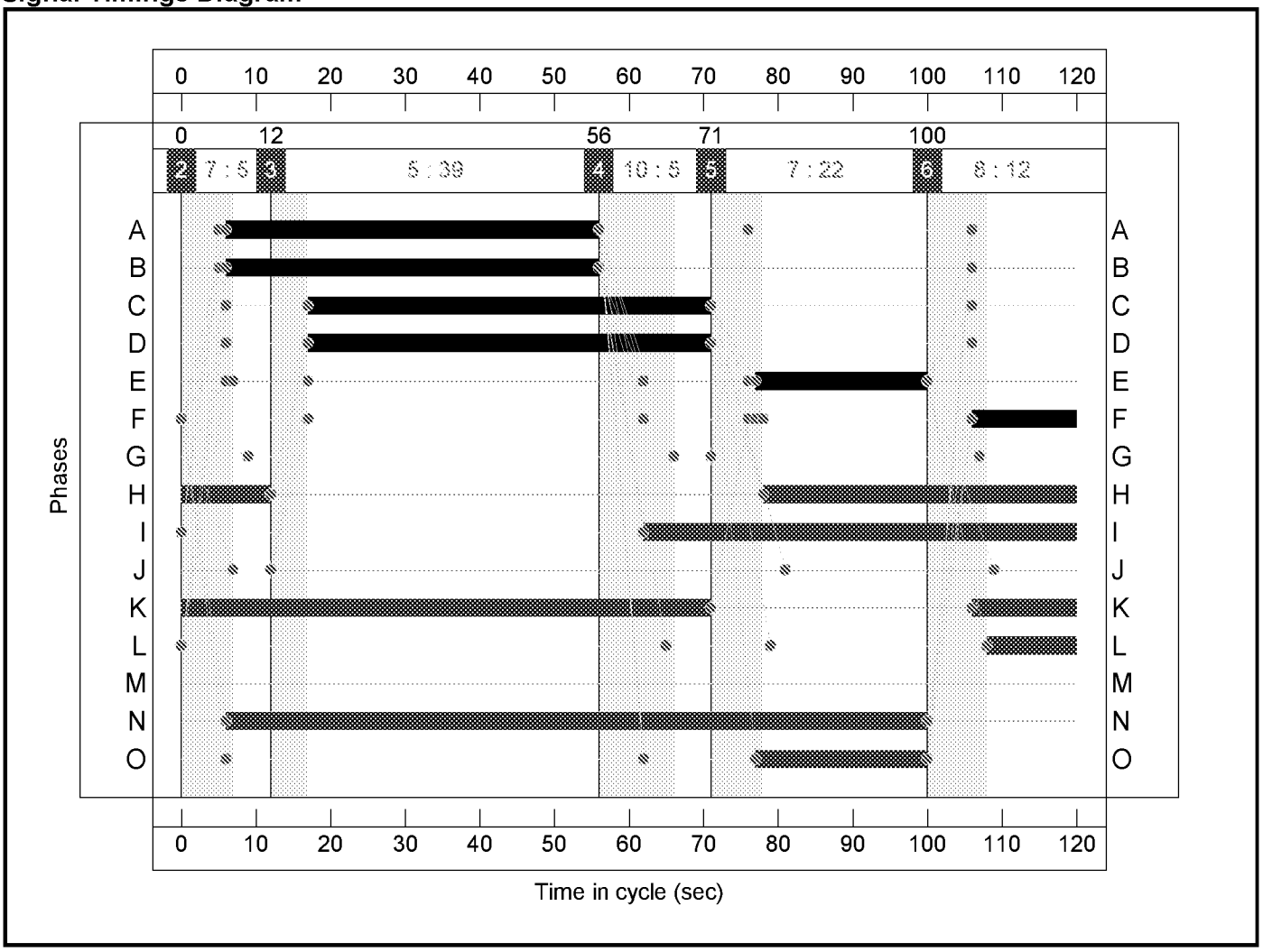
Stage Sequence Diagram



Stage Timings

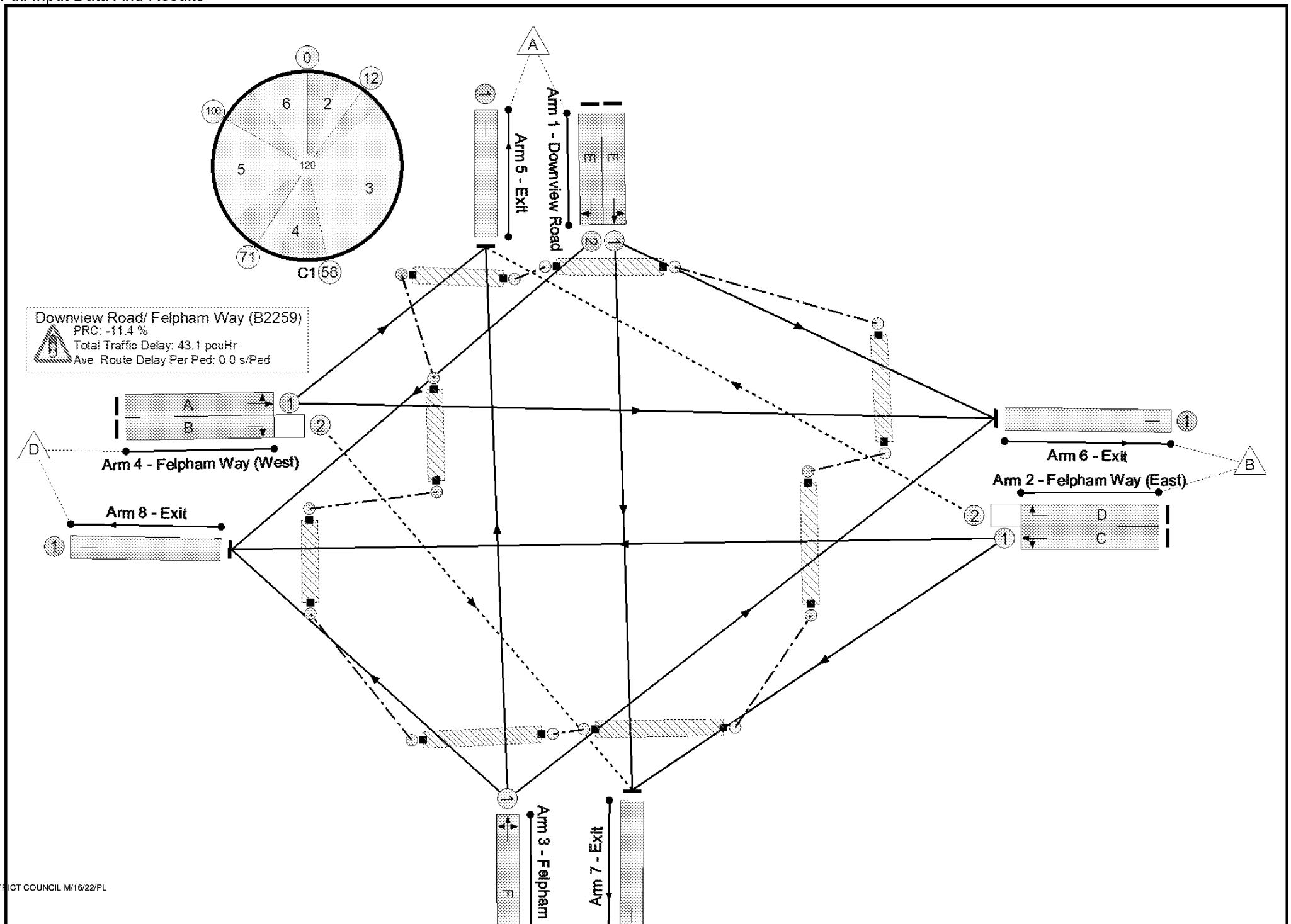
Stage	2	3	4	5	6
Duration	5	39	5	22	12
Change Point	0	12	56	71	100

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
12
6
2
100
5
120
3
4
71
C1
56
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: -11.4 %
Total Traffic Delay: 43.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
Arm 2 - Felpham Way (East)
Arm 3 - Felpham
Arm 7 - Exit

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.3%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.3%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	23	-	179	1870	374	47.9%
1/2	Downview Road Right	U	N/A	N/A	E		1	23	-	192	1870	374	51.3%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	54	-	896	1950	894	100.3%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	54	-	78	1950	320	24.4%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	14	-	124	1956	245	50.7%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	50	-	720	1916	814	88.4%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	50	-	34	1916	204	16.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	309	1940	1940	15.9%
6/1	Exit	U	N/A	N/A	-		-	-	-	721	1940	1940	37.2%
7/1	Exit	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	85	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	54	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	12	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	58	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	94	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	23	-	0	-	0	0.0%

Full Input Data And Results

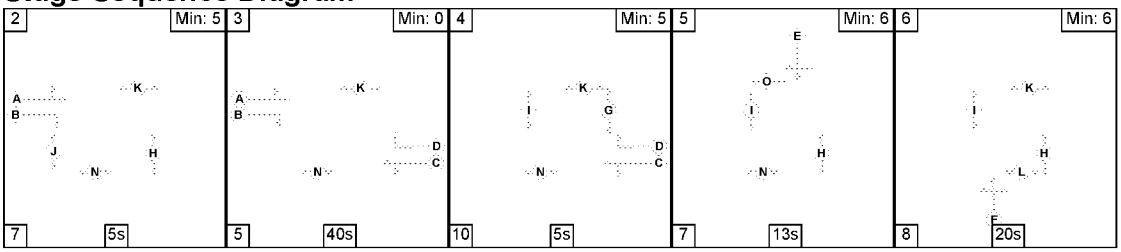
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**49**	**50**	**13**	**21.2**	**21.2**	**0.7**	**43.1**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**49**	**50**	**13**	**21.2**	**21.2**	**0.7**	**43.1**	-	-	-	-
1/1	179	179	-	-	-	2.1	0.5	-	2.6	51.7	5.3	0.5	5.7
1/2	192	192	-	-	-	2.3	0.5	-	2.8	52.6	5.7	0.5	6.2
2/1	896	894	-	-	-	8.2	15.5	-	23.7	95.4	29.9	15.5	45.5
2/2	78	78	49	28	1	0.4	0.2	0.5	1.1	50.7	1.5	0.2	1.6
3/1	124	124	-	-	-	1.7	0.5	-	2.2	63.9	3.9	0.5	4.4
4/1	720	720	-	-	-	6.4	3.6	-	9.9	49.5	22.0	3.6	25.6
4/2	34	34	0	22	12	0.2	0.1	0.1	0.4	43.6	0.7	0.1	0.8
5/1	309	309	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	721	721	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -11.4 Total Delay for Signalled Lanes (pcuHr): 42.74 Cycle Time (s): 120
PRC Over All Lanes (%): -11.4 Total Delay Over All Lanes(pcuHr): 43.13

Full Input Data And Results

Scenario 10: '2031 Base PM Peak (v1)' (FG4: '2031 Base PM Peak', Plan 1: 'Network Control Plan 1')

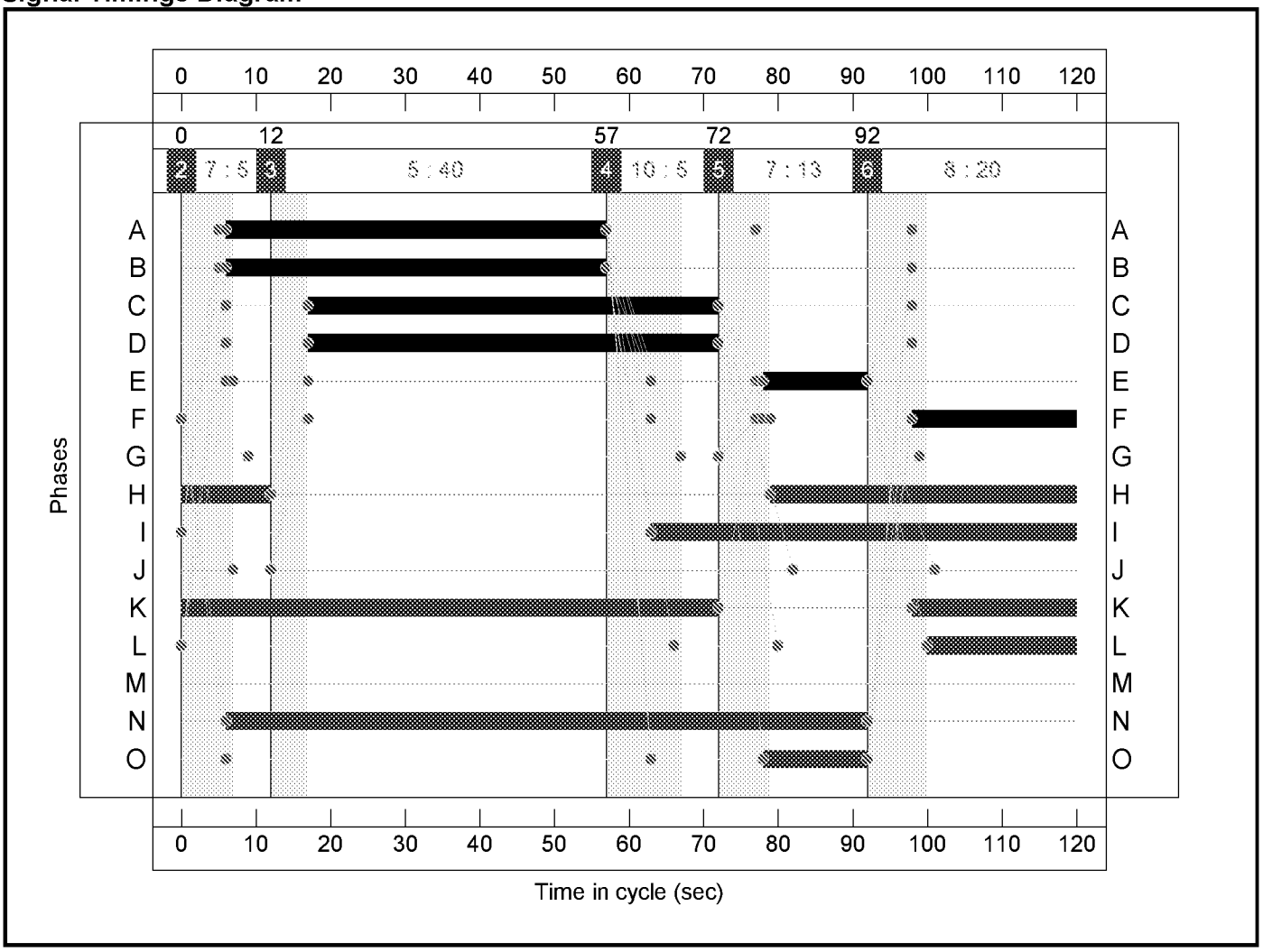
Stage Sequence Diagram



Stage Timings

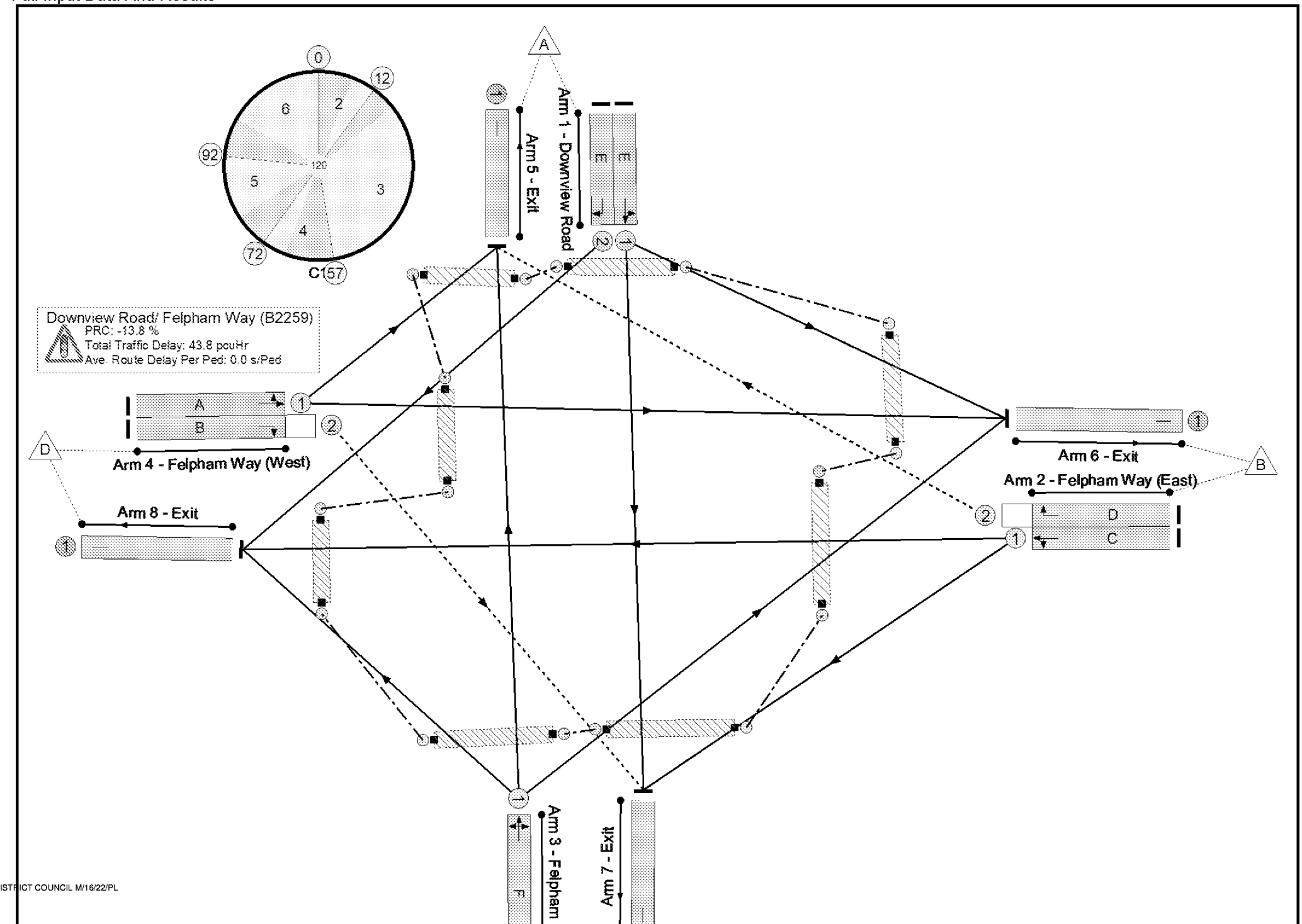
Stage	2	3	4	5	6
Duration	5	40	5	13	20
Change Point	0	12	57	72	92

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
12
6
2
92
120
5
3
4
72
C157
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: -13.8 %
Total Traffic Delay: 43.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham
Arm 7 - Exit

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.4%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.4%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	14	-	114	1870	234	48.8%
1/2	Downview Road Right	U	N/A	N/A	E		1	14	-	121	1870	234	51.8%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	55	-	571	1950	910	62.7%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	55	-	113	1950	239	47.3%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	22	-	193	1956	375	51.5%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	51	-	850	1916	830	102.4%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	51	-	13	1916	286	4.5%
5/1	Exit	U	N/A	N/A	-		-	-	-	342	1940	1940	17.4%
6/1	Exit	U	N/A	N/A	-		-	-	-	858	1940	1940	43.4%
7/1	Exit	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	94	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	53	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	20	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	57	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	86	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	14	-	0	-	0	0.0%

Full Input Data And Results

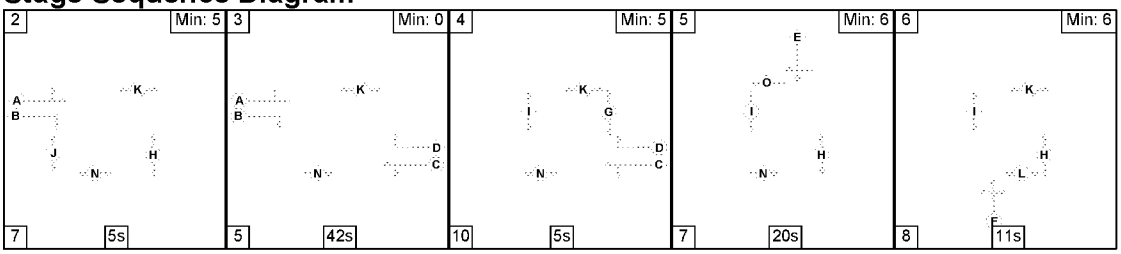
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**5**	**119**	**2**	**19.4**	**23.7**	**0.7**	**43.8**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**5**	**119**	**2**	**19.4**	**23.7**	**0.7**	**43.8**	-	-	-	-
1/1	114	114	-	-	-	1.5	0.5	-	2.0	63.8	3.5	0.5	4.0
1/2	121	121	-	-	-	1.7	0.5	-	2.2	64.9	3.8	0.5	4.3
2/1	571	571	-	-	-	3.8	0.8	-	4.7	29.4	14.3	0.8	15.1
2/2	113	113	0	111	2	0.9	0.4	0.7	2.0	63.1	3.5	0.4	3.9
3/1	193	193	-	-	-	2.3	0.5	-	2.9	53.3	5.7	0.5	6.3
4/1	850	830	-	-	-	9.2	20.3	-	29.5	124.9	29.0	20.3	49.3
4/2	13	13	5	8	0	0.1	0.0	0.0	0.1	29.7	0.2	0.0	0.3
5/1	338	338	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	843	843	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
7/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -13.8 Total Delay for Signalled Lanes (pcuHr): 43.30 Cycle Time (s): 120
PRC Over All Lanes (%): -13.8 Total Delay Over All Lanes(pcuHr): 43.79

Full Input Data And Results

Scenario 11: '2031 Base + Committed AM Peak (v1)' (FG5: '2031 Base + Committed AM Peak', Plan 1: 'Network Control Plan 1')

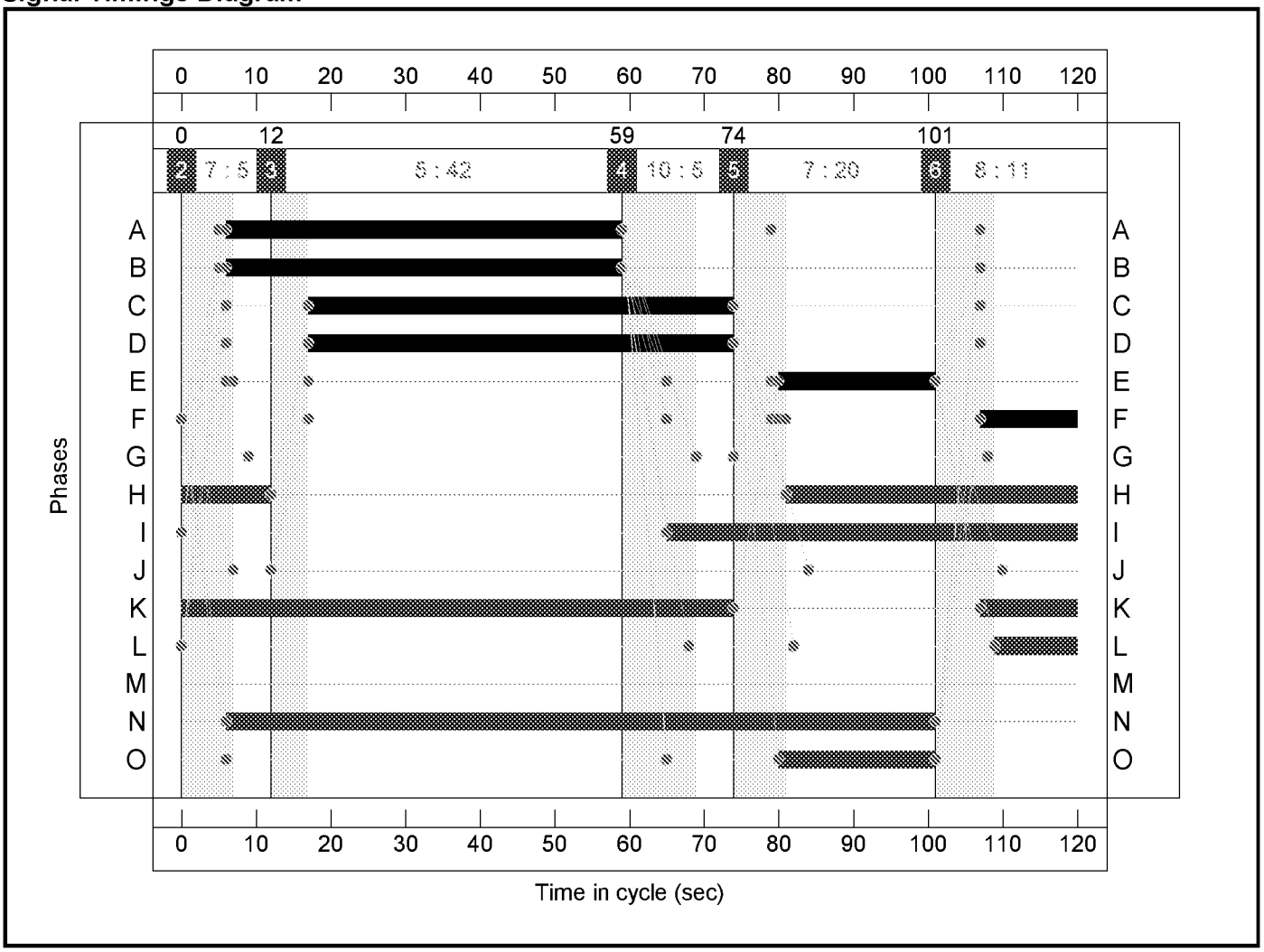
Stage Sequence Diagram



Stage Timings

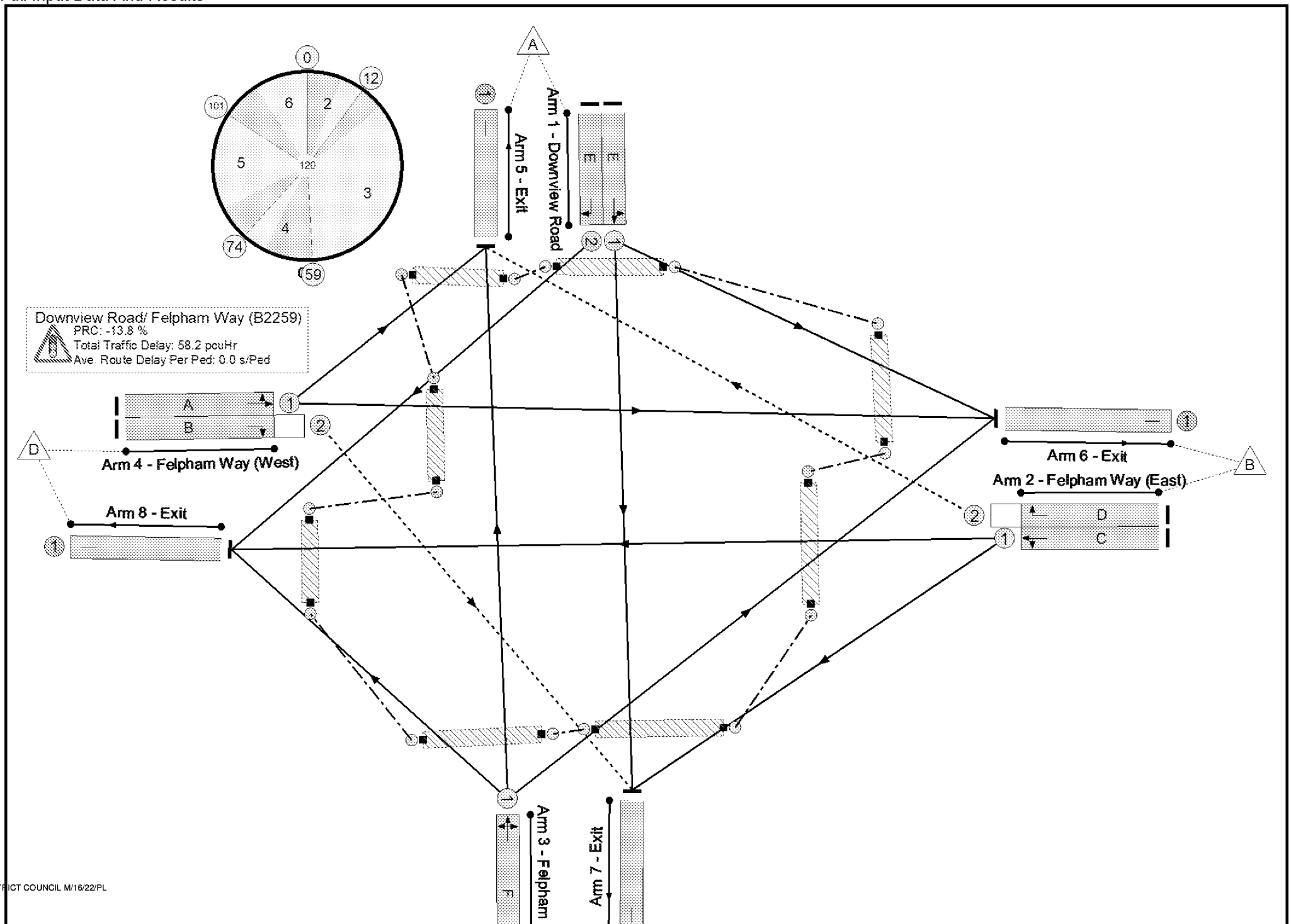
Stage	2	3	4	5	6
Duration	5	42	5	20	11
Change Point	0	12	59	74	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Downview Road/ Felpham Way (B2259)
PRC: -13.8 %
Total Traffic Delay: 58.2 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 1 - Downview Road
Arm 2 - Felpham Way (East)
Arm 3 - Felpham
Arm 4 - Felpham Way (West)
Arm 5 - Exit
Arm 6 - Exit
Arm 7 - Exit
Arm 8 - Exit
A
B
D
0
12
101
6
2
5
120
3
4
74
59

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.4%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.4%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	21	-	181	1870	343	52.8%
1/2	Downview Road Right	U	N/A	N/A	E		1	21	-	192	1870	343	56.0%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	57	-	965	1950	943	102.4%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	57	-	80	1950	285	28.1%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	13	-	124	1956	228	54.3%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	53	-	833	1916	862	96.6%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	53	-	34	1916	204	16.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	311	1940	1940	16.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	836	1940	1940	43.1%
7/1	Exit	U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	998	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	87	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	51	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	11	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	55	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	95	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	21	-	0	-	0	0.0%

Full Input Data And Results

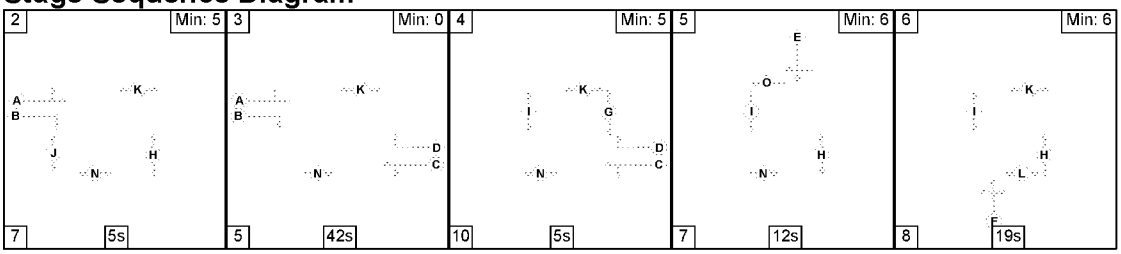
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**13**	**87**	**14**	**23.8**	**33.6**	**0.8**	**58.2**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**13**	**87**	**14**	**23.8**	**33.6**	**0.8**	**58.2**	-	-	-	-
1/1	181	181	-	-	-	2.2	0.6	-	2.8	55.4	5.4	0.6	6.0
1/2	192	192	-	-	-	2.4	0.6	-	3.0	56.4	5.8	0.6	6.4
2/1	965	943	-	-	-	9.5	22.1	-	31.7	118.1	32.9	22.1	55.1
2/2	80	80	13	65	1	0.4	0.2	0.6	1.2	55.8	1.4	0.2	1.6
3/1	124	124	-	-	-	1.7	0.6	-	2.3	67.1	3.9	0.6	4.5
4/1	833	833	-	-	-	7.4	8.9	-	16.3	70.5	26.8	8.9	35.7
4/2	34	34	0	21	13	0.2	0.1	0.1	0.4	43.4	0.6	0.1	0.7
5/1	311	311	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	836	836	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
7/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	980	980	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -13.8 Total Delay for Signalled Lanes (pcuHr): 57.71 Cycle Time (s): 120
PRC Over All Lanes (%): -13.8 Total Delay Over All Lanes(pcuHr): 58.19

Full Input Data And Results

Scenario 12: '2031 Base + Committed PM Peak (v1)' (FG6: '2031 Base + Committed PM Peak', Plan 1: 'Network Control Plan 1')

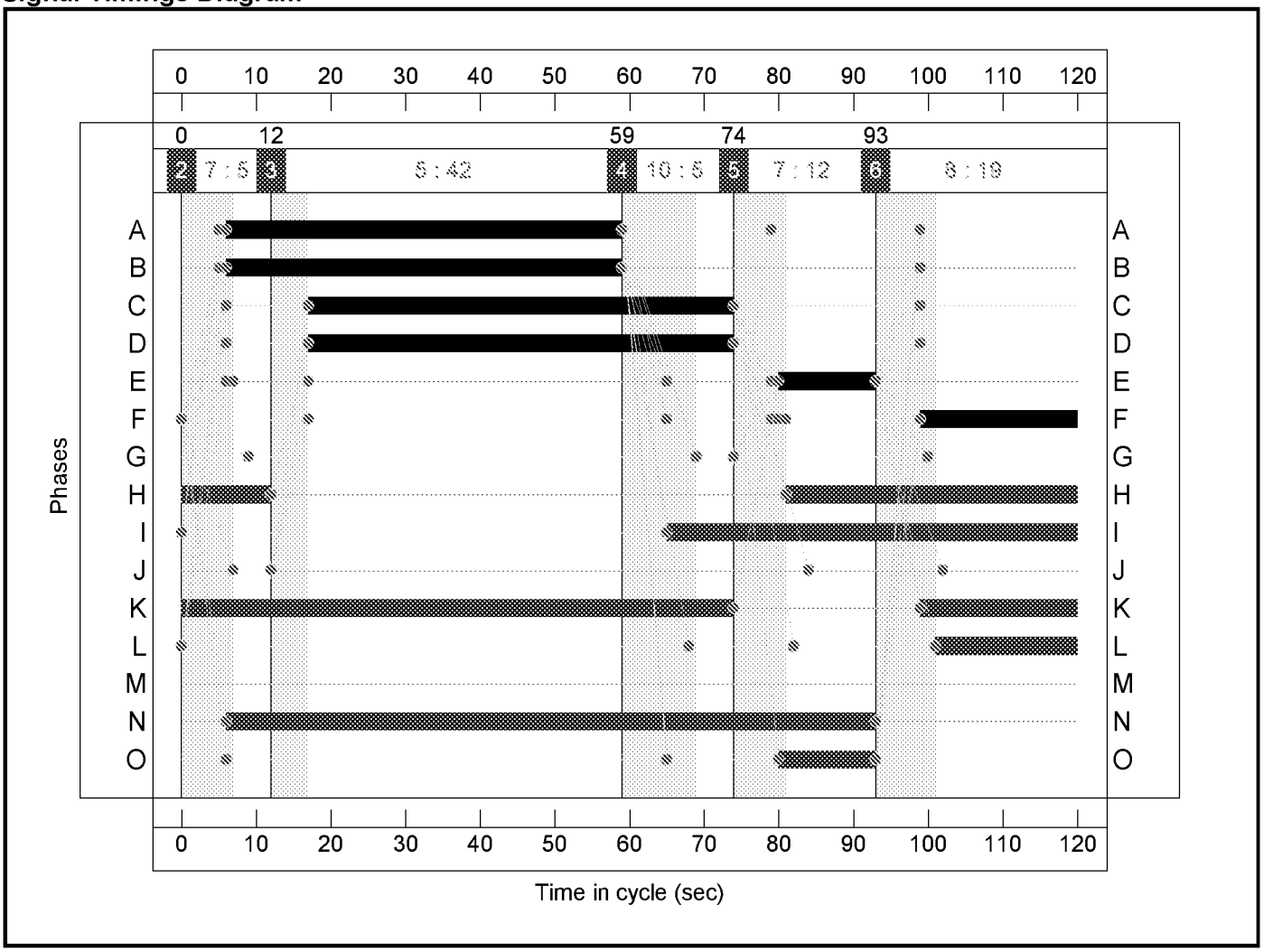
Stage Sequence Diagram



Stage Timings

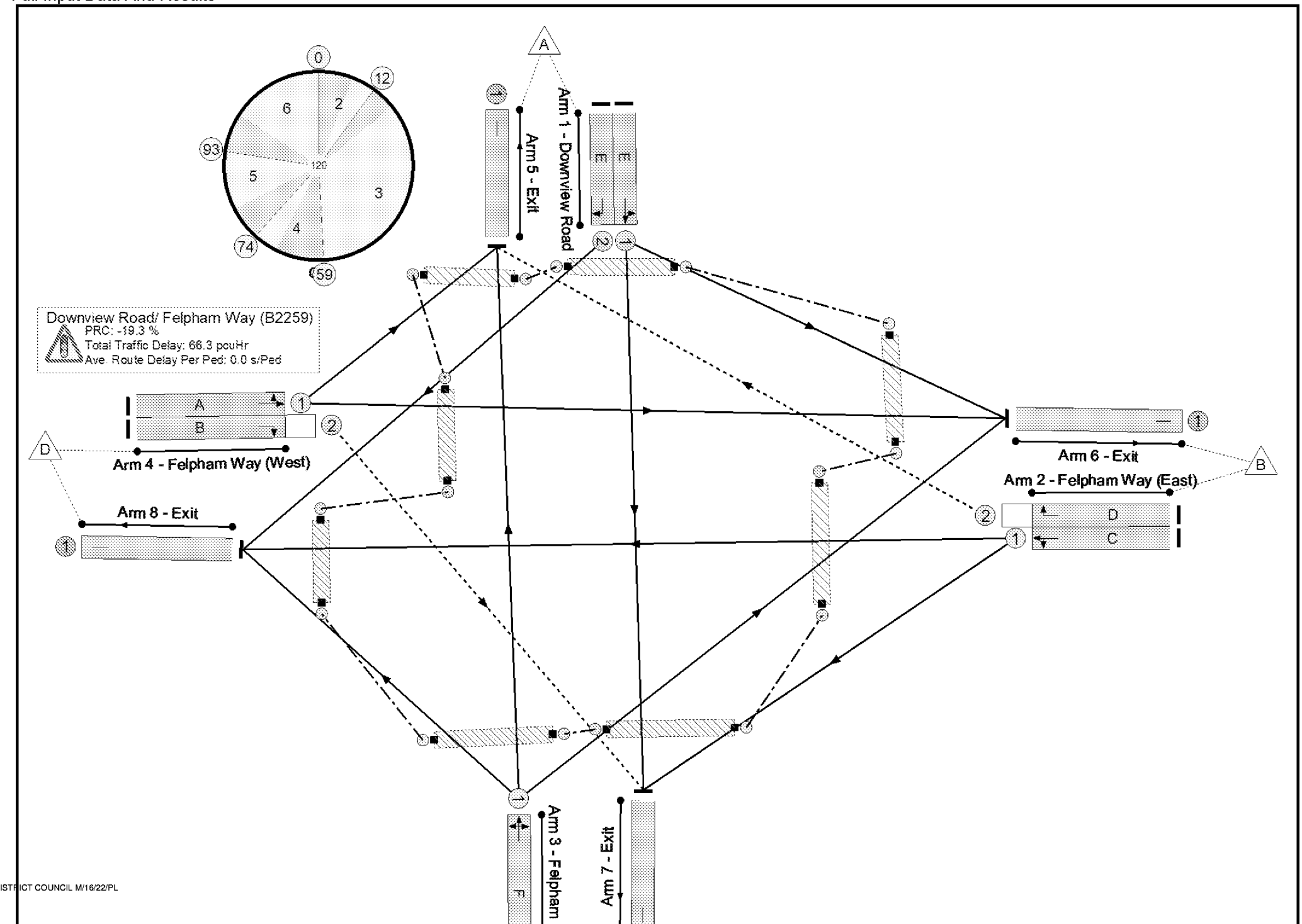
Stage	2	3	4	5	6
Duration	5	42	5	12	19
Change Point	0	12	59	74	93

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
12
6
2
93
5
3
4
74
59
120
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: -19.3 %
Total Traffic Delay: 66.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
Arm 3 - Felpham
Arm 7 - Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.4%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.4%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	13	-	119	1870	218	54.5%
1/2	Downview Road Right	U	N/A	N/A	E		1	13	-	121	1870	218	55.5%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	57	-	681	1950	943	72.3%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	57	-	115	1950	239	48.2%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	21	-	197	1956	359	54.9%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	53	-	926	1916	862	107.4%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	53	-	13	1916	247	5.3%
5/1	Exit	U	N/A	N/A	-		-	-	-	344	1940	1940	17.1%
6/1	Exit	U	N/A	N/A	-		-	-	-	943	1940	1940	46.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	95	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	51	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	19	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	55	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	87	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	13	-	0	-	0	0.0%

Full Input Data And Results

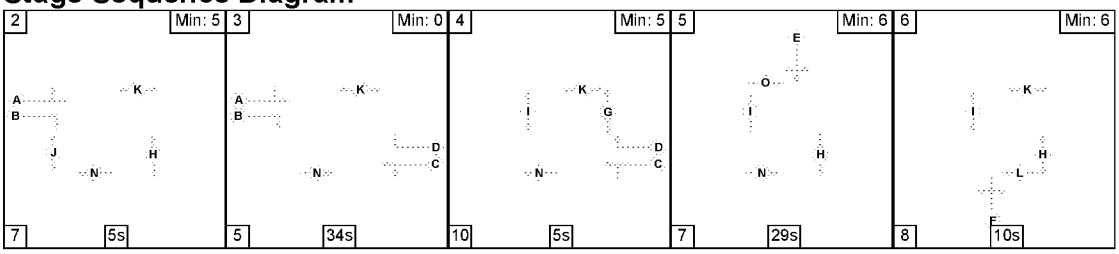
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**5**	**121**	**2**	**23.5**	**42.1**	**0.7**	**66.3**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**5**	**121**	**2**	**23.5**	**42.1**	**0.7**	**66.3**	-	-	-	-
1/1	119	119	-	-	-	1.7	0.6	-	2.2	67.9	3.7	0.6	4.3
1/2	121	121	-	-	-	1.7	0.6	-	2.3	68.4	3.8	0.6	4.4
2/1	681	681	-	-	-	4.7	1.3	-	5.9	31.4	18.0	1.3	13.3
2/2	115	115	0	113	2	0.8	0.5	0.7	2.0	63.4	3.5	0.5	4.0
3/1	197	197	-	-	-	2.4	0.6	-	3.0	55.6	5.9	0.6	6.5
4/1	926	862	-	-	-	12.1	38.0	-	50.1	194.9	33.0	38.0	71.0
4/2	13	13	5	8	0	0.1	0.0	0.0	0.1	31.5	0.2	0.0	0.3
5/1	331	331	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	892	892	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -19.3 Total Delay for Signalled Lanes (pcuHr): 65.79 Cycle Time (s): 120
PRC Over All Lanes (%): -19.3 Total Delay Over All Lanes(pcuHr): 66.32

Full Input Data And Results

Scenario 13: '2031 Base + Development AM Peak (v1)' (FG7: '2031 Base + Development AM Peak', Plan 1: 'Network Control Plan 1')

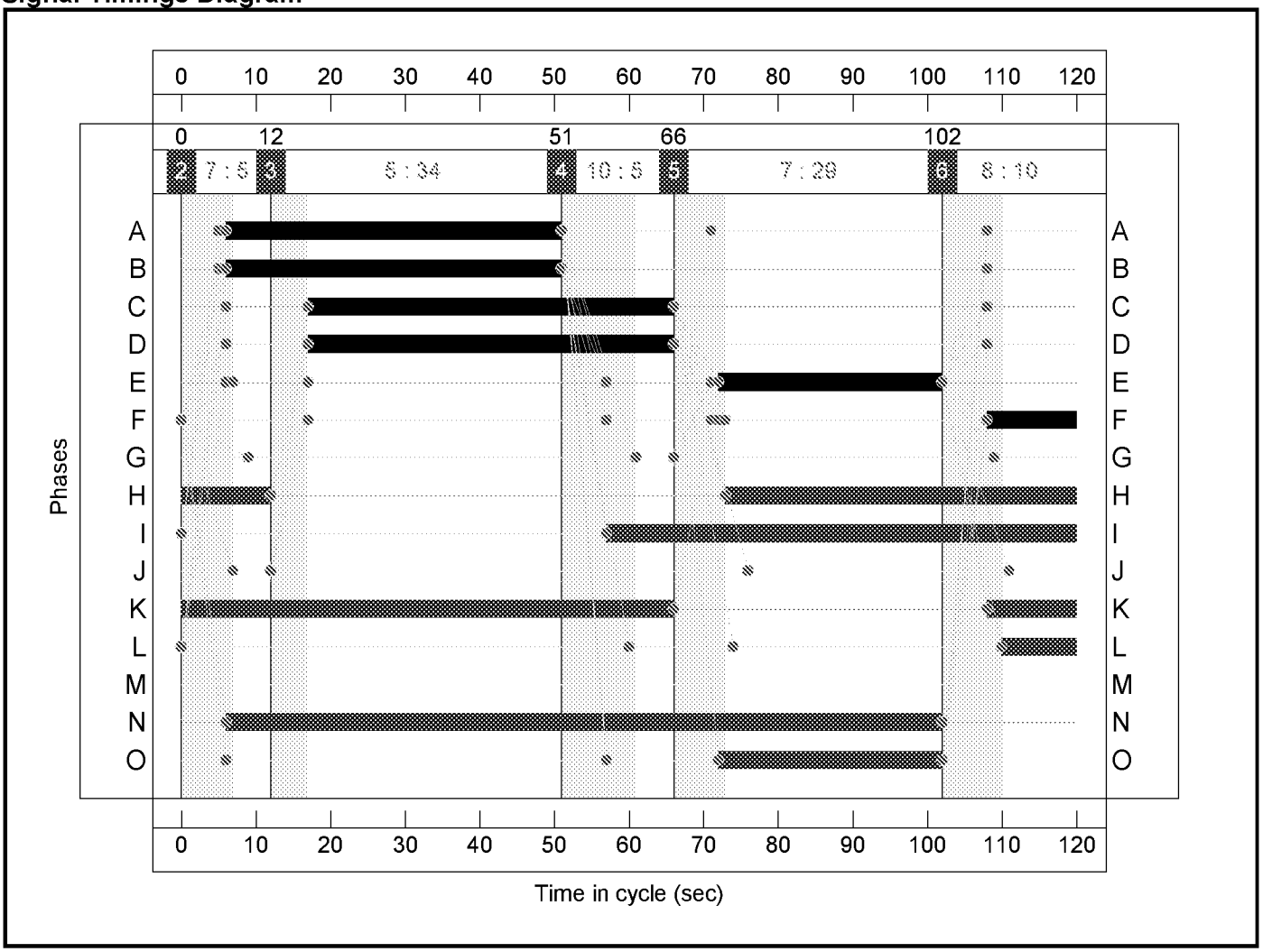
Stage Sequence Diagram



Stage Timings

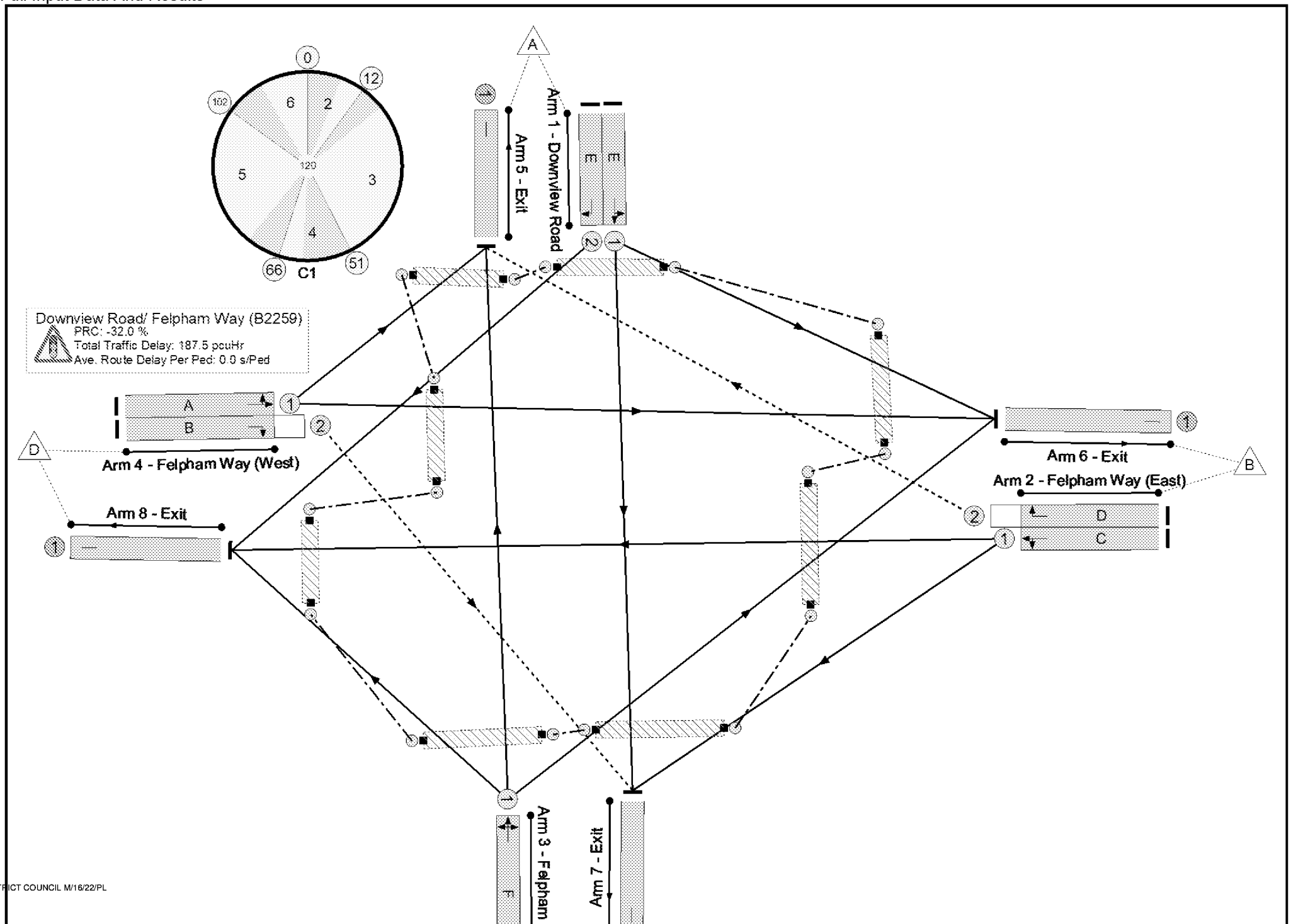
Stage	2	3	4	5	6
Duration	5	34	5	29	10
Change Point	0	12	51	66	102

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
12
102
6
2
5
120
3
4
66
C1
51
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: -32.0 %
Total Traffic Delay: 187.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham
Arm 7 - Exit

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.8%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.8%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	30	-	292	1870	483	60.4%
1/2	Downview Road Right	U	N/A	N/A	E		1	30	-	279	1870	483	57.8%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	49	-	965	1950	813	118.8%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	49	-	106	1950	239	44.4%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	12	-	122	1956	212	57.6%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	45	-	852	1916	734	116.0%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	45	-	34	1916	204	16.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	345	1940	1940	16.4%
6/1	Exit	U	N/A	N/A	-		-	-	-	952	1940	1940	44.4%
7/1	Exit	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1085	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	78	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	59	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	10	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	63	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	96	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	30	-	0	-	0	0.0%

Full Input Data And Results

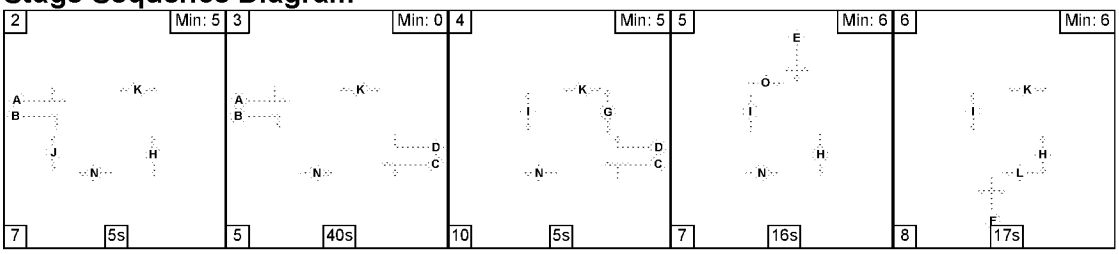
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**0**	**128**	**12**	**42.3**	**144.6**	**0.7**	**187.5**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**0**	**128**	**12**	**42.3**	**144.6**	**0.7**	**187.5**	-	-	-	-
1/1	292	292	-	-	-	3.2	0.8	-	3.9	48.5	8.5	0.8	9.3
1/2	279	279	-	-	-	3.0	0.7	-	3.7	47.6	8.1	0.7	8.7
2/1	965	813	-	-	-	17.7	79.3	-	97.0	361.9	37.3	79.3	116.5
2/2	106	106	0	104	2	0.9	0.4	0.6	1.8	62.2	3.3	0.4	3.7
3/1	122	122	-	-	-	1.7	0.7	-	2.4	70.6	3.9	0.7	4.5
4/1	852	734	-	-	-	15.6	62.2	-	77.8	328.7	32.3	62.2	94.5
4/2	34	34	0	24	10	0.2	0.1	0.1	0.4	44.4	0.7	0.1	0.8
5/1	319	319	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	861	861	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -32.0 Total Delay for Signalled Lanes (pcuHr): 187.05 Cycle Time (s): 120
PRC Over All Lanes (%): -32.0 Total Delay Over All Lanes(pcuHr): 187.54

Full Input Data And Results

Scenario 14: '2031 Base + Development PM Peak (v1)' (FG8: '2031 Base + Development PM Peak', Plan 1: 'Network Control Plan 1')

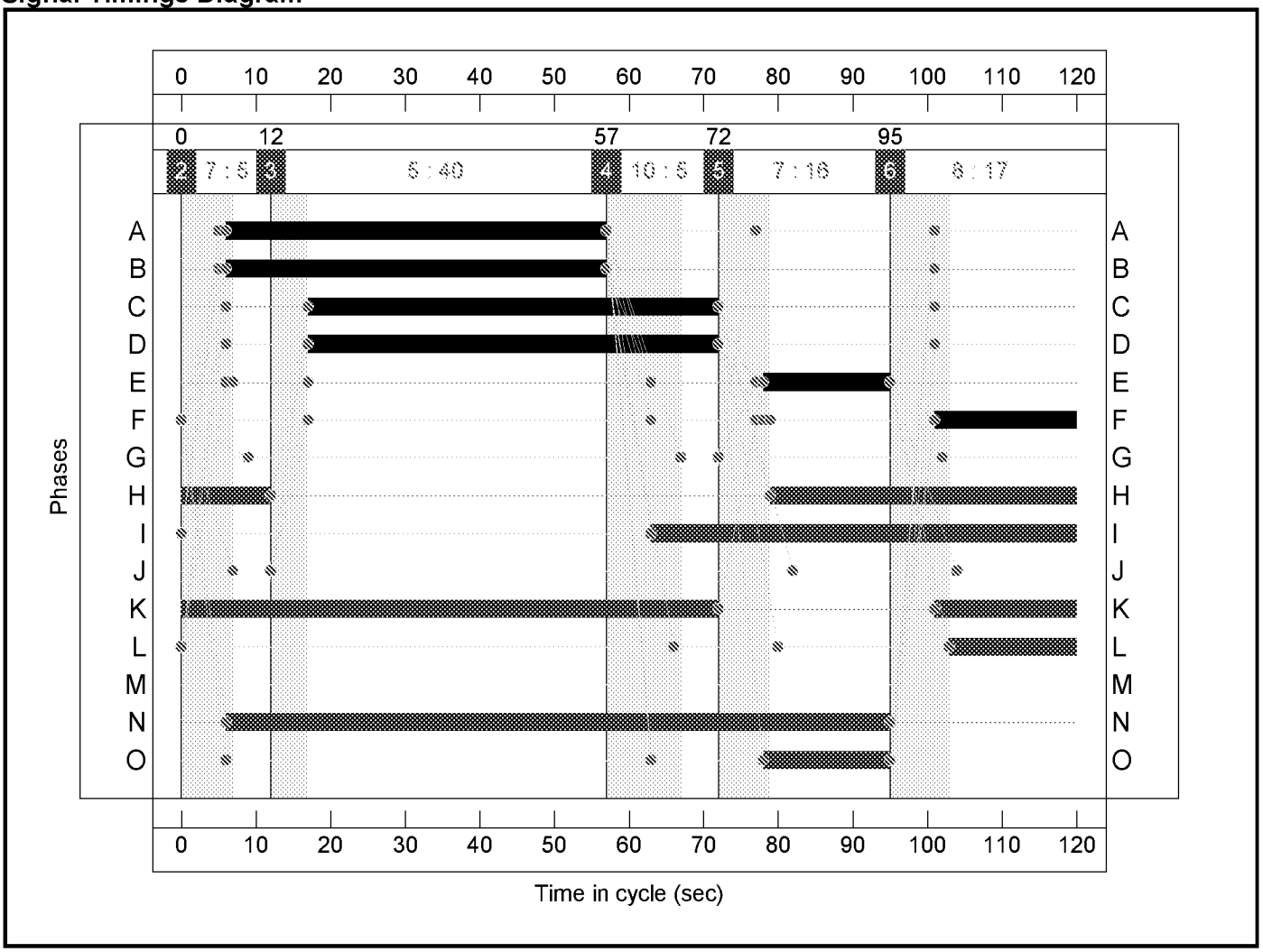
Stage Sequence Diagram



Stage Timings

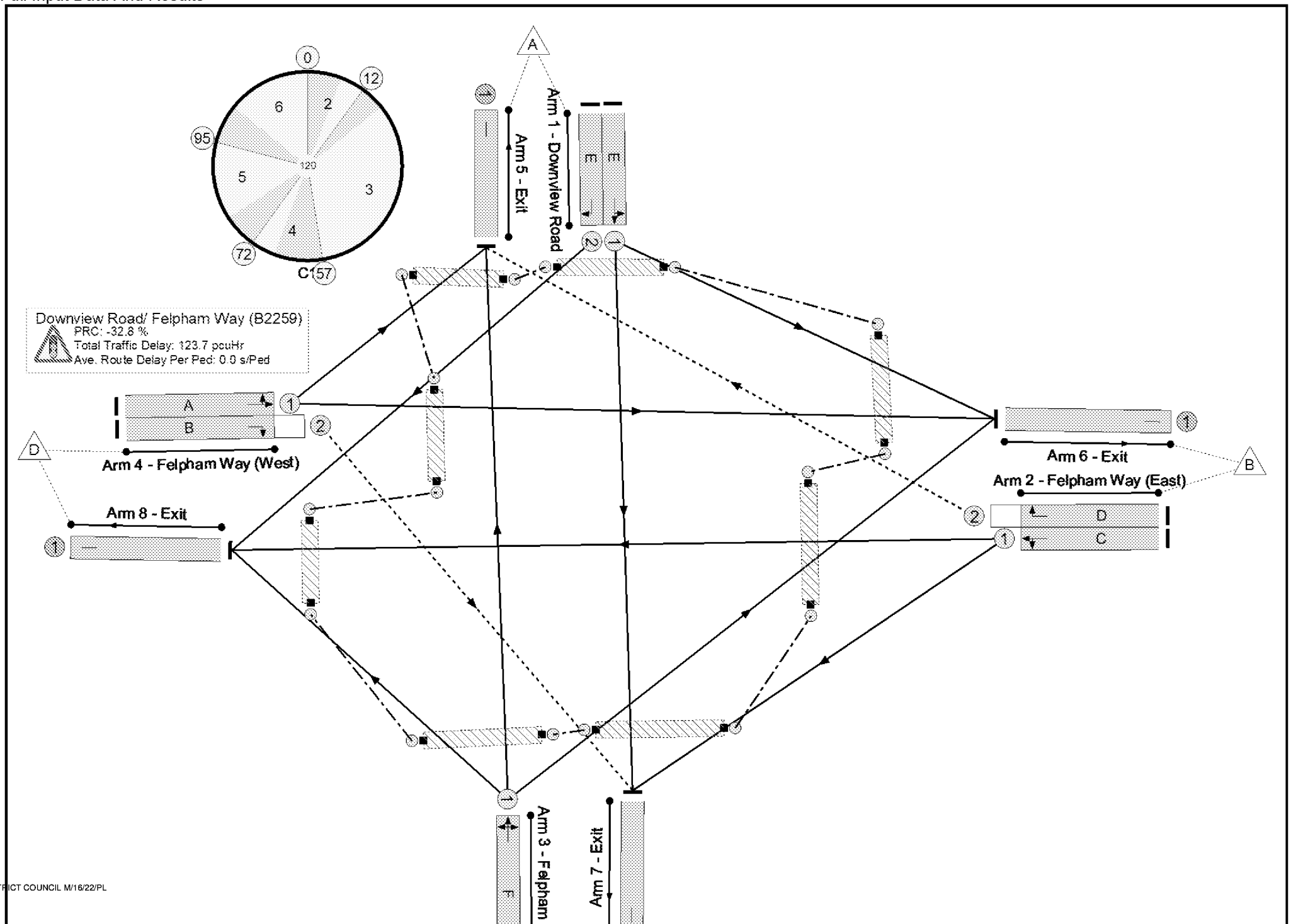
Stage	2	3	4	5	6
Duration	5	40	5	16	17
Change Point	0	12	57	72	95

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


0
12
6
2
95
120
5
3
4
72
C157
A
Arm 1 - Downview Road
Arm 5 - Exit
Downview Road/ Felpham Way (B2259)
PRC: -32.8 %
Total Traffic Delay: 123.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
D
Arm 4 - Felpham Way (West)
Arm 8 - Exit
Arm 6 - Exit
B
Arm 2 - Felpham Way (East)
D
C
Arm 3 - Felpham
Arm 7 - Exit

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**119.5%**
Downview Road/ Felpham Way (B2259)	-	-	**N/A**	-	-		-	-	-	-	-	-	**119.5%**
1/1	Downview Road Left Ahead	U	N/A	N/A	E		1	17	-	167	1870	281	59.5%
1/2	Downview Road Right	U	N/A	N/A	E		1	17	-	157	1870	281	56.0%
2/1	Felpham Way (East) Left Ahead	U	N/A	N/A	C		1	55	-	685	1950	910	75.3%
2/2	Felpham Way (East) Right	O	N/A	N/A	D		1	55	-	199	1950	239	83.4%
3/1	Felpham Road Ahead Right Left	U	N/A	N/A	F		1	19	-	200	1956	326	61.3%
4/1	Felpham Way (West) Left Ahead	U	N/A	N/A	A		1	51	-	992	1916	830	119.5%
4/2	Felpham Way (West) Right	O	N/A	N/A	B		1	51	-	13	1916	227	5.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	497	1940	1940	23.5%
6/1	Exit	U	N/A	N/A	-		-	-	-	992	1940	1940	44.9%
7/1	Exit	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
Ped Link: P1	Downview Road	-	N/A	-	K		1	91	-	0	-	0	0.0%
Ped Link: P2	Felpham Way (East)	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Felpham Way (East)	-	N/A	-	H		1	53	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Felpham Road	-	N/A	-	L		1	17	-	0	-	0	0.0%
Ped Link: P5	Felpham Way (West)	-	N/A	-	J		1	5	-	0	-	0	0.0%
Ped Link: P6	Felpham Way (West)	-	N/A	-	I		1	57	-	0	-	0	0.0%
Ped Link: P7	Felpham Road	-	N/A	-	N		1	89	-	0	-	0	0.0%
Ped Link: P8	Downview Road	-	N/A	-	O		1	17	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Downview Road/ Felpham Way (B2259) Junction	-	-	**5**	**204**	**3**	**32.7**	**90.3**	**0.7**	**123.7**	-	-	-	-
Downview Road/ Felpham Way (B2259)	-	-	**5**	**204**	**3**	**32.7**	**90.3**	**0.7**	**123.7**	-	-	-	-
1/1	167	167	-	-	-	2.2	0.7	-	2.9	63.3	5.2	0.7	5.9
1/2	157	157	-	-	-	2.1	0.6	-	2.7	61.8	4.8	0.6	5.5
2/1	685	685	-	-	-	5.0	1.5	-	6.5	34.2	18.6	1.5	20.1
2/2	199	199	0	196	3	2.2	2.2	0.7	5.1	92.1	6.5	2.2	8.7
3/1	200	200	-	-	-	2.6	0.8	-	3.4	60.5	6.2	0.8	7.0
4/1	992	830	-	-	-	18.6	83.8	-	102.5	371.9	38.5	83.8	122.3
4/2	13	13	5	8	0	0.1	0.0	0.0	0.1	33.8	0.2	0.0	0.3
5/1	455	455	-	-	-	0.0	0.2	-	0.2	1.2	0.5	0.2	0.7
6/1	872	872	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -32.8 Total Delay for Signalled Lanes (pcuHr): 123.18 Cycle Time (s): 120
PRC Over All Lanes (%): -32.8 Total Delay Over All Lanes(pcuHr): 123.74

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N

Hollymead House

3

Downview Road

2

45

Woodpeckers

R6.0m

Existing Access

Drygrounds Lane

7

Felpham Way B2259

Felpham Way B2259

El Sub Sta

nunication)

111

109

105

107

Felpham Road

Old School Mews

2

4

1

3

114

PRELIMINARY NOT FOR CONSTRUCTION

Key:

Extent of public highway

Scale 1:250

0 5 10 15 20

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 Felpham Way / Felpham Road / Downview Road Junction Improvements

Rev	Description	By	CB	Date
A	Amended Road Markings	GM	MA	23/11/2021

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MA
Project Number	Scale @ A2	Date Created
JNY10830	1:250	18/10/21
RPS Drawing/Figure Number		Rev
JNY10830-05		A

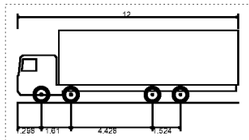
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Vehicle Profile



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	8.00s
Kerb to Kerb Turning Radius	11.900m

Rev	Description	By	CB	Date

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Client Hallam Land Management

Project Bognor Regis

Title Proposed Felpham Way / Downview Road Junction Improvements
12m Rigid Swept Path Analysis

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MA
Project Number	**Scale @ A3**	**Date Created**
JNY10830	1:500	18/10/21

RPS Drawing/Figure Number: JNY10830-06

Rev

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Scale 1:500
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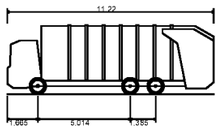
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Vehicle Profile



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Description	By	CB	Date

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Client Hallam Land Management

Project Bognor Regis

Title Proposed Felpham Way / Downview Road Junction Improvements
Refuse Vehicle Swept Path Analysis

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MA
Project Number	**Scale @ A3**	**Date Created**
JNY10830	1:500	18/10/21

RPS Drawing/Figure Number: JNY10830-07

Rev

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Scale 1:500
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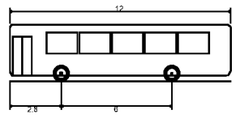


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Vehicle Profile



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

Rev	Description	By	CB	Date

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Client Hallam Land Management

Project Bognor Regis

Title Proposed Felpham Way / Downview Road Junction Improvements
Bus Swept Path Analysis

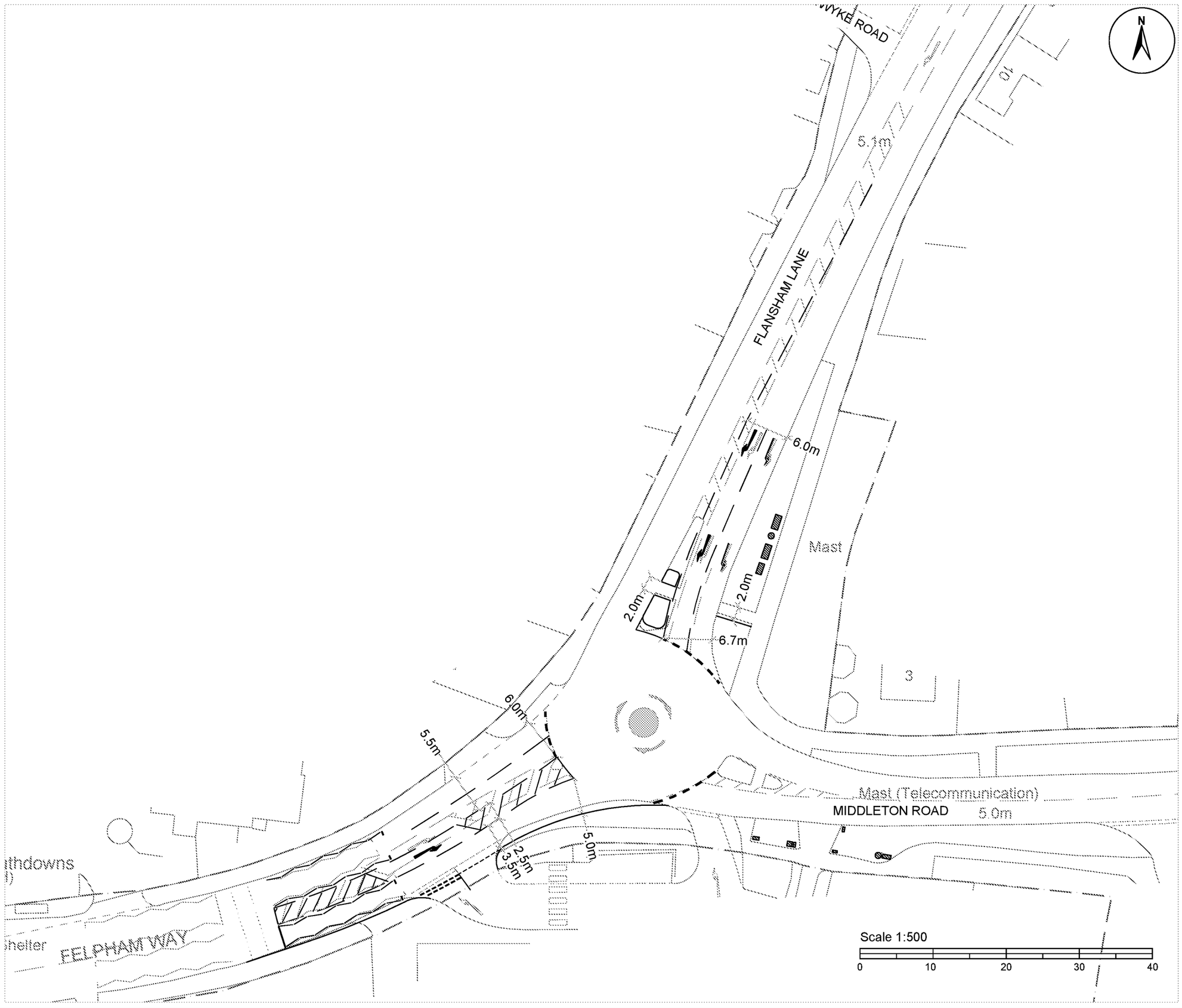
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PRELIMINARY	AJ	MA
Project Number	**Scale @ A3**	**Date Created**
JNY10830	1:500	18/10/21

RPS Drawing/Figure Number: JNY10830-08

Rev

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Key:

- Extent of public highway
- BT Box
- Mast

Rev	Description	By	CB	Date

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Client: Hallam Land Management

Project: Bognor Regis

Title: Felpham Road / Middleton Way / Flansham Lane Roundabout Highway Proposals

Status	Drawn By	PM/Checked by
INFORMATION	AJ	MA
Project Number	**Scale @ A3**	**Date Created**
JNY10830	1:500	16/11/21
RPS Drawing/Figure Number		**Rev**
JNY10830-12		-

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Drawing Ref: P:\JNY10830 - Bognor Regis\Highways\Drawings\JNY10830_12 Felpham Wy-Middleton Rd-Flansham Ln Prelim.dwg

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