Appendix 7

Future Year Traffic Flow Diagrams

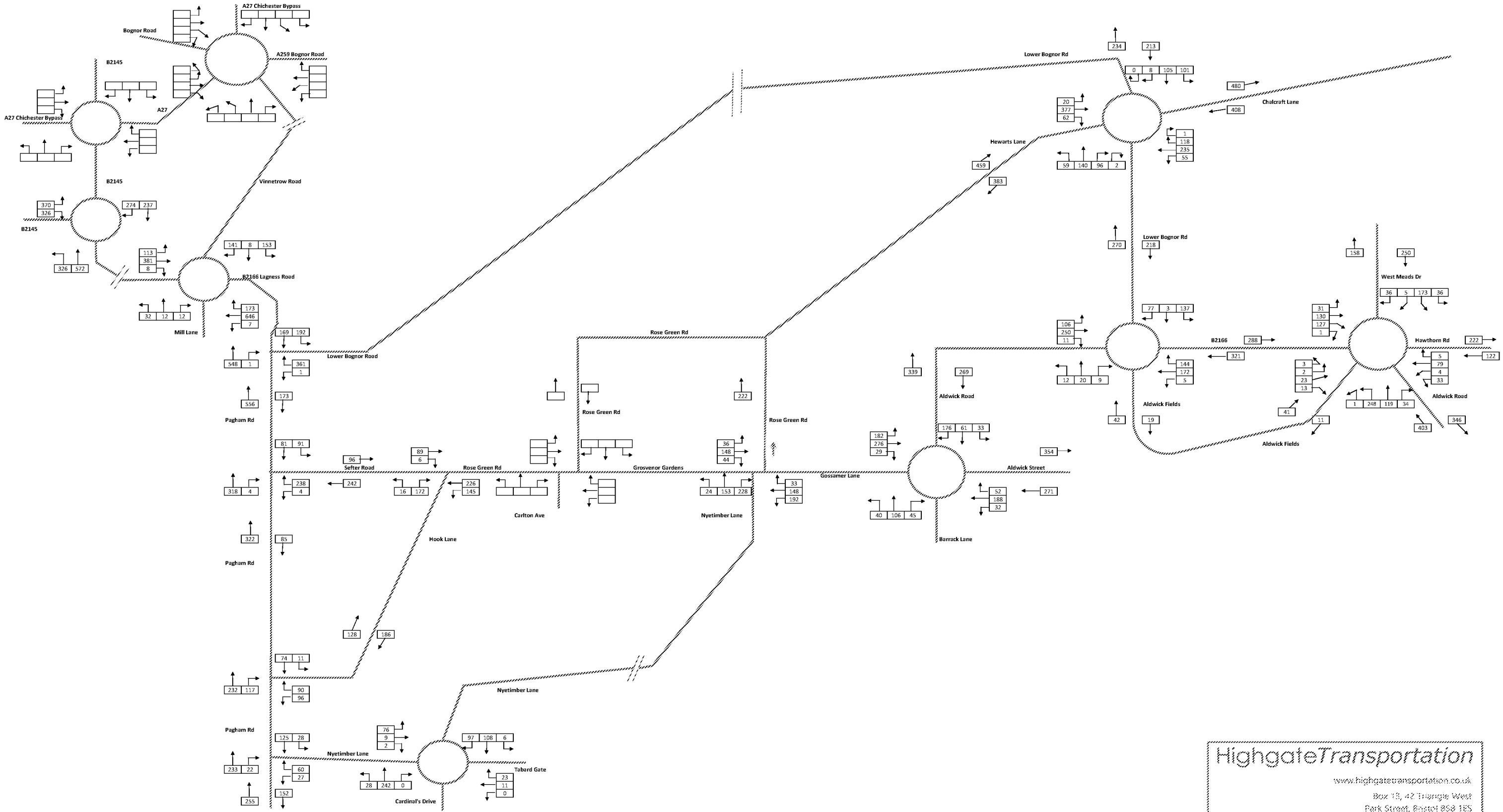
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Pagham South

2017 Total Forecast Traffic Flows

AM Peak Hour 0800-0900, Growth Rate: 1.0164 (2016-2017) & 1.0300 (2015-2017 at West Meads Drive/B2166 junction)



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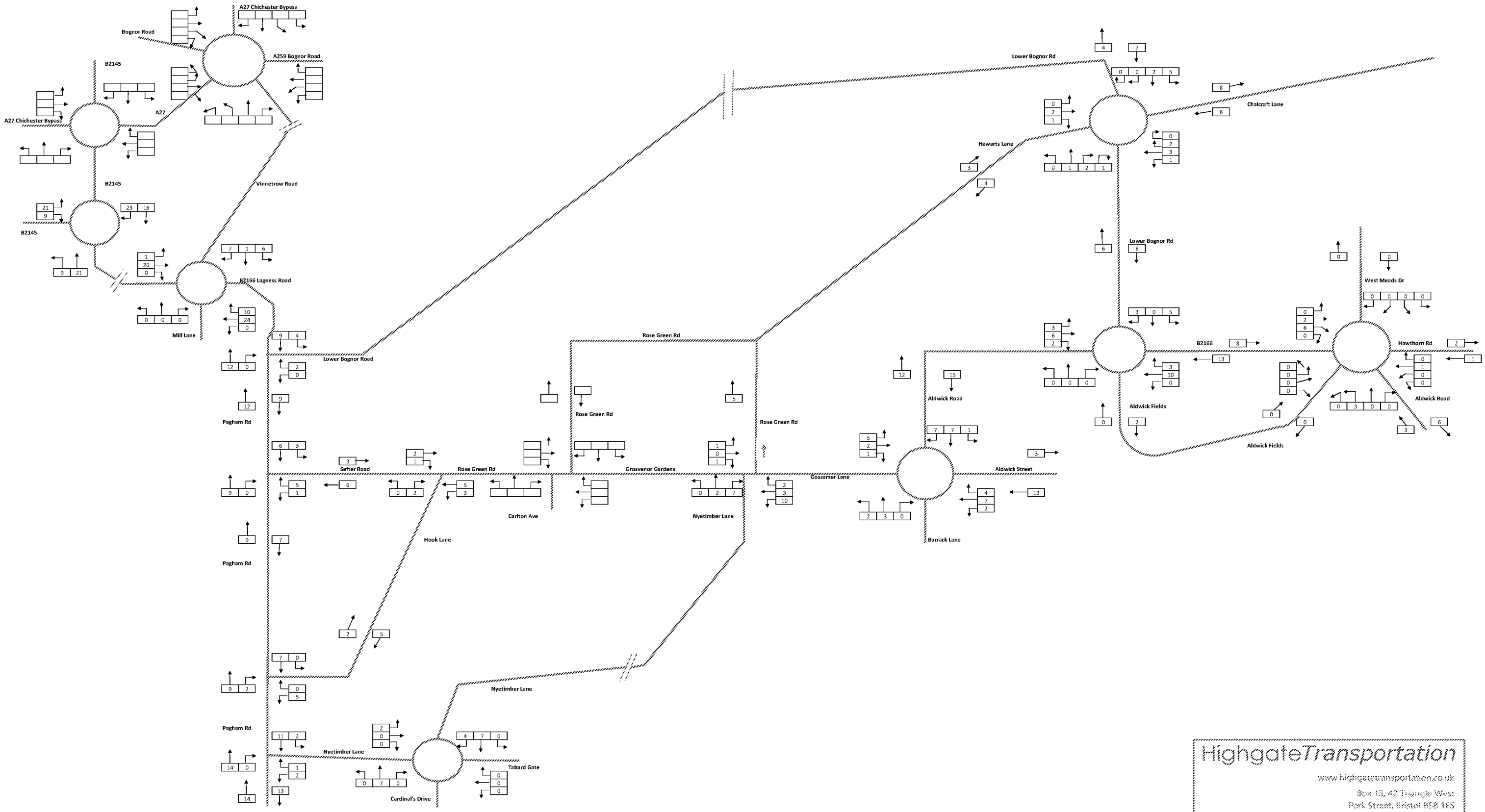
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Pagham South

2017 Forecast HGV & PSV Traffic Flows

AM Peak Hour 0800-0900, Growth Rate: 1.0164 (2016-2017) & 1.0300 (2015-2017 at West Meads Drive/B2166 junction)



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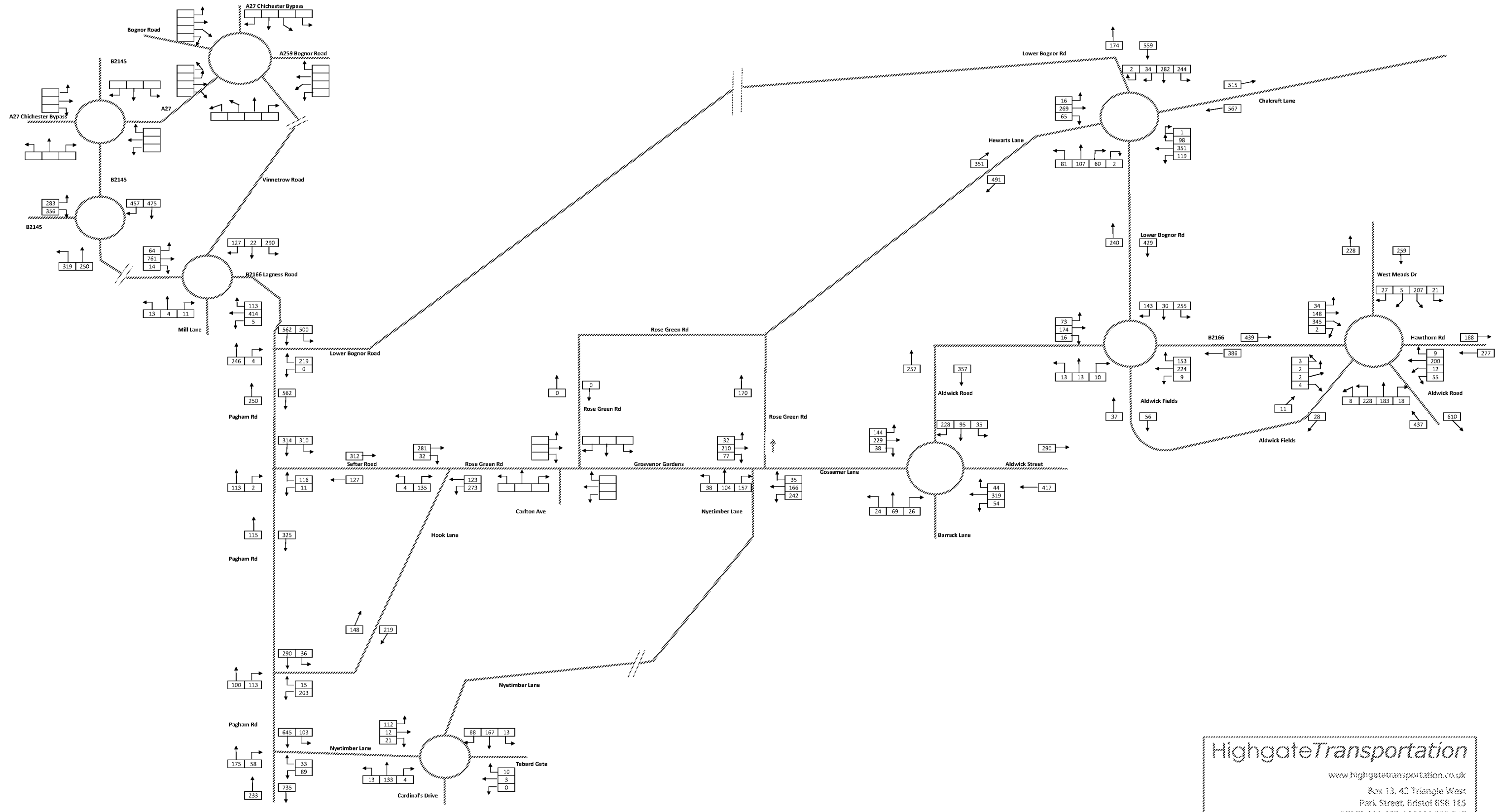
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Pagham South

2017 Total Forecast Traffic Flows

PM Peak Hour 1700-1800, Growth Rate: 1.0164 (2016-2017) & 1.0325 (2015-2017 at West Meads Drive/B2166 junction)



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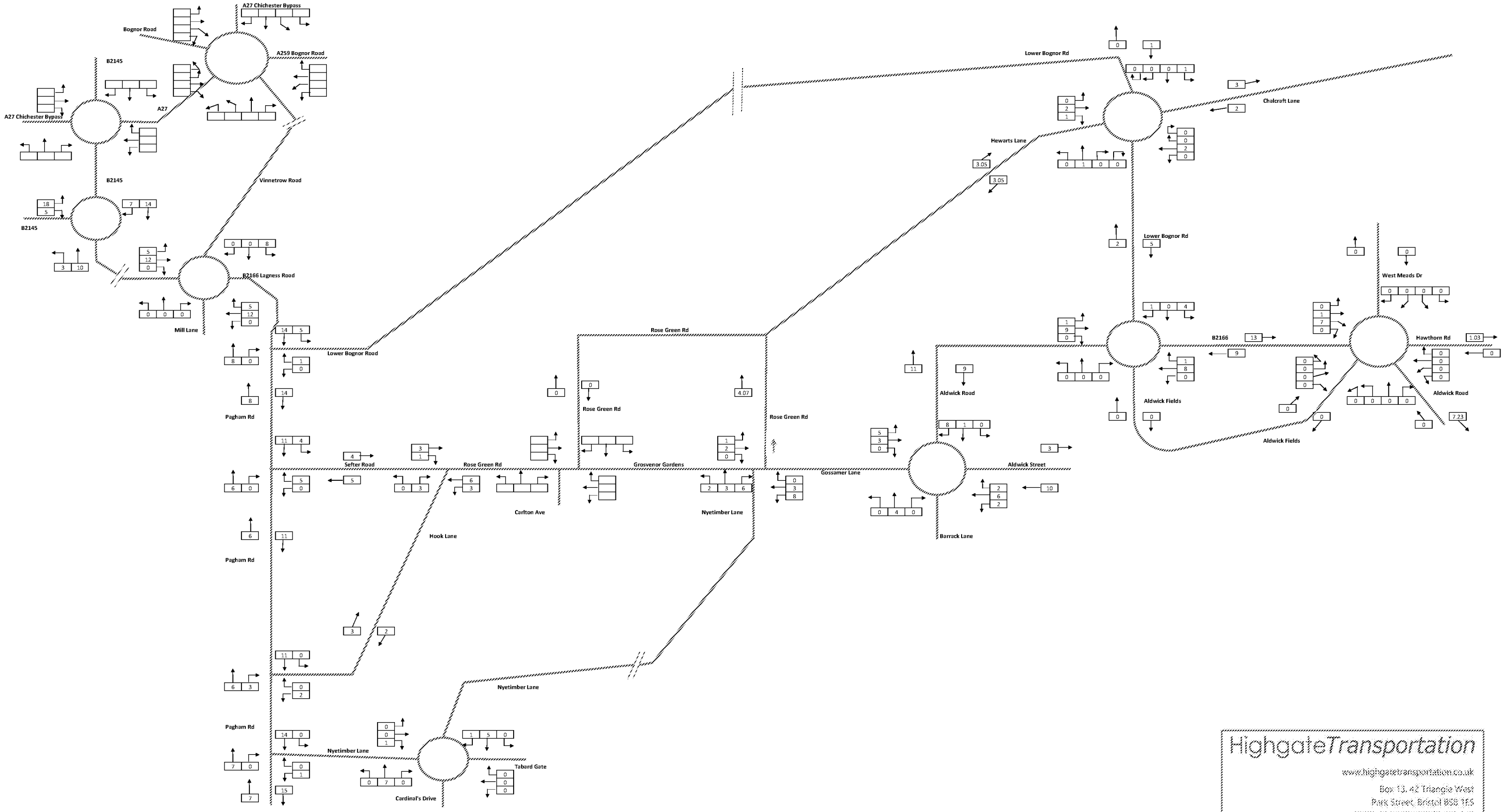
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2017 Forecast HGV & PSV Traffic Flows

PM Peak Hour 1700-1800, Growth Rate: 1.0164 (2016-2017) & 1.0325 (2015-2017 at West Meads Drive/B2166 junction)



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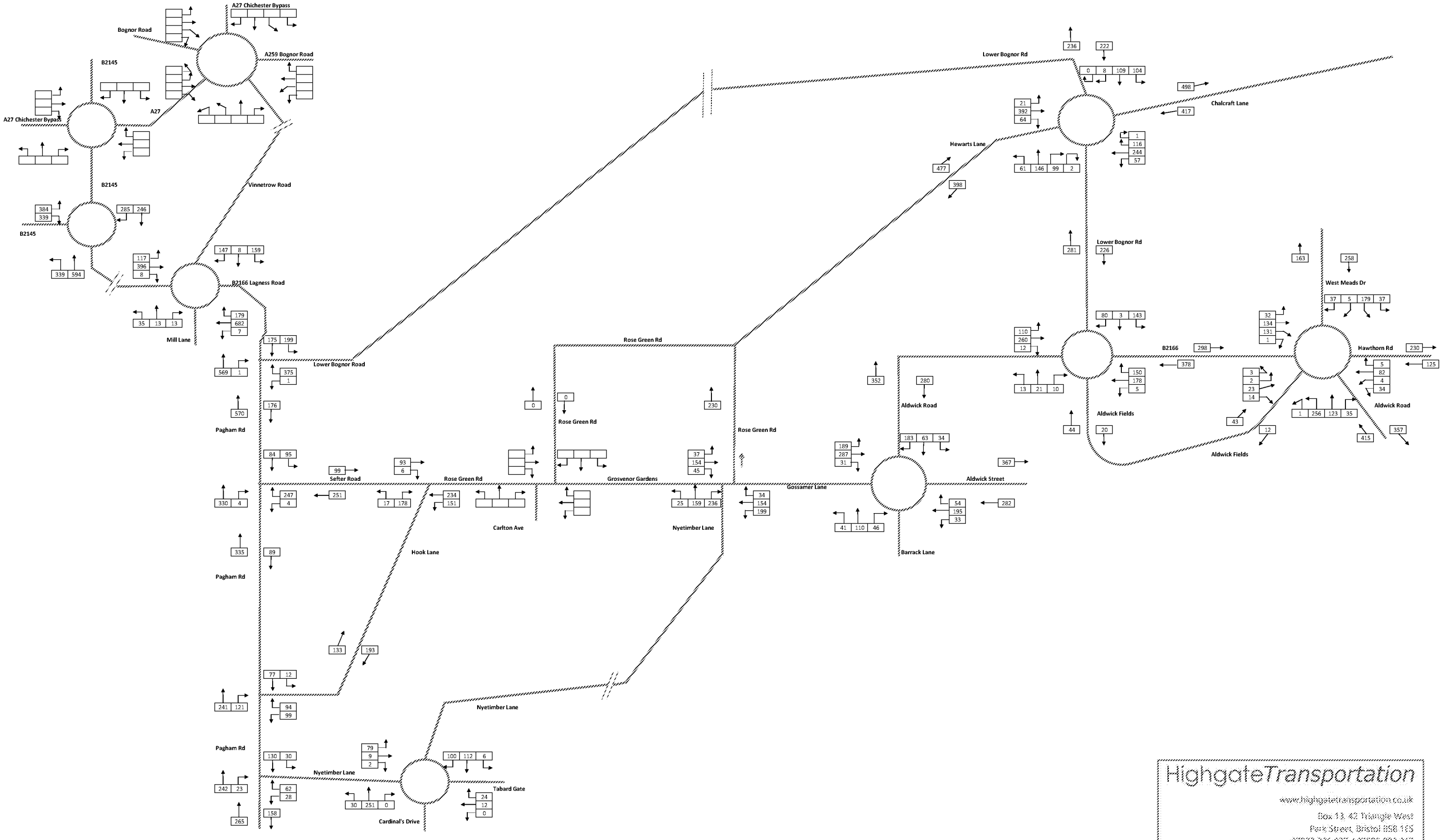
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2022 Forecast Traffic Flows

AM Peak Hour 0800-0900, Reduced Growth Rate: 1.0553 (2016-2022) & 1.0626 (2015-2022 at West Meads Drive/B2166 junction)



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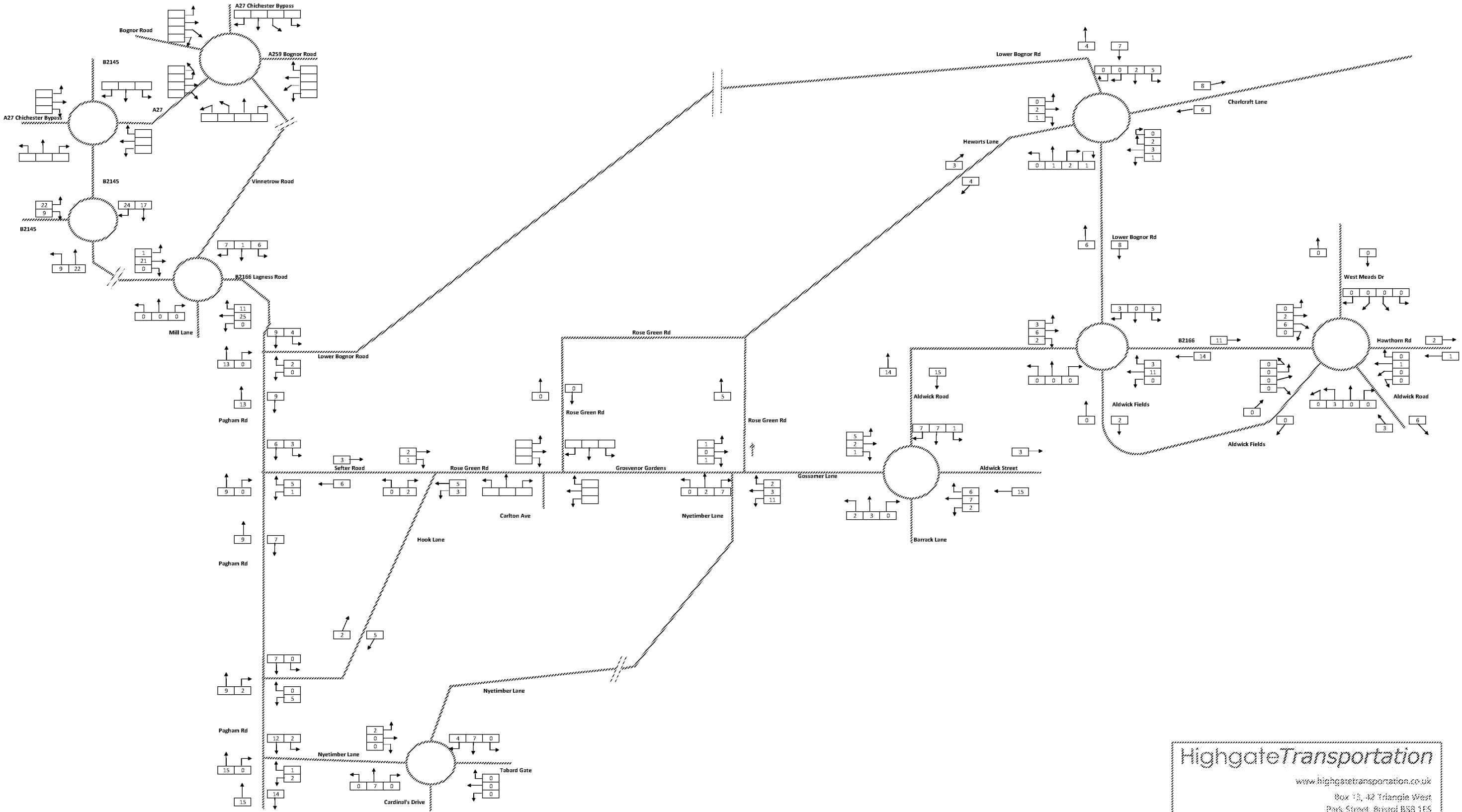
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2022 Forecast HGV & PSV Traffic Flows

AM Peak Hour 0800-0900, Reduced Growth Rate: 1.0553 (2016-2022) & 1.0626 (2015-2022 at West Meads Drive/B2166 junction)



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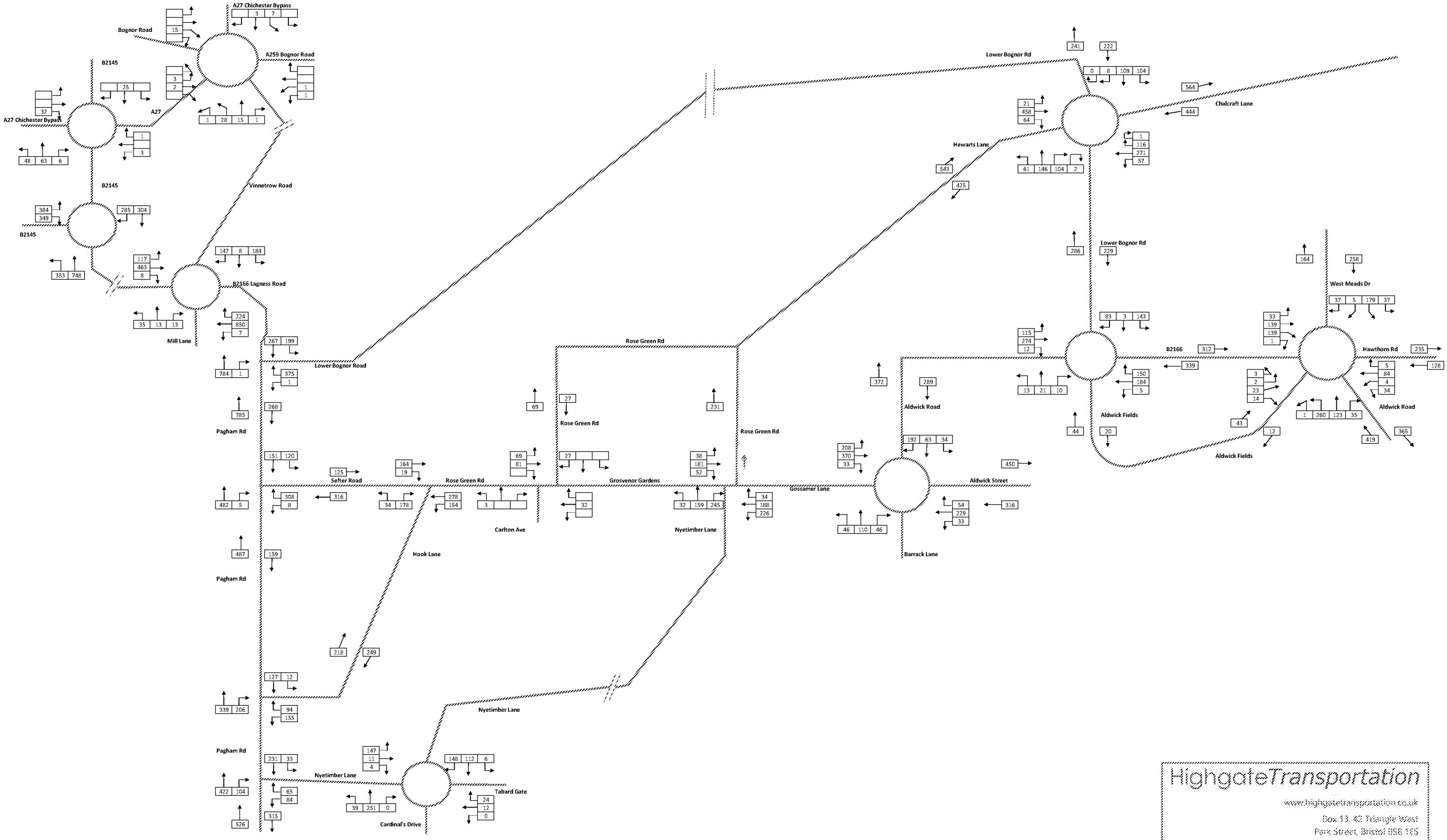
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Pagham South

2022 Forecast Traffic Flows + Committed Development + All Development Traffic

AM Peak Hour 0800-0900, Reduced Growth Rate: 1.0553 (2016-2022) & 1.0626 (2015-2022 at West Meads Drive/B2166 junction)



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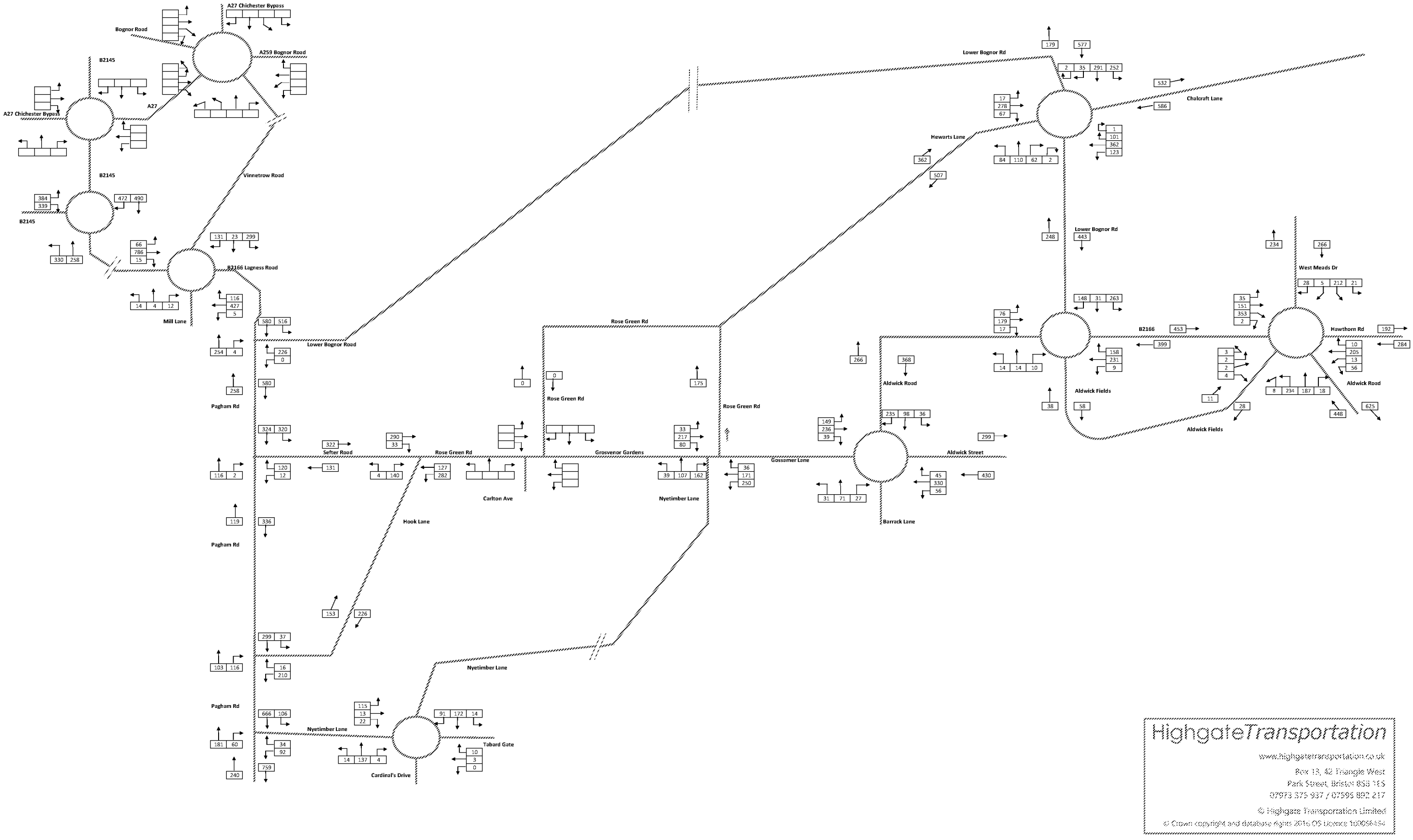
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Pagham South

2022: Forecast Traffic Flows

PM Peak Hour, Reduced Growth Rates: 1.0495 (2016-2022) & 1.0582 (2015-2022 at West Meads Drive/B2166 junction)



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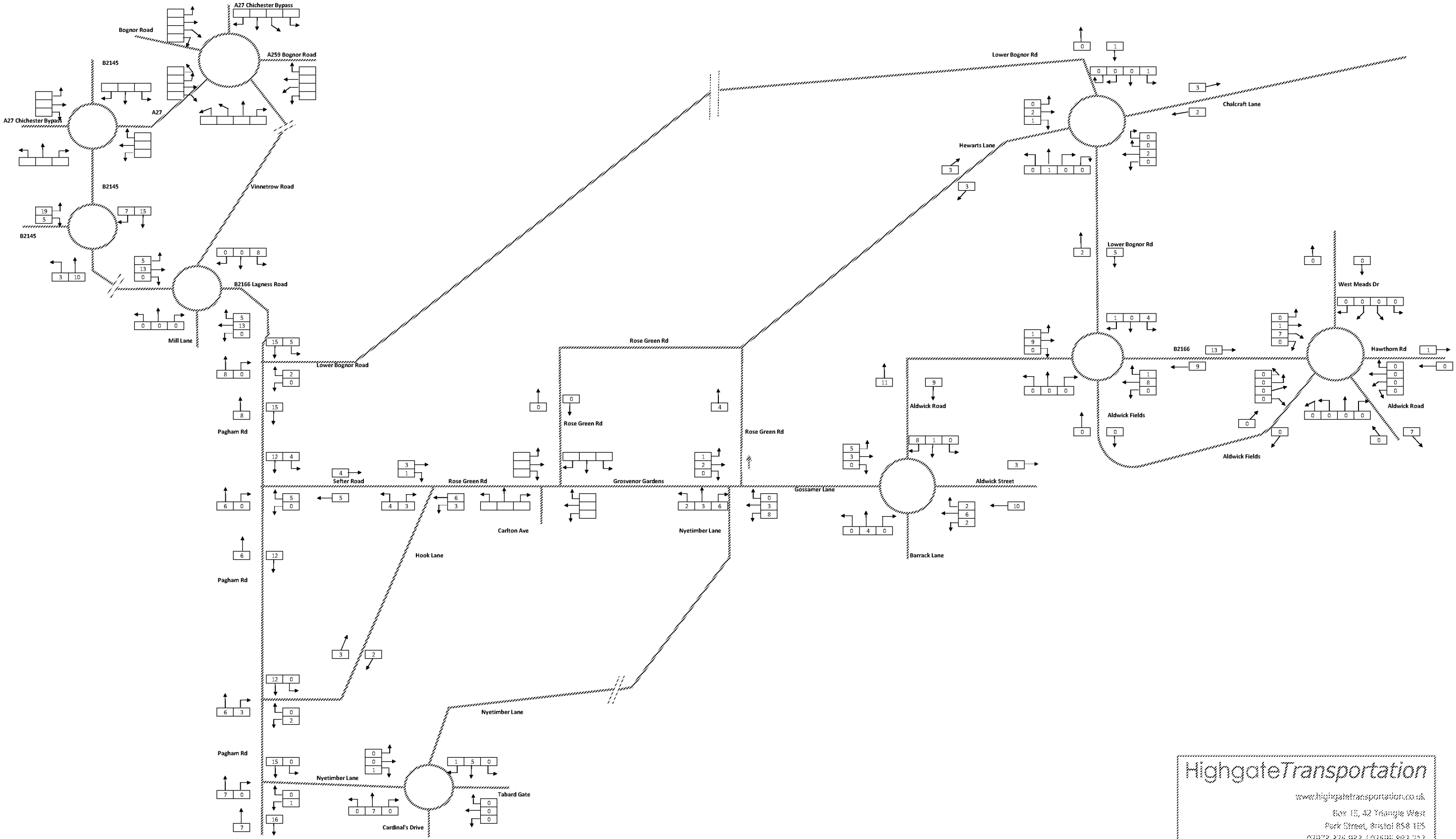
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Pagham South

2022 Forecast HGV & PSV Traffic Flows

PM Peak Hour, Reduced Growth Rates: 1.0495 (2016-2022) & 1.0582 (2015-2022 at West Meads Drive/B2166 junction)



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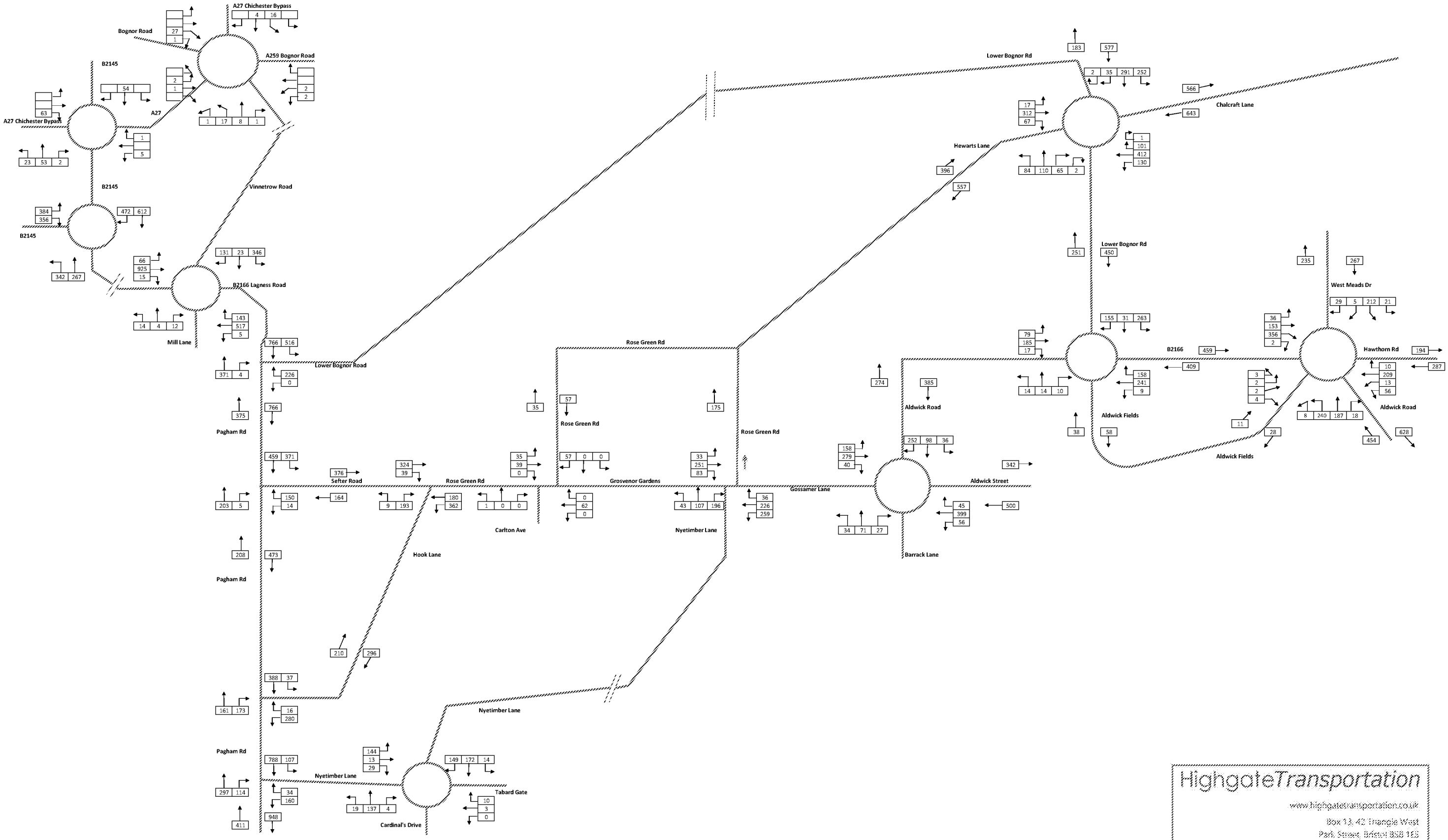
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2022 Forecast Traffic Flows + Committed Development + All Development Traffic

PM Peak Hour, Reduced Growth Rates: 1.0495 (2016-2022) & 1.0582 (2015-2022 at West Meads Drive/B2166 junction)



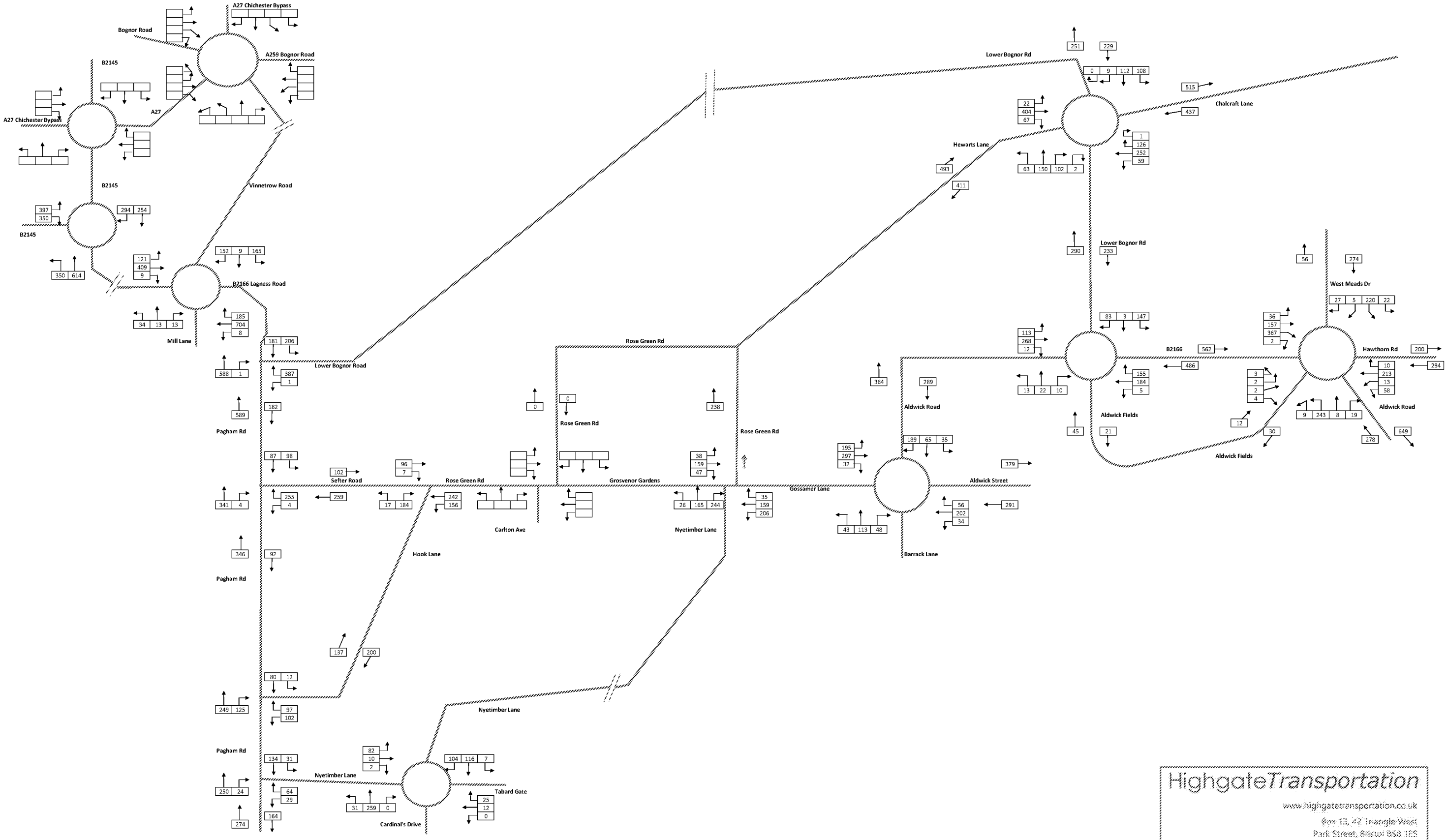
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2027 Forecast Traffic Flows

AM Peak Hour 0800-0900, Reduced Growth Rate: 1.0902 (2016-2027) & 1.0978 (2015-2027 at West Meads Drive/B2166 junction)



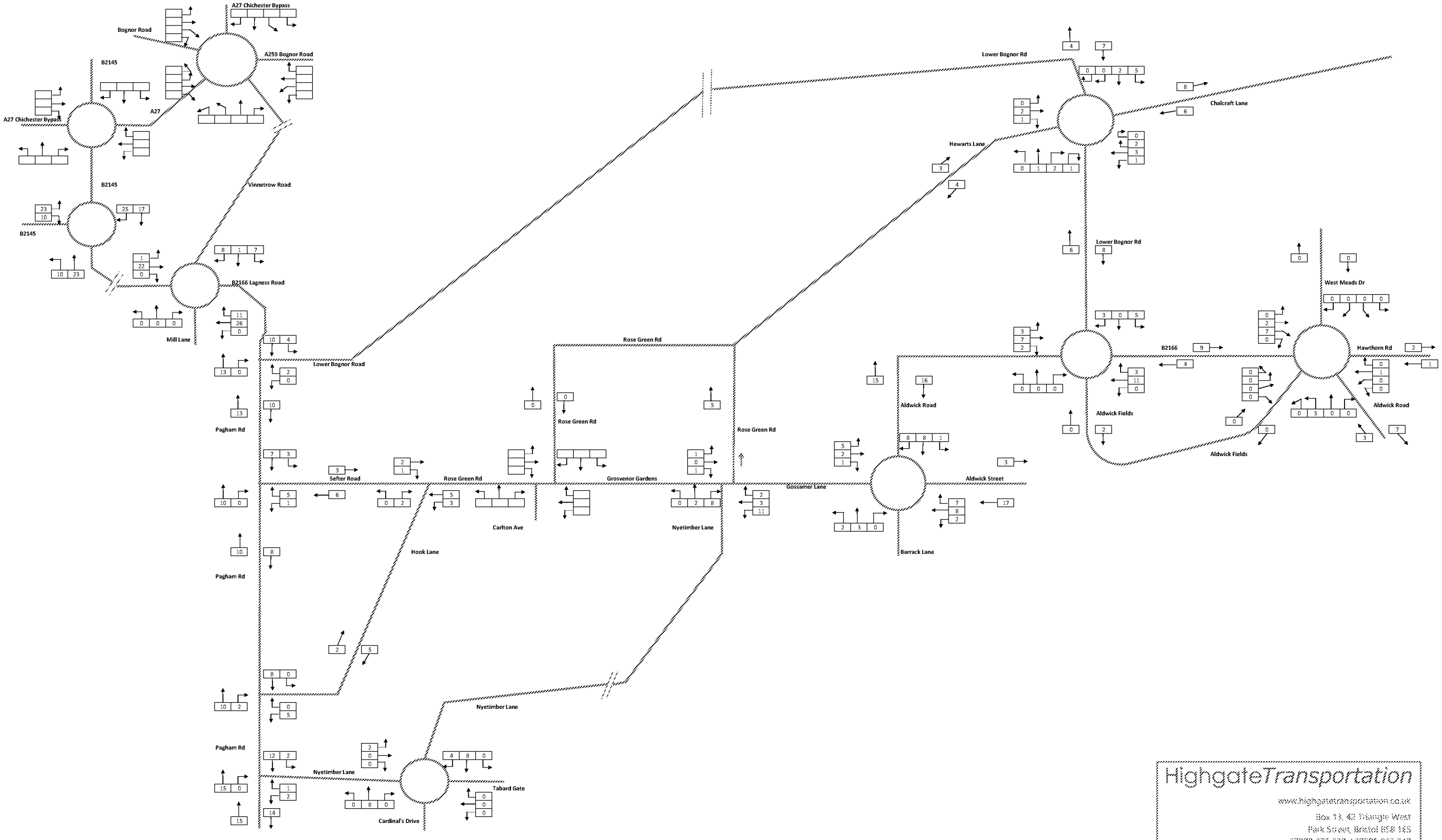
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2027 Forecast HGV & PSV Traffic Flows

AM Peak Hour 0800-0900, Reduced Growth Rate: 1.0902 (2016-2027) & 1.0978 (2015-2027 at West Meads Drive/B2166 junction)



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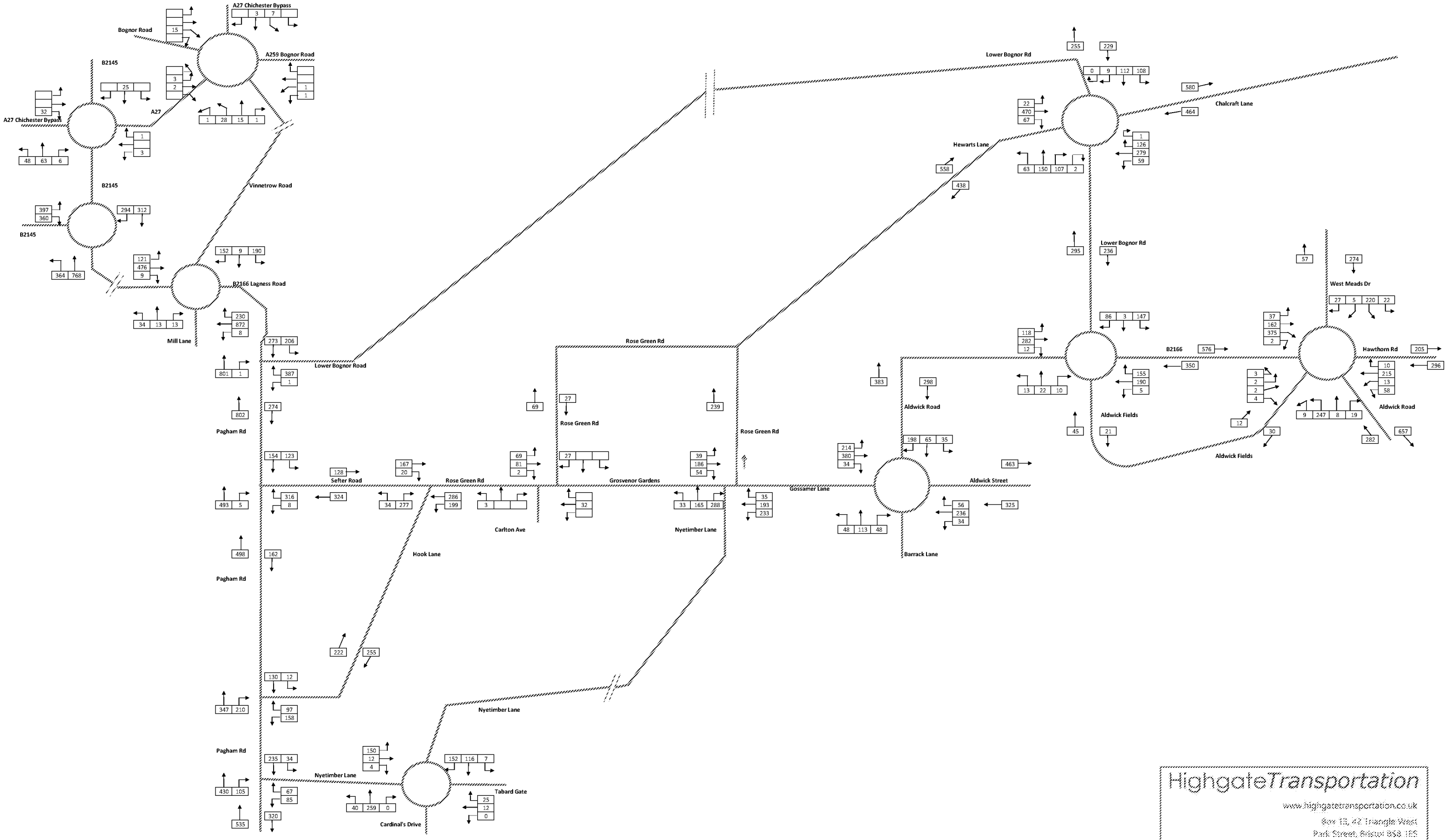
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AM Peak Hour 0800-0900, Reduced Growth Rate: 1.0902 (2016-2027) & 1.0978 (2015-2027 at West Meads Drive/B2166 junction)



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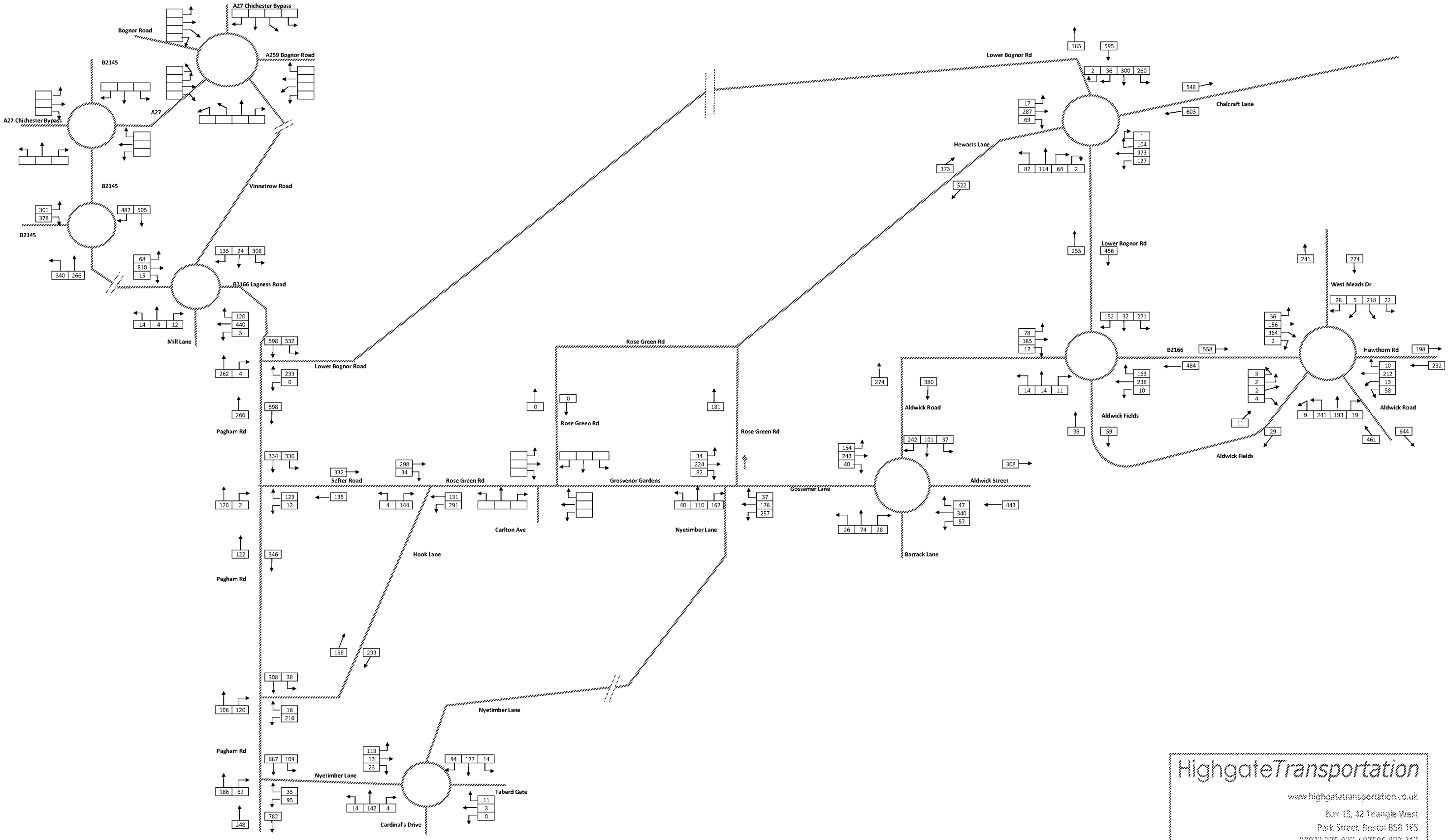
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2027 Forecast Traffic Flows

PM Peak Hour 1700-1800, Reduced Growth Rate: 1.0814 (2016-2027) & 1.0905 (2015-2027 at West Meads Drive/B2166 junction)



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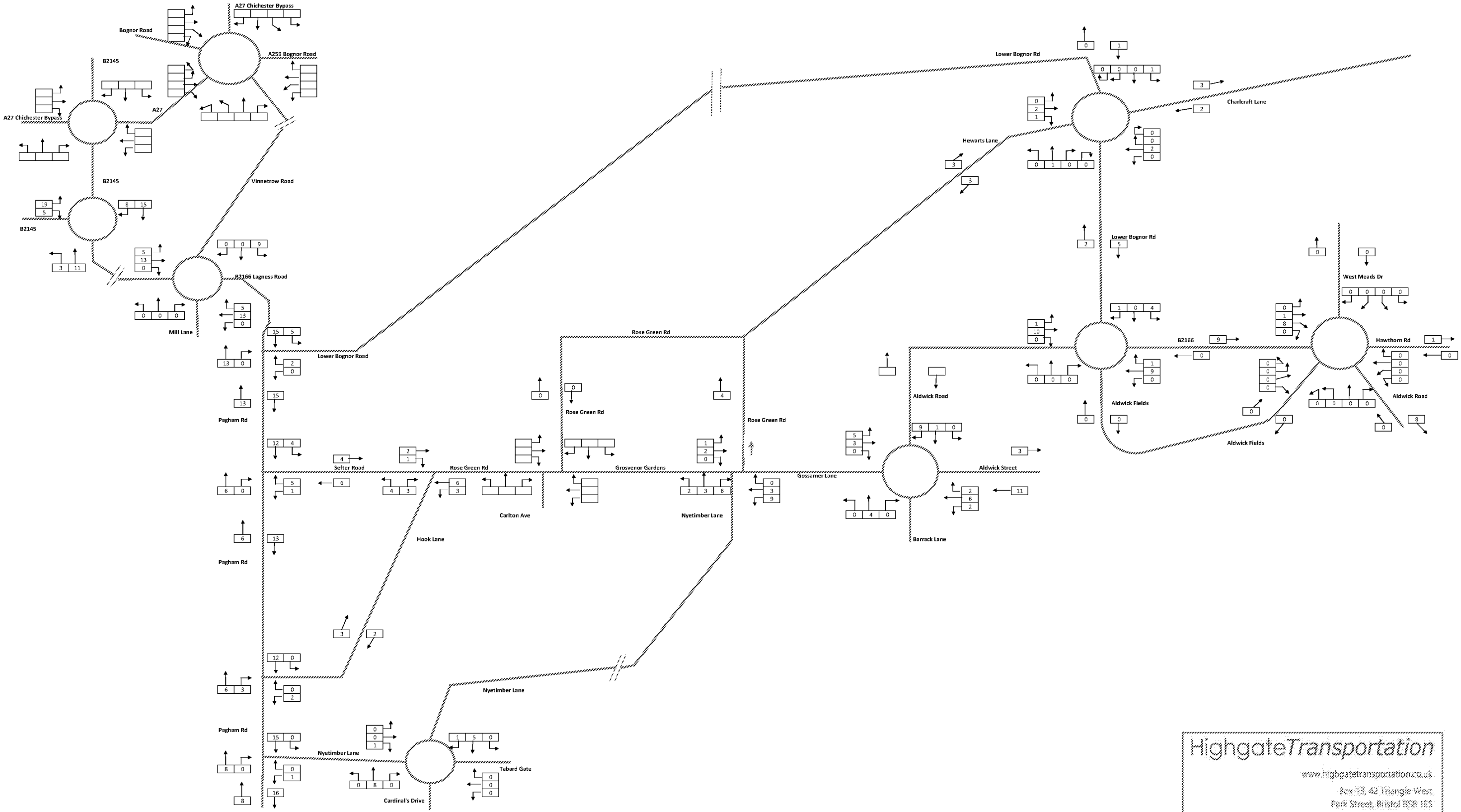
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2027 Forecast HGV & PSV Traffic Flows

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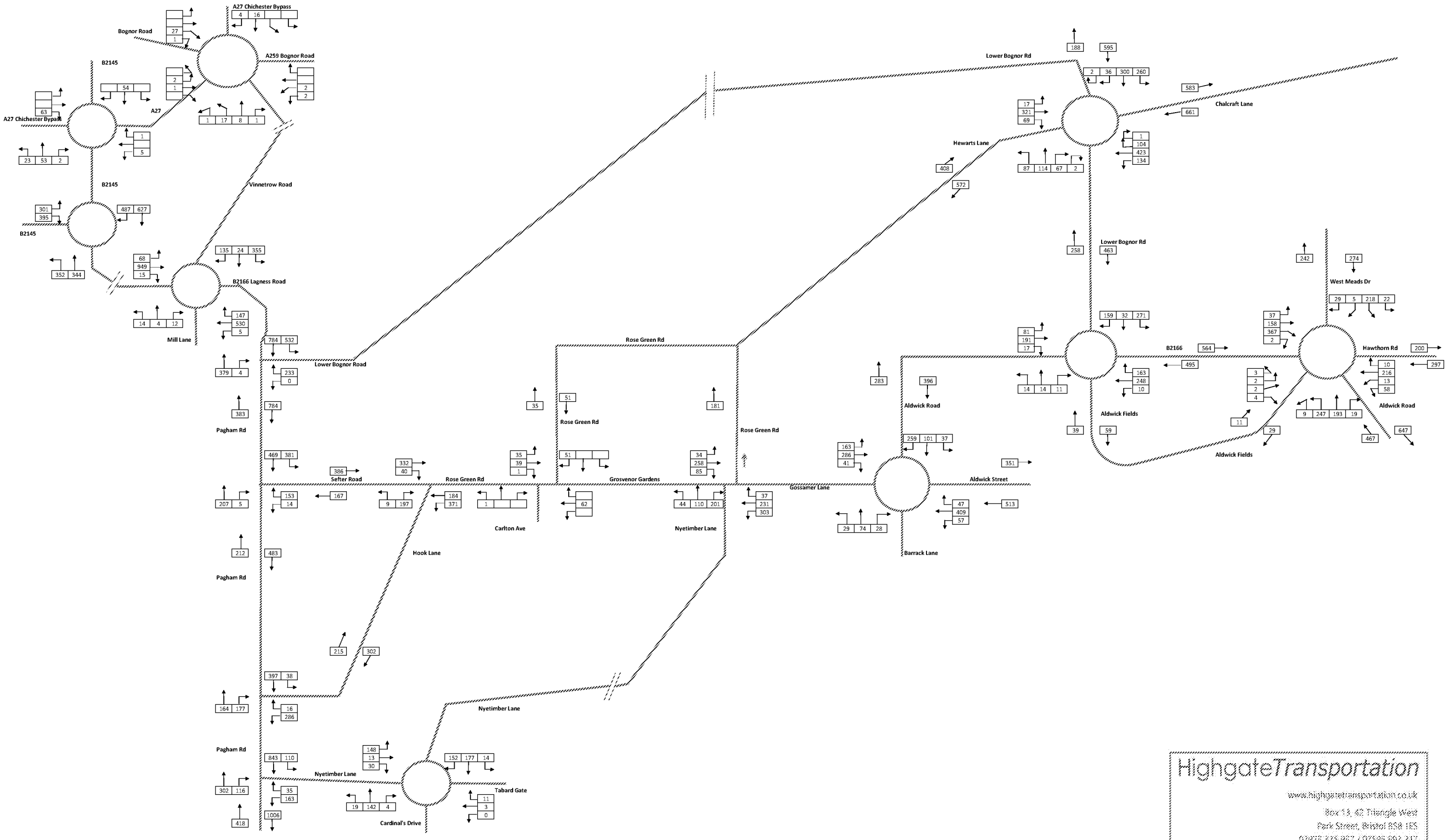
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2027 forecast Traffic Flows + Committed Development + All Development Traffic

PM Peak Hour 1700-1800, Reduced Growth Rate: 1.0814 (2016-2027) & 1.0905 (2015-2027 at West Meads Drive/B2166 junction)



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Appendix 8

Modelling Outputs – Site Accesses

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 Pagham S North Access.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 21/12/2016 23:43:10

»2022 + Development, AM
»2022 + Development, PM
»2027 + Development, AM
»2027 + Development, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 + Development															
Stream B-AC	0.5	2.0	8.94	0.31	A	2.20	A	84 % [Stream B-AC]	0.5	2.3	9.72	0.34	A	2.49	A	74 % [Stream B-AC]
Stream C-AB	0.2	0.5	6.16	0.16	A				0.2	0.5	5.95	0.17	A			
	2027 + Development															
Stream B-AC	0.5	2.0	9.02	0.32	A	2.18	A	82 % [Stream B-AC]	0.5	2.3	9.80	0.34	A	2.47	A	73 % [Stream B-AC]
Stream C-AB	0.2	0.5	6.19	0.16	A				0.2	0.5	5.97	0.17	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/06/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 + Development	AM	ONE HOUR	07:45	09:15	15

D2	2022 + Development	PM	ONE HOUR	16:45	18:15	15
D3	2027 + Development	AM	ONE HOUR	07:45	09:15	15
D4	2027 + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	2.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	84	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road South		Major
B	Site		Minor
C	Pagham Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	250.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	65	44

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	625	0.109	0.275	0.173	0.393
1	B-C	782	0.115	0.290	-	-
1	C-B	820	0.304	0.304	-	-

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)
D1	2022 + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	374	100.000
B		✓	168	100.000
C		✓	408	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	55	319
	B	37	0	131
	C	309	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.31	8.94	0.5	2.0	A
C-AB	0.16	6.16	0.2	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	636	0.199	125	0.2	7.035	A
C-AB	75	733	0.102	74	0.1	5.458	A
C-A	233			233			
A-B	41			41			
A-C	240			240			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	616	0.245	151	0.3	7.732	A
C-AB	89	716	0.124	89	0.1	5.738	A
C-A	278			278			
A-B	49			49			
A-C	287			287			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	185	587	0.315	184	0.5	8.920	A
C-AB	109	693	0.157	109	0.2	6.162	A
C-A	340			340			
A-B	61			61			
A-C	351			351			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	185	587	0.315	185	0.5	8.944	A
C-AB	109	693	0.157	109	0.2	6.164	A

C-A	340			340			
A-B	61			61			
A-C	351			351			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	616	0.245	152	0.3	7.760	A
C-AB	89	716	0.124	89	0.1	5.741	A
C-A	278			278			
A-B	49			49			
A-C	287			287			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	636	0.199	127	0.3	7.070	A
C-AB	75	733	0.102	75	0.1	5.466	A
C-A	233			233			
A-B	41			41			
A-C	240			240			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.19	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.31	1.35	1.96			N/A	N/A
C-AB	0.19	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2022 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	2.49	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	74	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 + Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	267	100.000
B		✓	170	100.000
C		✓	486	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	44	223
	B	68	0	102
	C	373	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.34	9.72	0.5	2.3	A
C-AB	0.17	5.95	0.2	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	607	0.211	127	0.3	7.476	A
C-AB	85	758	0.112	85	0.1	5.341	A
C-A	281			281			
A-B	33			33			
A-C	168			168			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	587	0.260	152	0.3	8.283	A
C-AB	102	746	0.136	101	0.2	5.582	A
C-A	335			335			
A-B	40			40			
A-C	200			200			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	558	0.336	187	0.5	9.689	A
C-AB	124	729	0.171	124	0.2	5.947	A
C-A	411			411			
A-B	48			48			
A-C	246			246			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	557	0.336	187	0.5	9.721	A
C-AB	124	729	0.171	124	0.2	5.949	A
C-A	411			411			
A-B	48			48			
A-C	246			246			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	587	0.261	153	0.4	8.321	A
C-AB	102	746	0.136	102	0.2	5.590	A
C-A	335			335			
A-B	40			40			
A-C	200			200			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	607	0.211	128	0.3	7.522	A
C-AB	85	758	0.112	85	0.1	5.349	A
C-A	281			281			
A-B	33			33			
A-C	168			168			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.26	0.50	0.50			N/A	N/A
C-AB	0.20	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.30	1.35	2.28			N/A	N/A
C-AB	0.20	0.03	0.26	0.47	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

2027 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	2.18	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	82	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	382	100.000
B		✓	168	100.000
C		✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	55	327
	B	37	0	131
	C	318	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.32	9.02	0.5	2.0	A
C-AB	0.16	6.19	0.2	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	634	0.199	125	0.2	7.066	A
C-AB	75	731	0.102	74	0.1	5.473	A
C-A	239			239			
A-B	41			41			
A-C	246			246			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	613	0.246	151	0.3	7.777	A
C-AB	89	714	0.125	89	0.1	5.758	A
C-A	286			286			
A-B	49			49			
A-C	294			294			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	185	584	0.317	184	0.5	8.998	A
C-AB	109	690	0.158	109	0.2	6.191	A
C-A	350			350			
A-B	61			61			
A-C	360			360			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	185	584	0.317	185	0.5	9.021	A
C-AB	109	690	0.158	109	0.2	6.193	A
C-A	350			350			
A-B	61			61			
A-C	360			360			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	613	0.246	152	0.3	7.806	A
C-AB	89	714	0.125	89	0.1	5.761	A
C-A	286			286			
A-B	49			49			
A-C	294			294			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	634	0.200	127	0.3	7.101	A
C-AB	75	731	0.102	75	0.1	5.482	A
C-A	239			239			
A-B	41			41			
A-C	246			246			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.19	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.30	1.35	1.98			N/A	N/A
C-AB	0.19	0.03	0.25	0.46	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2027 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	2.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	73	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 + Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	272	100.000
B		✓	170	100.000
C		✓	495	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	44	228
	B	68	0	102
	C	382	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.34	9.80	0.5	2.3	A
C-AB	0.17	5.97	0.2	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	606	0.211	127	0.3	7.505	A
C-AB	85	757	0.112	85	0.1	5.350	A
C-A	288			288			
A-B	33			33			
A-C	172			172			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	584	0.261	152	0.3	8.326	A
C-AB	102	745	0.136	101	0.2	5.594	A
C-A	343			343			
A-B	40			40			
A-C	205			205			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	555	0.337	187	0.5	9.763	A
C-AB	124	728	0.171	124	0.2	5.964	A
C-A	421			421			
A-B	48			48			
A-C	251			251			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	555	0.337	187	0.5	9.796	A
C-AB	124	728	0.171	124	0.2	5.966	A
C-A	421			421			
A-B	48			48			
A-C	251			251			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	584	0.262	153	0.4	8.365	A
C-AB	102	745	0.136	102	0.2	5.600	A
C-A	343			343			
A-B	40			40			
A-C	205			205			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	605	0.211	128	0.3	7.554	A
C-AB	85	757	0.112	85	0.1	5.361	A
C-A	288			288			
A-B	33			33			
A-C	172			172			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.26	0.50	0.50			N/A	N/A
C-AB	0.20	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.03	0.30	1.35	2.30			N/A	N/A
C-AB	0.21	0.03	0.26	0.47	0.49			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 Pagham S South Access.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 21/12/2016 23:44:13

»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 + CUMULATIVE															
Stream B-AC	0.2	0.5	6.48	0.14	A	0.99	A	229 % [Stream B-AC]	0.1	0.5	5.79	0.07	A	0.91	A	253 % [Stream B-AC]
Stream C-AB	0.1	0.5	5.96	0.06	A				0.1	0.5	6.16	0.11	A			
	2027 + CUMULATIVE															
Stream B-AC	0.2	0.5	6.51	0.14	A	0.97	A	223 % [Stream B-AC]	0.1	0.5	5.81	0.07	A	0.89	A	247 % [Stream B-AC]
Stream C-AB	0.1	0.5	5.98	0.06	A				0.1	0.5	6.17	0.11	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/06/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

D2	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15
D3	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Southern Site Access	T-Junction	Two-way	0.99	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	229	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road South		Major
B	Site		Minor
C	Pagham Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	111.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.19	59	68

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	594	0.103	0.261	0.164	0.373
1	B-C	746	0.109	0.277	-	-
1	C-B	729	0.270	0.270	-	-

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)
D1	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	294	100.000
B		✓	83	100.000
C		✓	346	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	293
	B	2	0	81
	C	314	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.14	6.48	0.2	0.5	A
C-AB	0.06	5.96	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	677	0.092	62	0.1	5.848	A
C-AB	24	668	0.036	24	0.0	5.591	A
C-A	236			236			
A-B	0.75			0.75			
A-C	221			221			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	665	0.112	75	0.1	6.100	A
C-AB	29	656	0.044	29	0.0	5.741	A
C-A	282			282			
A-B	0.90			0.90			
A-C	263			263			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	647	0.141	91	0.2	6.473	A
C-AB	35	639	0.055	35	0.1	5.957	A
C-A	346			346			
A-B	1			1			
A-C	323			323			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	647	0.141	91	0.2	6.475	A
C-AB	35	639	0.055	35	0.1	5.957	A

C-A	346			346			
A-B	1			1			
A-C	323			323			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	665	0.112	75	0.1	6.105	A
C-AB	29	656	0.044	29	0.0	5.744	A
C-A	282			282			
A-B	0.90			0.90			
A-C	263			263			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	677	0.092	63	0.1	5.859	A
C-AB	24	668	0.036	24	0.0	5.594	A
C-A	236			236			
A-B	0.75			0.75			
A-C	221			221			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2022 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Southern Site Access	T-Junction	Two-way	0.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	253	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	228	100.000
B		✓	41	100.000
C		✓	441	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	227
	B	1	0	40
	C	373	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.07	5.79	0.1	0.5	A
C-AB	0.11	6.16	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	690	0.045	31	0.0	5.456	A
C-AB	51	681	0.075	51	0.1	5.708	A
C-A	281			281			
A-B	0.75			0.75			
A-C	171			171			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	680	0.054	37	0.1	5.594	A
C-AB	61	672	0.091	61	0.1	5.891	A
C-A	335			335			
A-B	0.90			0.90			
A-C	204			204			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	666	0.068	45	0.1	5.795	A
C-AB	75	659	0.114	75	0.1	6.157	A
C-A	411			411			
A-B	1			1			
A-C	250			250			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	666	0.068	45	0.1	5.795	A
C-AB	75	659	0.114	75	0.1	6.157	A
C-A	411			411			
A-B	1			1			
A-C	250			250			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	680	0.054	37	0.1	5.597	A
C-AB	61	672	0.091	61	0.1	5.893	A
C-A	335			335			
A-B	0.90			0.90			
A-C	204			204			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	690	0.045	31	0.0	5.461	A
C-AB	51	681	0.075	51	0.1	5.716	A
C-A	281			281			
A-B	0.75			0.75			
A-C	171			171			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.10	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.13	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2027 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Southern Site Access	T-Junction	Two-way	0.97	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	223	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	302	100.000
B		✓	83	100.000
C		✓	355	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	301
	B	2	0	81
	C	323	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.14	6.51	0.2	0.5	A
C-AB	0.06	5.98	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	675	0.093	62	0.1	5.865	A
C-AB	24	666	0.036	24	0.0	5.606	A
C-A	243			243			
A-B	0.75			0.75			
A-C	227			227			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	663	0.113	75	0.1	6.122	A
C-AB	29	654	0.044	29	0.0	5.759	A
C-A	290			290			
A-B	0.90			0.90			
A-C	271			271			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	645	0.142	91	0.2	6.503	A
C-AB	35	637	0.055	35	0.1	5.981	A
C-A	356			356			
A-B	1			1			
A-C	331			331			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	645	0.142	91	0.2	6.505	A
C-AB	35	637	0.055	35	0.1	5.981	A
C-A	356			356			
A-B	1			1			
A-C	331			331			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	663	0.113	75	0.1	6.125	A
C-AB	29	654	0.044	29	0.0	5.760	A
C-A	290			290			
A-B	0.90			0.90			
A-C	271			271			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	675	0.093	63	0.1	5.874	A
C-AB	24	666	0.036	24	0.0	5.608	A
C-A	243			243			
A-B	0.75			0.75			
A-C	227			227			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2027 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Southern Site Access	T-Junction	Two-way	0.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	247	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	233	100.000
B		✓	41	100.000
C		✓	450	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	232
	B	1	0	40
	C	382	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.07	5.81	0.1	0.5	A
C-AB	0.11	6.17	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	689	0.045	31	0.0	5.465	A
C-AB	51	680	0.075	51	0.1	5.717	A
C-A	288			288			
A-B	0.75			0.75			
A-C	175			175			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	679	0.054	37	0.1	5.606	A
C-AB	61	671	0.091	61	0.1	5.903	A
C-A	343			343			
A-B	0.90			0.90			
A-C	209			209			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	665	0.068	45	0.1	5.810	A
C-AB	75	658	0.114	75	0.1	6.173	A
C-A	421			421			
A-B	1			1			
A-C	255			255			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	665	0.068	45	0.1	5.810	A
C-AB	75	658	0.114	75	0.1	6.173	A
C-A	421			421			
A-B	1			1			
A-C	255			255			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	679	0.054	37	0.1	5.607	A
C-AB	61	671	0.091	61	0.1	5.907	A
C-A	343			343			
A-B	0.90			0.90			
A-C	209			209			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	689	0.045	31	0.0	5.470	A
C-AB	51	680	0.075	51	0.1	5.725	A
C-A	288			288			
A-B	0.75			0.75			
A-C	175			175			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.10	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.13	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

Appendix 9

Modelling Outputs – 2017

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 2017 Nyetimber Lane Pagham Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 12/01/2017 13:52:57

»2017, AM
»2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017															
Stream B-AC	0.2	1.1	8.68	0.19	A	1.78	A	175 % [Stream B-AC]	0.4	1.8	11.81	0.31	B	1.76	A	53 % [Stream B-AC]
Stream C-AB	0.1	0.5	4.85	0.04	A				0.3	0.5	6.91	0.15	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.78	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	175	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Nyetimber Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	60	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571	0.098	0.248	0.156	0.354
1	B-C	718	0.104	0.262	-	-
1	C-B	690	0.252	0.252	-	-

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)
D1	2017	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	153	100.000
B		✓	87	100.000
C		✓	255	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	125
	B	60	0	27
	C	233	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	9
	B	2	0	7
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.19	8.68	0.2	1.1	A
C-AB	0.04	4.85	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	65	536	0.122	65	0.1	7.633	A
C-AB	21	766	0.028	21	0.0	4.837	A
C-A	170			170			
A-B	21			21			
A-C	94			94			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	78	525	0.149	78	0.2	8.044	A
C-AB	27	781	0.035	27	0.0	4.768	A
C-A	202			202			
A-B	25			25			
A-C	112			112			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	96	511	0.188	96	0.2	8.669	A
C-AB	36	803	0.044	36	0.1	4.685	A
C-A	245			245			
A-B	31			31			
A-C	138			138			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	96	511	0.188	96	0.2	8.678	A
C-AB	36	803	0.044	36	0.1	4.692	A

C-A	245			245			
A-B	31			31			
A-C	138			138			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	78	525	0.149	78	0.2	8.057	A
C-AB	27	781	0.035	27	0.0	4.783	A
C-A	202			202			
A-B	25			25			
A-C	112			112			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	65	536	0.122	66	0.1	7.653	A
C-AB	22	766	0.028	22	0.0	4.846	A
C-A	170			170			
A-B	21			21			
A-C	94			94			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.03	0.28	0.63	1.07			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	53	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	748	100.000
B		✓	122	100.000
C		✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	103	645
	B	33	0	89
	C	175	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	1
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.31	11.81	0.4	1.8	B
C-AB	0.15	6.91	0.3	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	92	513	0.179	91	0.2	8.520	A
C-AB	55	633	0.087	55	0.1	6.218	A
C-A	120			120			
A-B	78			78			
A-C	486			486			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	110	482	0.228	109	0.3	9.651	A
C-AB	70	625	0.112	70	0.2	6.480	A
C-A	140			140			
A-B	93			93			
A-C	580			580			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	134	439	0.306	134	0.4	11.763	B
C-AB	93	615	0.152	93	0.3	6.892	A
C-A	163			163			
A-B	113			113			
A-C	710			710			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	134	439	0.306	134	0.4	11.806	B
C-AB	93	615	0.152	93	0.3	6.911	A
C-A	163			163			
A-B	113			113			
A-C	710			710			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	110	482	0.228	110	0.3	9.699	A
C-AB	70	625	0.112	70	0.2	6.508	A
C-A	140			140			
A-B	93			93			
A-C	580			580			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	92	513	0.179	92	0.2	8.568	A
C-AB	55	633	0.087	55	0.1	6.239	A
C-A	120			120			
A-B	78			78			
A-C	486			486			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.26	0.03	0.26	0.47	0.52			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.31	1.35	1.82			N/A	N/A
C-AB	0.26	0.03	0.25	0.46	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 2017 Hook Lane Pagham Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 12/01/2017 14:01:56

»2017, AM
»2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017															
Stream B-AC	0.6	2.7	10.66	0.38	B	4.66	A	79 % [Stream B-AC]	0.7	2.8	10.07	0.40	B	4.11	A	74 % [Stream B-AC]
Stream C-AB	0.4	1.4	5.81	0.23	A				0.4	1.4	7.26	0.23	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	79	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Hook Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	60	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	574	0.105	0.264	0.166	0.378
1	B-C	721	0.111	0.279	-	-
1	C-B	690	0.267	0.267	-	-

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)
D1	2017	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	85	100.000
B		✓	186	100.000
C		✓	349	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	11	74
	B	90	0	96
	C	232	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	10
	B	0	0	5
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.38	10.66	0.6	2.7	B
C-AB	0.23	5.81	0.4	1.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	571	0.245	139	0.3	8.311	A
C-AB	114	766	0.149	113	0.2	5.508	A
C-A	149			149			
A-B	8			8			
A-C	56			56			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	167	559	0.299	167	0.4	9.174	A
C-AB	144	784	0.183	143	0.3	5.615	A
C-A	170			170			
A-B	10			10			
A-C	67			67			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	205	542	0.378	204	0.6	10.619	B
C-AB	189	809	0.233	188	0.4	5.796	A
C-A	196			196			
A-B	12			12			
A-C	81			81			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	205	542	0.378	205	0.6	10.664	B
C-AB	189	809	0.233	189	0.4	5.809	A

C-A	195			195			
A-B	12			12			
A-C	81			81			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	167	559	0.299	168	0.4	9.229	A
C-AB	144	784	0.183	144	0.3	5.636	A
C-A	170			170			
A-B	10			10			
A-C	67			67			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	570	0.246	140	0.3	8.382	A
C-AB	114	766	0.149	115	0.2	5.530	A
C-A	148			148			
A-B	8			8			
A-C	56			56			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.26	0.60	0.60			N/A	N/A
C-AB	0.41	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.29	1.23	2.74			N/A	N/A
C-AB	0.41	0.04	0.35	1.23	1.41			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	74	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	326	100.000
B		✓	218	100.000
C		✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	36	290
	B	15	0	203
	C	100	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	1
	C	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.40	10.07	0.7	2.8	B
C-AB	0.23	7.26	0.4	1.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	164	631	0.260	163	0.3	7.667	A
C-AB	96	652	0.147	95	0.2	6.457	A
C-A	64			64			
A-B	27			27			
A-C	218			218			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	617	0.318	196	0.5	8.532	A
C-AB	118	650	0.182	118	0.3	6.766	A
C-A	73			73			
A-B	32			32			
A-C	261			261			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	240	597	0.402	239	0.7	10.025	B
C-AB	150	646	0.232	150	0.3	7.246	A
C-A	84			84			
A-B	40			40			
A-C	319			319			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	240	597	0.402	240	0.7	10.069	B
C-AB	150	646	0.232	150	0.4	7.260	A
C-A	84			84			
A-B	40			40			
A-C	319			319			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	617	0.318	197	0.5	8.583	A
C-AB	118	650	0.182	118	0.3	6.791	A
C-A	73			73			
A-B	32			32			
A-C	261			261			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	164	631	0.260	165	0.4	7.728	A
C-AB	96	652	0.148	97	0.2	6.484	A
C-A	64			64			
A-B	27			27			
A-C	218			218			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.03	0.26	0.66	0.66			N/A	N/A
C-AB	0.35	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.03	0.29	1.11	2.85			N/A	N/A
C-AB	0.35	0.03	0.33	1.16	1.40			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.38	1.21	1.36			N/A	N/A
C-AB	0.26	0.00	0.00	0.26	0.26			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 2017 Sefter Road Pagham Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 12/01/2017 14:12:39

»2017, AM
»2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017															
Stream B-AC	1.4	5.3	19.92	0.60	C	6.45	A	23 % [Stream B-AC]	0.5	2.5	13.94	0.35	B	2.07	A	56 % [Stream B-AC]
Stream C-AB	0.0	200.6	4.53	0.01	A				0.0	200.3	6.14	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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	6.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	23	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Sefter Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	22	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549	0.100	0.253	0.159	0.361
1	B-C	707	0.108	0.274	-	-
1	C-B	690	0.267	0.267	-	-

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)
D1	2017	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	172	100.000
B		✓	242	100.000
C		✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	91	81
	B	238	0	4
	C	318	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	7
	B	2	0	25
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.60	19.92	1.4	5.3	C
C-AB	0.01	4.53	0.0	0.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	182	476	0.383	180	0.6	12.060	B
C-AB	4	801	0.005	4	0.0	4.519	A
C-A	238			238			
A-B	69			69			
A-C	61			61			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	464	0.469	217	0.9	14.504	B
C-AB	6	823	0.007	6	0.0	4.395	A
C-A	284			284			
A-B	82			82			
A-C	73			73			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	266	447	0.597	264	1.4	19.499	C
C-AB	7	856	0.009	7	0.0	4.238	A
C-A	347			347			
A-B	100			100			
A-C	89			89			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	266	447	0.597	266	1.4	19.918	C
C-AB	7	855	0.009	7	0.0	4.244	A

C-A	347			347			
A-B	100			100			
A-C	89			89			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	464	0.469	220	0.9	14.883	B
C-AB	6	823	0.007	6	0.0	4.410	A
C-A	284			284			
A-B	82			82			
A-C	73			73			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	182	476	0.383	183	0.6	12.348	B
C-AB	4	801	0.005	4	0.0	4.529	A
C-A	238			238			
A-B	69			69			
A-C	61			61			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.86	0.20	0.95	1.43	1.49			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.41	0.03	0.28	1.41	5.27			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.44	0.03	0.28	1.44	5.06			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.06	0.71	1.71	2.31			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.04	0.43	1.12	1.76			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	2.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	56	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	624	100.000
B		✓	127	100.000
C		✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	310	314
	B	116	0	11
	C	113	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	4
	B	4	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.35	13.94	0.5	2.5	B
C-AB	0.00	6.14	0.0	0.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	96	443	0.216	95	0.3	10.297	B
C-AB	2	618	0.003	2	0.0	5.838	A
C-A	85			85			
A-B	233			233			
A-C	236			236			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	424	0.269	114	0.4	11.584	B
C-AB	2	606	0.004	2	0.0	5.958	A
C-A	101			101			
A-B	279			279			
A-C	282			282			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	398	0.351	139	0.5	13.866	B
C-AB	3	590	0.005	3	0.0	6.128	A
C-A	124			124			
A-B	341			341			
A-C	346			346			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	398	0.351	140	0.5	13.936	B
C-AB	3	590	0.005	3	0.0	6.137	A
C-A	124			124			
A-B	341			341			
A-C	346			346			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	424	0.269	115	0.4	11.662	B
C-AB	2	606	0.004	2	0.0	5.972	A
C-A	101			101			
A-B	279			279			
A-C	282			282			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	96	443	0.216	96	0.3	10.385	B
C-AB	2	618	0.003	2	0.0	5.843	A
C-A	85			85			
A-B	233			233			
A-C	236			236			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.03	0.26	0.53	0.53			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.03	0.30	1.37	2.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 2017 Lower Bognor Road Pagham Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 12/01/2017 14:27:15

»2017, AM
»2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017															
Stream B-C	0.0	200.0	33.63	0.01	D	17.01	C	-9 % [Stream B-A]	0.0	~1	0.00	0.00	A	4.75	A	1 % [Stream B-A]
Stream B-A	6.2	32.2	86.47	0.89	F				2.1	10.8	33.33	0.69	D			
Stream C-AB	0.0	200.2	4.27	0.00	A				0.0	0.5	6.38	0.01	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	17.01	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road South	7.50			95.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Lower Bognor Road	One lane plus flare	10.00	8.00	5.50	4.25	3.00	✓	2.00	105	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	635	0.108	0.273	0.172	0.391
1	B-C	666	0.095	0.241	-	-
1	C-B	629	0.228	0.228	-	-

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)
D1	2017	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	361	100.000

B - Lower Bognor Road		✓	362	100.000
C - Pagham Road South		✓	549	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	192	169
	B - Lower Bognor Road	361	0	1
	C - Pagham Road South	548	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	2	5
	B - Lower Bognor Road	1	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.01	33.63	0.0	200.0	D
B-A	0.69	80.47	6.2	32.2	F
C-AB	0.00	4.27	0.0	200.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	492	0.002	0.75	0.0	7.333	A
B-A	272	505	0.538	267	1.1	14.887	B
C-AB	1	845	0.002	1	0.0	4.265	A
C-A	412			412			
A-B	145			145			
A-C	127			127			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	396	0.002	0.90	0.0	9.114	A
B-A	325	481	0.675	321	1.9	22.070	C
C-AB	2	891	0.002	2	0.0	4.047	A
C-A	492			492			
A-B	173			173			
A-C	152			152			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	1	153	0.007	1	0.0	23.635	C
B-A	397	448	0.888	384	5.4	48.156	E
C-AB	3	956	0.003	3	0.0	3.775	A
C-A	601			601			
A-B	211			211			
A-C	186			186			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	1	108	0.010	1	0.0	33.629	D
B-A	397	448	0.888	394	6.2	80.487	F
C-AB	3	956	0.003	3	0.0	3.780	A
C-A	601			601			
A-B	211			211			
A-C	186			186			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	361	0.002	0.93	0.0	9.989	A
B-A	325	481	0.675	340	2.2	27.942	D
C-AB	2	891	0.002	2	0.0	4.055	A
C-A	492			492			
A-B	173			173			
A-C	152			152			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	483	0.002	0.76	0.0	7.465	A
B-A	272	505	0.538	276	1.2	15.973	C
C-AB	1	845	0.002	1	0.0	4.268	A
C-A	412			412			
A-B	145			145			
A-C	127			127			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.12	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.25	0.45	0.48			N/A	N/A
B-A	1.94	0.09	1.26	4.27	5.86			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	>199	>199	>199	>199			N/A	N/A
B-A	5.37	0.07	1.34	15.17	23.71			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	6.19	0.05	0.45	17.37	32.22			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.23	0.04	0.40	6.00	11.07			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.21	0.03	0.31	2.26	6.16			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	4.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	1	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	1062	100.000
B - Lower Bognor Road		✓	219	100.000
C - Pagham Road South		✓	250	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	500	562
	B - Lower Bognor Road	219	0	0
	C - Pagham Road South	246	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	1	3
	B - Lower Bognor Road	1	0	0
	C - Pagham Road South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	~1	A
B-A	0.69	33.33	2.1	10.8	D
C-AB	0.01	6.38	0.0	0.5	A
C-A					
A-B					

A-C							

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	475	0.000	0	0.0	0.000	A
B-A	165	437	0.378	163	0.6	13.024	B
C-AB	4	581	0.008	4	0.0	6.239	A
C-A	184			184			
A-B	376			376			
A-C	423			423			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	435	0.000	0	0.0	0.000	A
B-A	197	399	0.493	195	0.9	17.537	C
C-AB	6	577	0.010	6	0.0	6.300	A
C-A	219			219			
A-B	449			449			
A-C	505			505			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	378	0.000	0	0.0	0.000	A
B-A	241	348	0.693	237	2.0	31.240	D
C-AB	8	573	0.015	8	0.0	6.372	A
C-A	267			267			
A-B	551			551			
A-C	619			619			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	377	0.000	0	0.0	0.000	A
B-A	241	348	0.693	241	2.1	33.326	D
C-AB	8	573	0.015	8	0.0	6.382	A
C-A	267			267			
A-B	551			551			
A-C	619			619			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	433	0.000	0	0.0	0.000	A
B-A	197	399	0.493	201	1.0	18.574	C
C-AB	6	577	0.010	6	0.0	6.316	A
C-A	219			219			
A-B	449			449			
A-C	505			505			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	474	0.000	0	0.0	0.000	A
B-A	165	437	0.378	166	0.6	13.398	B
C-AB	4	581	0.008	4	0.0	6.246	A
C-A	184			184			
A-B	376			376			
A-C	423			423			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.59	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.94	0.12	0.95	1.32	1.71			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.04	0.03	0.33	4.25	10.80			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.14	0.03	0.31	2.91	10.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.01	0.05	0.46	2.35	3.59			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.62	0.03	0.35	1.41	2.52			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 2017 Nyetimber Lane Tabard Gate.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 17/01/2017 10:45:35

»2017, AM
»2017, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2017											
Arm 1	0.2	3.20	0.17	A	3.55	224 % [Arm 3]	0.3	3.31	0.21	A	3.37	314 % [Arm 1]
Arm 2	0.0	3.80	0.04	A			0.0	3.86	0.02	A		
Arm 3	0.3	3.79	0.24	A			0.2	3.32	0.13	A		
Arm 4	0.1	3.59	0.09	A			0.2	3.47	0.13	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/01/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HTP-WS01\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Nyetimber Lane jw Tabard Close	Standard Roundabout	3.55	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	224	Arm 3

Arms

Arms

Arm	Name	Description
1	Nyetimber Lane N	
2	Tabard Gate	
3	Cardinal's Drive	
4	Nyetimber Lane W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.74	6.40	4.0	19.0	32.0	19.0	
2	2.68	5.08	4.1	19.0	32.0	15.0	
3	3.34	6.08	5.4	19.0	32.0	20.0	
4	3.57	5.38	2.0	13.0	32.0	3.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.614	1439
2	0.552	1118
3	0.598	1370
4	0.596	1305

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	211	100.000
2		✓	34	100.000
3		✓	270	100.000
4		✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	6	108	97
	2	23	0	0	11
	3	242	0	0	28
	4	76	9	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	4
	2	0	0	0	0
	3	3	0	0	0
	4	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.17	3.20	0.2	A
2	0.04	3.80	0.0	A
3	0.24	3.79	0.3	A
4	0.09	3.59	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	159	8	1361	0.117	158	0.1	2.992	A
2	26	155	1028	0.025	25	0.0	3.591	A
3	203	98	1275	0.159	203	0.2	3.355	A
4	65	199	1153	0.057	65	0.1	3.309	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	190	10	1360	0.140	190	0.2	3.076	A
2	31	186	1010	0.030	31	0.0	3.675	A
3	243	118	1264	0.192	243	0.2	3.525	A
4	78	238	1129	0.069	78	0.1	3.423	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	232	12	1358	0.171	232	0.2	3.196	A
2	37	228	986	0.038	37	0.0	3.796	A
3	297	144	1248	0.238	297	0.3	3.786	A
4	96	291	1098	0.087	96	0.1	3.592	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	232	12	1358	0.171	232	0.2	3.196	A
2	37	228	985	0.038	37	0.0	3.796	A
3	297	144	1248	0.238	297	0.3	3.787	A
4	96	292	1097	0.087	96	0.1	3.593	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	190	10	1360	0.140	190	0.2	3.079	A
2	31	186	1010	0.030	31	0.0	3.676	A
3	243	118	1263	0.192	243	0.2	3.528	A
4	78	239	1129	0.069	78	0.1	3.425	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	159	8	1361	0.117	159	0.1	2.995	A
2	26	156	1027	0.025	26	0.0	3.592	A
3	203	99	1275	0.159	203	0.2	3.359	A
4	65	200	1152	0.057	66	0.1	3.314	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Nyetimber Lane jw Tabard Close	Standard Roundabout	3.37	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	314	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	268	100.000
2		✓	13	100.000
3		✓	150	100.000
4		✓	145	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	13	167	88
	2	10	0	0	3
	3	133	4	0	13
	4	112	12	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	1
	2	0	0	0	0
	3	5	0	0	0
	4	0	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.21	3.31	0.3	A
2	0.02	3.86	0.0	A
3	0.13	3.32	0.2	A
4	0.13	3.47	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	202	28	1391	0.145	201	0.2	3.023	A
2	10	207	1001	0.010	10	0.0	3.630	A
3	113	76	1268	0.089	113	0.1	3.115	A
4	109	110	1227	0.089	109	0.1	3.219	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	241	33	1388	0.174	241	0.2	3.137	A
2	12	248	978	0.012	12	0.0	3.725	A
3	135	91	1259	0.107	135	0.1	3.200	A
4	130	132	1214	0.107	130	0.1	3.322	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	295	41	1383	0.213	295	0.3	3.307	A
2	14	304	946	0.015	14	0.0	3.862	A
3	165	111	1248	0.132	165	0.2	3.324	A
4	160	162	1195	0.134	160	0.2	3.474	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	295	41	1383	0.213	295	0.3	3.307	A
2	14	304	946	0.015	14	0.0	3.862	A
3	165	111	1248	0.132	165	0.2	3.325	A
4	160	162	1195	0.134	160	0.2	3.475	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	241	33	1388	0.174	241	0.2	3.139	A
2	12	248	978	0.012	12	0.0	3.728	A
3	135	91	1259	0.107	135	0.1	3.203	A
4	130	132	1214	0.107	130	0.1	3.323	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	202	28	1391	0.145	202	0.2	3.028	A
2	10	208	1001	0.010	10	0.0	3.635	A
3	113	76	1268	0.089	113	0.1	3.119	A

4	109	111	1227	0.089	109	0.1	3.220	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 2017 Aldwick Road West Meads.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 13/01/2017 12:56:50

»2017, AM
»2017, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017													
1 - Hawthorn Road	0.1	2.76	0.09	A	3.01	A	201 % [5 - West Meads Drive]	0.3	3.61	0.23	A	3.69	A	104 % [4 - B2166 Aldwick Road W]
2 - B2166 Aldwick Road E	0.3	2.55	0.24	A				0.4	2.77	0.27	A			
3 - Aldwick Fields	0.0	3.22	0.04	A				0.0	3.37	0.01	A			
4 - B2166 Aldwick Road W	0.3	3.34	0.23	A				0.7	4.38	0.41	A			
5 - West Meads Drive	0.3	3.43	0.21	A				0.3	3.89	0.24	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	West Meads/Aldwick Fields
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	07:45	09:15	15	✓
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Alwick Road jw West Meads Drive	Standard Roundabout	1,2,3,4,5	3.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	201	5 - West Meads Drive

Arms

Arms

Arm	Name	Description
1	Hawthorn Road	
2	B2166 Aldwick Road E	
3	Aldwick Fields	
4	B2166 Aldwick Road W	
5	West Meads Drive	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Hawthorn Road	4.00	6.10	10.7	23.6	58.6	19.0	
2 - B2166 Aldwick Road E	4.70	7.40	13.5	15.0	58.6	21.0	
3 - Aldwick Fields	3.70	7.10	4.8	18.7	58.6	22.5	
4 - B2166 Aldwick Road W	3.50	6.10	21.6	8.3	58.6	23.5	
5 - West Meads Drive	3.65	6.20	7.5	21.5	58.6	21.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hawthorn Road	0.573	1676
2 - B2166 Aldwick Road E	0.613	1952
3 - Aldwick Fields	0.530	1469
4 - B2166 Aldwick Road W	0.527	1554
5 - West Meads Drive	0.544	1527

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	2017	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hawthorn Road		ONE HOUR	✓	121	100.000
2 - B2166 Aldwick Road E		ONE HOUR	✓	402	100.000
3 - Aldwick Fields		ONE HOUR	✓	41	100.000
4 - B2166 Aldwick Road W		ONE HOUR	✓	289	100.000
5 - West Meads Drive		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	33	4	79	5
	2 - B2166 Aldwick Road E	34	0	1	248	119
	3 - Aldwick Fields	23	13	0	3	2
	4 - B2166 Aldwick Road W	130	127	1	0	31
	5 - West Meads Drive	36	173	5	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	0	0	1	0
	2 - B2166 Aldwick Road E	0	0	0	1	0
	3 - Aldwick Fields	0	0	0	0	0
	4 - B2166 Aldwick Road W	2	5	0	0	0
	5 - West Meads Drive	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hawthorn Road	0.09	2.76	0.1	A	111	167
2 - B2166 Aldwick Road E	0.24	2.55	0.3	A	369	553
3 - Aldwick Fields	0.04	3.22	0.0	A	38	56
4 - B2166 Aldwick Road W	0.23	3.34	0.3	A	265	398
5 - West Meads Drive	0.21	3.43	0.3	A	229	344

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	91	23	266	1511	0.060	91	167	0.0	0.1	2.535	A
2 - B2166 Aldwick Road E	303	76	98	1880	0.161	302	260	0.0	0.2	2.280	A
3 - Aldwick Fields	31	8	391	1260	0.024	31	8	0.0	0.0	2.927	A
4 - B2166 Aldwick Road W	218	54	147	1432	0.152	217	275	0.0	0.2	2.961	A
5 - West Meads Drive	188	47	246	1390	0.135	188	118	0.0	0.2	2.993	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	109	27	319	1480	0.073	109	200	0.1	0.1	2.624	A
2 - B2166 Aldwick Road E	361	90	117	1868	0.193	361	311	0.2	0.2	2.388	A
3 - Aldwick Fields	37	9	468	1219	0.030	37	10	0.0	0.0	3.044	A
4 - B2166 Aldwick Road W	260	65	176	1417	0.183	260	329	0.2	0.2	3.110	A
5 - West Meads Drive	225	56	295	1363	0.165	225	141	0.2	0.2	3.163	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	133	33	391	1439	0.093	133	245	0.1	0.1	2.756	A
2 - B2166 Aldwick Road E	443	111	143	1852	0.239	442	381	0.2	0.3	2.553	A
3 - Aldwick Fields	45	11	573	1163	0.039	45	12	0.0	0.0	3.219	A
4 - B2166 Aldwick Road W	318	80	216	1397	0.228	318	403	0.2	0.3	3.336	A
5 - West Meads Drive	275	69	361	1326	0.208	275	173	0.2	0.3	3.426	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	133	33	391	1439	0.093	133	246	0.1	0.1	2.757	A
2 - B2166 Aldwick Road E	443	111	143	1852	0.239	443	381	0.3	0.3	2.553	A
3 - Aldwick Fields	45	11	574	1163	0.039	45	12	0.0	0.0	3.220	A
4 - B2166 Aldwick Road W	318	80	216	1397	0.228	318	403	0.3	0.3	3.337	A
5 - West Meads Drive	275	69	361	1325	0.208	275	173	0.3	0.3	3.427	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	109	27	319	1480	0.074	109	201	0.1	0.1	2.627	A
2 - B2166 Aldwick Road E	361	90	117	1868	0.193	362	311	0.3	0.2	2.391	A
3 - Aldwick Fields	37	9	469	1219	0.030	37	10	0.0	0.0	3.047	A
4 - B2166 Aldwick Road W	260	65	176	1417	0.183	260	329	0.3	0.2	3.112	A
5 - West Meads Drive	225	56	295	1362	0.165	225	141	0.3	0.2	3.167	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	91	23	267	1510	0.060	91	168	0.1	0.1	2.536	A
2 - B2166 Aldwick Road E	303	76	98	1880	0.161	303	261	0.2	0.2	2.282	A
3 - Aldwick Fields	31	8	392	1260	0.025	31	8	0.0	0.0	2.929	A
4 - B2166 Aldwick Road W	218	54	148	1432	0.152	218	276	0.2	0.2	2.968	A
5 - West Meads Drive	188	47	247	1389	0.135	188	118	0.2	0.2	3.000	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Alwick Road jw West Meads Drive	Standard Roundabout	1,2,3,4,5	3.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	104	4 - B2166 Aldwick Road W

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	2017	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hawthorn Road		ONE HOUR	✓	276	100.000
2 - B2166 Aldwick Road E		ONE HOUR	✓	437	100.000
3 - Aldwick Fields		ONE HOUR	✓	11	100.000
4 - B2166 Aldwick Road W		ONE HOUR	✓	529	100.000
5 - West Meads Drive		ONE HOUR	✓	260	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	55	12	200	9
	2 - B2166 Aldwick Road E	18	0	8	228	183
	3 - Aldwick Fields	2	4	0	3	2
	4 - B2166 Aldwick Road W	148	345	2	0	34
	5 - West Meads Drive	21	207	5	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	0	0	0	0
	2 - B2166 Aldwick Road E	0	0	0	0	0
	3 - Aldwick Fields	0	0	0	0	0
	4 - B2166 Aldwick Road W	1	2	0	0	0
	5 - West Meads Drive	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

1 - Hawthorn Road	0.23	3.61	0.3	A	253	380
2 - B2166 Aldwick Road E	0.27	2.77	0.4	A	401	601
3 - Aldwick Fields	0.01	3.37	0.0	A	10	15
4 - B2166 Aldwick Road W	0.41	4.38	0.7	A	485	728
5 - West Meads Drive	0.24	3.89	0.3	A	239	358

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	208	52	443	1420	0.146	207	142	0.0	0.2	2.967	A
2 - B2166 Aldwick Road E	329	82	191	1834	0.179	328	458	0.0	0.2	2.389	A
3 - Aldwick Fields	8	2	499	1204	0.007	8	20	0.0	0.0	3.009	A
4 - B2166 Aldwick Road W	398	100	164	1445	0.276	397	344	0.0	0.4	3.431	A
5 - West Meads Drive	196	49	389	1312	0.149	195	171	0.0	0.2	3.221	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	248	62	530	1369	0.181	248	170	0.2	0.2	3.211	A
2 - B2166 Aldwick Road E	393	98	229	1811	0.217	393	549	0.2	0.3	2.537	A
3 - Aldwick Fields	10	2	597	1152	0.009	10	24	0.0	0.0	3.150	A
4 - B2166 Aldwick Road W	476	119	196	1428	0.333	475	411	0.4	0.5	3.776	A
5 - West Meads Drive	234	58	466	1270	0.184	234	205	0.2	0.2	3.474	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	304	76	649	1300	0.234	304	208	0.2	0.3	3.612	A
2 - B2166 Aldwick Road E	481	120	280	1780	0.270	481	672	0.3	0.4	2.771	A
3 - Aldwick Fields	12	3	732	1081	0.011	12	30	0.0	0.0	3.366	A
4 - B2166 Aldwick Road W	582	146	240	1405	0.415	582	504	0.5	0.7	4.367	A
5 - West Meads Drive	286	72	571	1212	0.236	286	251	0.2	0.3	3.887	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	304	76	650	1300	0.234	304	208	0.3	0.3	3.614	A
2 - B2166 Aldwick Road E	481	120	281	1780	0.270	481	673	0.4	0.4	2.772	A
3 - Aldwick Fields	12	3	732	1081	0.011	12	30	0.0	0.0	3.368	A
4 - B2166 Aldwick Road W	582	146	240	1405	0.415	582	504	0.7	0.7	4.376	A
5 - West Meads Drive	286	72	571	1211	0.236	286	251	0.3	0.3	3.890	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	248	62	531	1368	0.181	248	170	0.3	0.2	3.217	A
2 - B2166 Aldwick Road E	393	98	230	1811	0.217	393	550	0.4	0.3	2.539	A
3 - Aldwick Fields	10	2	598	1152	0.009	10	24	0.0	0.0	3.154	A
4 - B2166 Aldwick Road W	476	119	196	1428	0.333	476	412	0.7	0.5	3.789	A
5 - West Meads Drive	234	58	467	1269	0.184	234	205	0.3	0.2	3.481	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	208	52	445	1418	0.147	208	142	0.2	0.2	2.976	A
2 - B2166 Aldwick Road E	329	82	192	1834	0.179	329	461	0.3	0.2	2.392	A
3 - Aldwick Fields	8	2	501	1203	0.007	8	20	0.0	0.0	3.011	A
4 - B2166 Aldwick Road W	398	100	164	1444	0.276	399	345	0.5	0.4	3.443	A
5 - West Meads Drive	196	49	391	1311	0.149	196	172	0.2	0.2	3.230	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 2017 Aldwick Road Gossamer Lane.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 13/01/2017 12:58:29

»2017, AM
»2017, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017													
1 - Aldwick Road	0.4	5.41	0.31	A	5.33	A	78 % [4 - Gossamer Lane]	0.6	5.72	0.38	A	5.40	A	79 % [2 - Aldwick Street]
2 - Aldwick Street	0.4	4.31	0.26	A				0.7	5.59	0.42	A			
3 - Barrack Lane	0.3	5.40	0.24	A				0.2	5.64	0.17	A			
4 - Gossamer Lane	0.9	5.85	0.47	A				0.6	4.86	0.38	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Gossamer Lane/Aldwick Road/Barrack Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	07:45	09:15	15	✓
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Aldwick Road jw Gossamer Lane	Standard Roundabout	1,2,3,4	5.33	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	78	4 - Gossamer Lane

Arms

Arms

Arm	Name	Description
1	Aldwick Road	
2	Aldwick Street	
3	Barrack Lane	
4	Gossamer Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Aldwick Road	3.70	4.50	8.1	8.8	24.0	28.5	
2 - Aldwick Street	4.10	5.50	1.3	16.9	24.0	18.5	
3 - Barrack Lane	3.50	5.10	1.7	12.2	24.0	25.5	
4 - Gossamer Lane	3.70	5.60	1.8	20.9	24.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Aldwick Road	0.548	1231
2 - Aldwick Street	0.606	1379
3 - Barrack Lane	0.547	1163
4 - Gossamer Lane	0.597	1312

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	2017	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	270	100.000
2 - Aldwick Street		ONE HOUR	✓	272	100.000
3 - Barrack Lane		ONE HOUR	✓	191	100.000
4 - Gossamer Lane		ONE HOUR	✓	487	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	33	61	176
	2 - Aldwick Street	52	0	32	188
	3 - Barrack Lane	106	45	0	40
	4 - Gossamer Lane	182	276	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	3	12	4
	2 - Aldwick Street	8	0	6	4
	3 - Barrack Lane	3	0	0	5
	4 - Gossamer Lane	3	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.31	5.41	0.4	A	248	372
2 - Aldwick Street	0.26	4.31	0.4	A	250	374
3 - Barrack Lane	0.24	5.40	0.3	A	175	263
4 - Gossamer Lane	0.47	5.85	0.9	A	447	670

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	203	51	262	1027	0.198	202	255	0.0	0.2	4.359	A
2 - Aldwick Street	205	51	199	1192	0.172	204	265	0.0	0.2	3.641	A
3 - Barrack Lane	144	36	312	959	0.150	143	91	0.0	0.2	4.410	A
4 - Gossamer Lane	367	92	152	1195	0.307	365	303	0.0	0.4	4.330	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	243	61	314	1000	0.243	242	305	0.2	0.3	4.749	A
2 - Aldwick Street	245	61	239	1168	0.209	244	318	0.2	0.3	3.898	A
3 - Barrack Lane	172	43	374	924	0.186	172	110	0.2	0.2	4.781	A
4 - Gossamer Lane	438	109	182	1176	0.372	437	363	0.4	0.6	4.866	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	297	74	385	963	0.309	297	374	0.3	0.4	5.401	A
2 - Aldwick Street	299	75	292	1135	0.264	299	389	0.3	0.4	4.305	A
3 - Barrack Lane	210	53	457	878	0.240	210	134	0.2	0.3	5.389	A
4 - Gossamer Lane	536	134	223	1151	0.466	535	444	0.6	0.9	5.829	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	297	74	385	963	0.309	297	374	0.4	0.4	5.410	A
2 - Aldwick Street	299	75	293	1135	0.264	299	390	0.4	0.4	4.310	A
3 - Barrack Lane	210	53	458	877	0.240	210	134	0.3	0.3	5.396	A
4 - Gossamer Lane	536	134	224	1151	0.466	536	445	0.9	0.9	5.852	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	243	61	315	999	0.243	243	306	0.4	0.3	4.764	A
2 - Aldwick Street	245	61	240	1167	0.210	245	319	0.4	0.3	3.906	A
3 - Barrack Lane	172	43	375	924	0.186	172	110	0.3	0.2	4.791	A
4 - Gossamer Lane	438	109	183	1176	0.372	439	364	0.9	0.6	4.890	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	203	51	264	1026	0.198	204	256	0.3	0.2	4.378	A
2 - Aldwick Street	205	51	201	1191	0.172	205	267	0.3	0.2	3.654	A
3 - Barrack Lane	144	36	314	958	0.150	144	92	0.2	0.2	4.425	A
4 - Gossamer Lane	367	92	153	1194	0.307	367	305	0.6	0.4	4.357	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Aldwick Road jw Gossamer Lane	Standard Roundabout	1,2,3,4	5.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	79	2 - Aldwick Street

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	2017	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	358	100.000
2 - Aldwick Street		ONE HOUR	✓	417	100.000
3 - Barrack Lane		ONE HOUR	✓	119	100.000
4 - Gossamer Lane		ONE HOUR	✓	411	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	35	95	228
	2 - Aldwick Street	44	0	54	319
	3 - Barrack Lane	69	26	0	24
	4 - Gossamer Lane	144	229	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	0	1	4
	2 - Aldwick Street	5	0	4	2
	3 - Barrack Lane	6	0	0	0
	4 - Gossamer Lane	4	1	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 - Aldwick Road	0.38	5.72	0.6	A	329	493
2 - Aldwick Street	0.42	5.59	0.7	A	383	574
3 - Barrack Lane	0.17	5.64	0.2	A	109	164

4 - Gossamer Lane	0.38	4.86	0.6	A	377	566

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	270	67	220	1079	0.250	268	193	0.0	0.3	4.432	A
2 - Aldwick Street	314	78	270	1180	0.266	312	217	0.0	0.4	4.142	A
3 - Barrack Lane	90	22	443	883	0.102	89	140	0.0	0.1	4.535	A
4 - Gossamer Lane	309	77	104	1223	0.253	308	428	0.0	0.3	3.930	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	322	80	263	1056	0.305	321	231	0.3	0.4	4.900	A
2 - Aldwick Street	375	94	324	1148	0.327	374	260	0.4	0.5	4.652	A
3 - Barrack Lane	107	27	531	835	0.128	107	168	0.1	0.1	4.945	A
4 - Gossamer Lane	369	92	125	1210	0.305	369	513	0.3	0.4	4.278	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	394	99	322	1024	0.385	393	282	0.4	0.6	5.700	A
2 - Aldwick Street	459	115	397	1104	0.416	458	319	0.5	0.7	5.570	A
3 - Barrack Lane	131	33	649	770	0.170	131	206	0.1	0.2	5.629	A
4 - Gossamer Lane	453	113	153	1193	0.379	452	627	0.4	0.6	4.853	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	394	99	323	1024	0.385	394	283	0.6	0.6	5.716	A
2 - Aldwick Street	459	115	397	1103	0.416	459	319	0.7	0.7	5.589	A
3 - Barrack Lane	131	33	651	770	0.170	131	206	0.2	0.2	5.637	A
4 - Gossamer Lane	453	113	153	1193	0.379	453	629	0.6	0.6	4.862	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	322	80	264	1055	0.305	323	231	0.6	0.4	4.918	A
2 - Aldwick Street	375	94	325	1147	0.327	376	261	0.7	0.5	4.674	A
3 - Barrack Lane	107	27	533	834	0.128	107	168	0.2	0.1	4.957	A
4 - Gossamer Lane	369	92	125	1210	0.305	370	514	0.6	0.4	4.290	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	270	67	221	1079	0.250	270	194	0.4	0.3	4.454	A
2 - Aldwick Street	314	78	272	1179	0.266	314	219	0.5	0.4	4.166	A
3 - Barrack Lane	90	22	446	881	0.102	90	141	0.1	0.1	4.550	A
4 - Gossamer Lane	309	77	105	1222	0.253	310	431	0.4	0.3	3.948	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 2017 Lower Bognor Road Chalcraft Lane.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 17/01/2017 16:23:02

»2017, AM
»2017, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017													
1 - Lower Bognor Road N	0.4	5.40	0.26	A	4.75	A	73 % [4 - Hewarts Lane]	1.4	8.48	0.59	A	5.97	A	39 % [1 - Lower Bognor Road N]
2 - Chalcraft Lane	0.5	3.62	0.31	A				0.9	5.11	0.47	A			
3 - Lower Bognor Road S	0.4	4.36	0.28	A				0.3	4.47	0.25	A			
4 - Hewarts Lane	0.8	5.71	0.44	A				0.4	4.27	0.29	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	B2166/Hewarts Lane/Chalcraft Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing Junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	07:45	09:15	15	✓
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Lower Bognor Road jw Chalcraft Lane	Standard Roundabout	1,2,3,4	4.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	73	4 - Hewarts Lane

Arms

Arms

Arm	Name	Description
1	Lower Bognor Road N	
2	Chalcraft Lane	
3	Lower Bognor Road S	
4	Hewarts Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Lower Bognor Road N	2.90	5.60	7.6	14.4	32.0	21.0	
2 - Chalcraft Lane	3.20	6.60	10.9	44.0	32.0	16.0	
3 - Lower Bognor Road S	3.35	6.20	5.8	30.9	32.0	21.0	
4 - Hewarts Lane	3.40	5.90	7.7	12.1	32.0	24.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Lower Bognor Road N	0.573	1277
2 - Chalcraft Lane	0.658	1597
3 - Lower Bognor Road S	0.613	1416
4 - Hewarts Lane	0.587	1384

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	2017	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Road N		ONE HOUR	✓	214	100.000
2 - Chalcraft Lane		ONE HOUR	✓	409	100.000
3 - Lower Bognor Road S		ONE HOUR	✓	297	100.000
4 - Hewarts Lane		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	101	105	8
	2 - Chalcraft Lane	118	1	55	235
	3 - Lower Bognor Road S	140	96	2	59
	4 - Hewarts Lane	20	377	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	5	2	0
	2 - Chalcraft Lane	2	0	2	1
	3 - Lower Bognor Road S	1	2	50	0
	4 - Hewarts Lane	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Road N	0.26	5.40	0.4	A	196	295
2 - Chalcraft Lane	0.31	3.62	0.5	A	375	563
3 - Lower Bognor Road S	0.28	4.36	0.4	A	273	409
4 - Hewarts Lane	0.44	5.71	0.8	A	421	632

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	161	40	403	1009	0.160	160	209	0.0	0.2	4.240	A
2 - Chalcraft Lane	308	77	133	1486	0.207	307	431	0.0	0.3	3.049	A
3 - Lower Bognor Road S	224	56	272	1230	0.182	223	168	0.0	0.2	3.571	A
4 - Hewarts Lane	346	86	268	1210	0.286	344	227	0.0	0.4	4.148	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	192	48	483	964	0.200	192	250	0.2	0.2	4.664	A
2 - Chalcraft Lane	368	92	159	1469	0.250	367	516	0.3	0.3	3.268	A
3 - Lower Bognor Road S	267	67	325	1197	0.223	267	201	0.2	0.3	3.869	A
4 - Hewarts Lane	413	103	321	1179	0.350	412	271	0.4	0.5	4.691	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	236	59	591	903	0.261	235	306	0.2	0.4	5.388	A
2 - Chalcraft Lane	450	113	195	1445	0.312	450	632	0.3	0.5	3.614	A
3 - Lower Bognor Road S	327	82	398	1152	0.284	327	246	0.3	0.4	4.358	A
4 - Hewarts Lane	505	126	393	1136	0.445	504	332	0.5	0.8	5.685	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

1 - Lower Bognor Road N	236	59	592	902	0.261	236	306	0.4	0.4	5.399	A
2 - Chalcraft Lane	450	113	195	1445	0.312	450	633	0.5	0.5	3.618	A
3 - Lower Bognor Road S	327	82	399	1152	0.284	327	247	0.4	0.4	4.363	A
4 - Hewarts Lane	505	126	393	1136	0.445	505	333	0.8	0.8	5.706	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	192	48	485	963	0.200	193	250	0.4	0.3	4.677	A
2 - Chalcraft Lane	368	92	159	1469	0.250	368	518	0.5	0.3	3.274	A
3 - Lower Bognor Road S	267	67	326	1197	0.223	267	202	0.4	0.3	3.876	A
4 - Hewarts Lane	413	103	321	1179	0.350	414	272	0.8	0.5	4.713	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	161	40	406	1007	0.160	161	210	0.3	0.2	4.256	A
2 - Chalcraft Lane	308	77	133	1486	0.207	308	434	0.3	0.3	3.059	A
3 - Lower Bognor Road S	224	56	273	1229	0.182	224	169	0.3	0.2	3.584	A
4 - Hewarts Lane	346	86	269	1210	0.286	346	228	0.5	0.4	4.173	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Lower Bognor Road jw Chalcraft Lane	Standard Roundabout	1,2,3,4	5.97	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	39	1 - Lower Bognor Road N

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Road N		ONE HOUR	✓	562	100.000
2 - Chalcraft Lane		ONE HOUR	✓	569	100.000
3 - Lower Bognor Road S		ONE HOUR	✓	250	100.000
4 - Hewarts Lane		ONE HOUR	✓	320	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	2	244	282	34
	2 - Chalcraft Lane	98	1	119	351
	3 - Lower Bognor Road S	107	60	2	81
	4 - Hewarts Lane	16	269	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	0	0	0
	2 - Chalcraft Lane	0	0	0	1
	3 - Lower Bognor Road S	1	0	0	0
	4 - Hewarts Lane	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

1 - Lower Bognor Road N	0.59	8.48	1.4	A	516	774
2 - Chalcraft Lane	0.47	5.11	0.9	A	522	783
3 - Lower Bognor Road S	0.25	4.47	0.3	A	229	344
4 - Hewarts Lane	0.29	4.27	0.4	A	294	440

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	423	106	275	1118	0.379	421	167	0.0	0.6	5.148	A
2 - Chalcraft Lane	428	107	266	1413	0.303	427	430	0.0	0.4	3.644	A
3 - Lower Bognor Road S	188	47	364	1186	0.159	187	328	0.0	0.2	3.603	A
4 - Hewarts Lane	241	60	202	1250	0.193	240	349	0.0	0.2	3.561	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	505	126	330	1086	0.465	504	200	0.6	0.9	6.175	A
2 - Chalcraft Lane	512	128	319	1378	0.371	511	515	0.4	0.6	4.148	A
3 - Lower Bognor Road S	225	56	436	1142	0.197	225	393	0.2	0.2	3.922	A
4 - Hewarts Lane	288	72	242	1226	0.235	287	418	0.2	0.3	3.833	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	619	155	404	1043	0.593	617	245	0.9	1.4	8.390	A
2 - Chalcraft Lane	626	157	390	1332	0.470	625	631	0.6	0.9	5.088	A
3 - Lower Bognor Road S	275	69	534	1082	0.254	275	481	0.2	0.3	4.458	A
4 - Hewarts Lane	352	88	297	1195	0.295	352	512	0.3	0.4	4.269	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	619	155	404	1043	0.593	619	246	1.4	1.4	8.480	A
2 - Chalcraft Lane	626	157	391	1331	0.471	626	632	0.9	0.9	5.110	A
3 - Lower Bognor Road S	275	69	535	1081	0.255	275	482	0.3	0.3	4.465	A
4 - Hewarts Lane	352	88	297	1194	0.295	352	513	0.4	0.4	4.274	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	505	126	330	1086	0.465	507	201	1.4	0.9	6.252	A
2 - Chalcraft Lane	512	128	320	1377	0.371	513	517	0.9	0.6	4.170	A
3 - Lower Bognor Road S	225	56	438	1141	0.197	225	395	0.3	0.2	3.933	A
4 - Hewarts Lane	288	72	243	1226	0.235	288	420	0.4	0.3	3.839	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	423	106	277	1117	0.379	424	168	0.9	0.6	5.205	A
2 - Chalcraft Lane	428	107	268	1411	0.304	429	433	0.6	0.4	3.668	A
3 - Lower Bognor Road S	188	47	366	1185	0.159	188	330	0.2	0.2	3.612	A
4 - Hewarts Lane	241	60	204	1249	0.193	241	351	0.3	0.2	3.571	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 2017 Aldwick Road Lower Bognor Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 13/01/2017 13:03:36

»2017, AM
»2017, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017													
1 - B2166 Lower Bognor Road	0.2	2.92	0.16	A	3.17	A	208 % [4 - Aldwick Road]	0.4	3.33	0.30	A	3.41	A	153 % [2 - B2166 Aldwick Road]
2 - B2166 Aldwick Road	0.3	3.42	0.25	A				0.5	3.85	0.31	A			
3 - Aldwick Fields	0.0	3.92	0.05	A				0.0	4.23	0.04	A			
4 - Aldwick Road	0.3	3.02	0.25	A				0.2	2.79	0.18	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	B2166/Aldwick Fields/Aldwick Road
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing Junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017	AM	ONE HOUR	07:45	09:15	15	✓
D2	2017	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.17	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	208	4 - Aldwick Road

Arms

Arms

Arm	Name	Description
1	B2166 Lower Bognor Road	
2	B2166 Aldwick Road	
3	Aldwick Fields	
4	Aldwick Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2166 Lower Bognor Road	3.65	7.60	19.5	8.7	29.8	28.5	
2 - B2166 Aldwick Road	3.70	6.40	7.1	17.5	29.8	20.5	
3 - Aldwick Fields	3.30	5.00	5.9	9.7	29.8	28.5	
4 - Aldwick Road	3.70	6.60	17.5	23.6	29.8	19.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2166 Lower Bognor Road	0.645	1725
2 - B2166 Aldwick Road	0.631	1529
3 - Aldwick Fields	0.543	1209
4 - Aldwick Road	0.687	1773

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	2017	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2166 Lower Bognor Road		ONE HOUR	✓	217	100.000
2 - B2166 Aldwick Road		ONE HOUR	✓	321	100.000
3 - Aldwick Fields		ONE HOUR	✓	41	100.000
4 - Aldwick Road		ONE HOUR	✓	367	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	137	3	77
	2 - B2166 Aldwick Road	144	0	5	172
	3 - Aldwick Fields	20	9	0	12
	4 - Aldwick Road	106	250	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	4	0	4
	2 - B2166 Aldwick Road	2	0	0	6
	3 - Aldwick Fields	0	0	0	0
	4 - Aldwick Road	3	2	18	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 - B2166 Lower Bognor Road	0.16	2.92	0.2	A	199	299
2 - B2166 Aldwick Road	0.25	3.42	0.3	A	295	442
3 - Aldwick Fields	0.05	3.92	0.0	A	38	56
4 - Aldwick Road	0.25	3.02	0.3	A	337	505

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	163	41	203	1531	0.107	163	203	0.0	0.1	2.632	A
2 - B2166 Aldwick Road	242	60	68	1425	0.170	241	297	0.0	0.2	3.039	A
3 - Aldwick Fields	31	8	295	1042	0.030	31	14	0.0	0.0	3.559	A
4 - Aldwick Road	276	69	130	1637	0.169	275	196	0.0	0.2	2.643	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	195	49	243	1505	0.130	195	243	0.1	0.1	2.746	A
2 - B2166 Aldwick Road	289	72	82	1416	0.204	288	356	0.2	0.3	3.191	A
3 - Aldwick Fields	37	9	353	1009	0.037	37	17	0.0	0.0	3.702	A
4 - Aldwick Road	330	82	155	1619	0.204	330	234	0.2	0.3	2.791	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	239	60	297	1471	0.162	239	297	0.1	0.2	2.922	A
2 - B2166 Aldwick Road	353	88	100	1404	0.252	353	436	0.3	0.3	3.424	A
3 - Aldwick Fields	45	11	432	964	0.047	45	21	0.0	0.0	3.916	A
4 - Aldwick Road	404	101	190	1596	0.253	404	287	0.3	0.3	3.020	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	239	60	297	1471	0.162	239	297	0.2	0.2	2.922	A
2 - B2166 Aldwick Road	353	88	100	1404	0.252	353	436	0.3	0.3	3.424	A
3 - Aldwick Fields	45	11	433	964	0.047	45	21	0.0	0.0	3.917	A
4 - Aldwick Road	404	101	190	1595	0.253	404	287	0.3	0.3	3.021	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	195	49	243	1505	0.130	195	243	0.2	0.1	2.750	A
2 - B2166 Aldwick Road	289	72	82	1416	0.204	289	356	0.3	0.3	3.196	A
3 - Aldwick Fields	37	9	354	1009	0.037	37	17	0.0	0.0	3.706	A
4 - Aldwick Road	330	82	156	1619	0.204	330	235	0.3	0.3	2.793	A

08:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	163	41	203	1530	0.107	163	203	0.1	0.1	2.635	A
2 - B2166 Aldwick Road	242	60	69	1425	0.170	242	298	0.3	0.2	3.043	A
3 - Aldwick Fields	31	8	296	1041	0.030	31	14	0.0	0.0	3.562	A
4 - Aldwick Road	276	69	130	1636	0.169	277	197	0.3	0.2	2.649	A

2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.41	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	153	2 - B2166 Aldwick Road

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	2017	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2166 Lower Bognor Road		ONE HOUR	✓	428	100.000
2 - B2166 Aldwick Road		ONE HOUR	✓	386	100.000
3 - Aldwick Fields		ONE HOUR	✓	36	100.000
4 - Aldwick Road		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	255	30	143
	2 - B2166 Aldwick Road	153	0	9	224
	3 - Aldwick Fields	13	10	0	13
	4 - Aldwick Road	73	174	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	2	0	1
	2 - B2166 Aldwick Road	1	0	0	4
	3 - Aldwick Fields	0	0	0	0
	4 - Aldwick Road	1	5	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 - B2166 Lower Bognor Road	0.30	3.33	0.4	A	393	589
2 - B2166 Aldwick Road	0.31	3.85	0.5	A	354	531
3 - Aldwick Fields	0.04	4.23	0.0	A	33	50
4 - Aldwick Road	0.18	2.79	0.2	A	241	362

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	322	81	150	1600	0.201	321	179	0.0	0.3	2.811	A
2 - B2166 Aldwick Road	291	73	142	1401	0.207	290	330	0.0	0.3	3.237	A
3 - Aldwick Fields	27	7	390	992	0.027	27	41	0.0	0.0	3.730	A
4 - Aldwick Road	198	49	132	1623	0.122	197	285	0.0	0.1	2.525	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	385	96	180	1580	0.243	384	215	0.3	0.3	3.010	A
2 - B2166 Aldwick Road	347	87	170	1383	0.251	347	394	0.3	0.3	3.473	A
3 - Aldwick Fields	32	8	467	949	0.034	32	49	0.0	0.0	3.926	A
4 - Aldwick Road	236	59	158	1606	0.147	236	341	0.1	0.2	2.628	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	471	118	220	1553	0.303	471	263	0.3	0.4	3.323	A
2 - B2166 Aldwick Road	425	106	208	1360	0.313	425	483	0.3	0.5	3.848	A
3 - Aldwick Fields	40	10	572	891	0.044	40	61	0.0	0.0	4.228	A
4 - Aldwick Road	290	72	194	1582	0.183	289	418	0.2	0.2	2.785	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	471	118	220	1553	0.303	471	263	0.4	0.4	3.326	A
2 - B2166 Aldwick Road	425	106	208	1360	0.313	425	483	0.5	0.5	3.851	A
3 - Aldwick Fields	40	10	573	891	0.045	40	61	0.0	0.0	4.229	A
4 - Aldwick Road	290	72	194	1582	0.183	290	418	0.2	0.2	2.785	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	385	96	180	1580	0.244	385	215	0.4	0.3	3.015	A
2 - B2166 Aldwick Road	347	87	170	1383	0.251	347	395	0.5	0.3	3.476	A
3 - Aldwick Fields	32	8	468	949	0.034	32	49	0.0	0.0	3.928	A
4 - Aldwick Road	236	59	158	1605	0.147	237	342	0.2	0.2	2.630	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	322	81	151	1599	0.201	323	180	0.3	0.3	2.821	A
2 - B2166 Aldwick Road	291	73	142	1400	0.208	291	331	0.3	0.3	3.245	A
3 - Aldwick Fields	27	7	392	991	0.027	27	41	0.0	0.0	3.737	A
4 - Aldwick Road	198	49	133	1623	0.122	198	286	0.2	0.1	2.527	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 2017 Vinnetrow Road B2166.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 13/01/2017 13:04:48

»2017, AM
»2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017															
Arm 1	0.6	2.6	6.16	0.36	A	6.19	A	45 % [Arm 2]	2.1	7.9	15.70	0.68	C	9.74	A	14 % [Arm 1]
Arm 2	1.7	2.4	6.63	0.63	A				0.7	2.7	4.07	0.40	A			
Arm 3	0.1	0.5	5.45	0.09	A				0.0	0.5	3.97	0.03	A			
Arm 4	0.8	2.2	5.55	0.46	A				2.6	8.7	10.44	0.73	B			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	6.19	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	45	Arm 2

Arms

Arms

Arm	Name	Description
1	Vinnetrow Road	
2	B2166 E	
3	Mill Lane	
4	B2166 W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	6.00	5.0	30.0	30.0	35.0	
2	4.00	6.00	12.0	30.0	30.0	30.0	
3	3.00	7.00	8.0	20.0	30.0	30.0	
4	3.50	6.00	6.0	20.0	30.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.559	1219
2	0.649	1633
3	0.591	1375
4	0.593	1385

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	302	100.000
2		✓	826	100.000
3		✓	56	100.000

4		✓	502	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	153	8	141
	2	173	0	7	646
	3	12	12	0	32
	4	113	381	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	13	5
	2	6	0	0	4
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.36	6.16	0.6	2.6	A
2	0.63	6.63	1.7	2.4	A
3	0.09	5.45	0.1	0.5	A
4	0.46	5.55	0.8	2.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	227	301	996	0.228	226	0.3	4.669	A
2	622	118	1488	0.418	619	0.7	4.130	A
3	42	719	931	0.045	42	0.0	4.050	A
4	378	148	1243	0.304	376	0.4	4.145	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	271	360	963	0.282	271	0.4	5.202	A
2	743	141	1473	0.504	741	1.0	4.915	A
3	50	862	843	0.060	50	0.1	4.543	A
4	451	177	1225	0.368	451	0.6	4.644	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	333	441	918	0.362	332	0.6	6.136	A
2	909	173	1452	0.626	907	1.6	6.572	A
3	62	1054	724	0.085	62	0.1	5.437	A
4	553	216	1202	0.460	552	0.8	5.529	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS

1	333	441	917	0.363	332	0.6	6.155	A
2	909	173	1452	0.626	909	1.7	6.635	A
3	62	1057	722	0.085	62	0.1	5.451	A
4	553	217	1201	0.460	553	0.8	5.549	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	271	361	962	0.282	272	0.4	5.224	A
2	743	141	1472	0.504	745	1.0	4.967	A
3	50	866	840	0.060	50	0.1	4.561	A
4	451	178	1225	0.368	452	0.6	4.665	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	227	302	995	0.228	228	0.3	4.695	A
2	622	118	1487	0.418	623	0.7	4.172	A
3	42	724	928	0.045	42	0.0	4.067	A
4	378	149	1242	0.304	379	0.4	4.171	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.29	0.00	0.00	0.29	0.29			N/A	N/A
2	0.71	0.55	1.00	1.40	1.45			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.43	0.00	0.00	0.43	0.43			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.39	0.00	0.00	0.39	0.39			N/A	N/A
2	1.01	0.07	0.86	1.79	2.37			N/A	N/A
3	0.06	0.03	0.25	0.45	0.48			N/A	N/A
4	0.58	0.10	0.83	1.37	1.43			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.56	0.03	0.25	0.56	0.56			N/A	N/A
2	1.64	0.03	0.27	1.64	1.64			N/A	N/A
3	0.09	0.03	0.26	0.47	0.49			N/A	N/A
4	0.84	0.03	0.26	0.84	0.84			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.57	0.03	0.29	1.32	2.64			N/A	N/A
2	1.66	0.03	0.27	1.66	1.66			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.85	0.03	0.27	0.85	2.18			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.40	0.00	0.00	0.40	0.40			N/A	N/A
2	1.03	0.14	1.01	1.54	1.84			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.59	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2	0.72	0.06	0.67	1.48	1.49			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A

4	0.44	0.03	0.32	1.03	1.26			N/A	N/A

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	9.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	439	100.000
2		✓	532	100.000
3		✓	28	100.000
4		✓	839	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	290	22	127
	2	113	0	5	414
	3	4	11	0	13
	4	64	761	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0
	4	8	2	0	0

Results

Results Summary for whole modelled period

				Max 95th	

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	percentile Queue (Veh)	Max LOS
1	0.68	15.70	2.1	7.9	C
2	0.40	4.07	0.7	2.7	A
3	0.03	3.97	0.0	0.5	A
4	0.73	10.44	2.6	8.7	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	331	588	867	0.381	328	0.6	6.657	A
2	401	122	1506	0.266	399	0.4	3.247	A
3	21	490	1078	0.020	21	0.0	3.406	A
4	632	96	1295	0.488	628	0.9	5.368	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	395	705	801	0.492	393	1.0	8.792	A
2	478	146	1491	0.321	478	0.5	3.550	A
3	25	587	1019	0.025	25	0.0	3.621	A
4	754	115	1283	0.588	752	1.4	6.757	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	483	861	714	0.677	479	2.0	15.061	C
2	586	178	1471	0.398	585	0.7	4.059	A
3	31	718	939	0.033	31	0.0	3.961	A
4	924	141	1268	0.729	919	2.6	10.179	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	483	865	712	0.679	483	2.1	15.700	C
2	586	179	1470	0.398	586	0.7	4.070	A
3	31	720	938	0.033	31	0.0	3.966	A
4	924	141	1268	0.729	924	2.6	10.440	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	395	711	798	0.495	399	1.0	9.114	A
2	478	148	1490	0.321	479	0.5	3.565	A
3	25	590	1017	0.025	25	0.0	3.628	A
4	754	115	1283	0.588	759	1.5	6.929	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	331	594	864	0.383	332	0.6	6.792	A
2	401	123	1505	0.266	401	0.4	3.259	A
3	21	493	1076	0.020	21	0.0	3.414	A
4	632	96	1294	0.488	634	1.0	5.462	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.61	0.55	1.00	1.40	1.45			N/A	N/A
2	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A

4	0.94	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.95	0.08	0.87	1.60	1.94			N/A	N/A
2	0.47	0.00	0.00	0.47	0.47			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.40	0.06	0.84	3.15	4.55			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.99	0.03	0.29	1.99	7.92			N/A	N/A
2	0.66	0.03	0.25	0.66	0.66			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	2.58	0.03	0.29	2.58	8.72			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.06	0.03	0.28	2.06	6.47			N/A	N/A
2	0.66	0.03	0.28	0.91	2.66			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	2.63	0.03	0.27	2.63	3.15			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.00	0.06	0.72	1.92	2.75			N/A	N/A
2	0.48	0.00	0.00	0.48	0.48			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.45	0.07	0.91	3.23	4.59			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.63	0.04	0.39	1.32	2.00			N/A	N/A
2	0.36	0.00	0.00	0.36	0.36			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	0.96	0.04	0.43	2.26	3.56			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 2017 B2145 B2166.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling 2017
Report generation date: 13/01/2017 13:00:37

»2017, AM
»2017, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2017															
Arm 1	0.7	2.7	4.51	0.41	A	6.76	A	28 % [Arm 2]	2.6	7.7	9.39	0.73	A	6.64	A	23 % [Arm 1]
Arm 2	2.3	5.1	8.61	0.70	A				0.9	2.1	5.30	0.48	A			
Arm 3	1.3	1.5	6.09	0.56	A				0.8	2.4	3.86	0.43	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	6.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	28	Arm 2

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.30	7.10	11.4	46.0	30.0	8.0	
2	3.20	7.80	16.0	24.0	30.0	37.0	
3	4.10	7.70	9.0	65.0	30.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.694	1719
2	0.646	1668
3	0.731	1898

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	511	100.000
2		✓	898	100.000
3		✓	696	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	237	274
	2	572	0	326
	3	370	326	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	7	8
	2	4	0	3
	3	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.41	4.51	0.7	2.7	A
2	0.70	8.61	2.3	5.1	A
3	0.56	6.09	1.3	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	385	244	1436	0.268	383	0.4	3.415	A
2	676	206	1471	0.460	673	0.8	4.489	A
3	524	428	1504	0.348	522	0.5	3.659	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	459	293	1404	0.327	459	0.5	3.807	A
2	807	246	1444	0.559	806	1.3	5.625	A
3	626	513	1442	0.434	625	0.8	4.399	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	563	358	1361	0.414	562	0.7	4.502	A
2	989	301	1407	0.703	985	2.3	8.443	A
3	766	627	1359	0.564	764	1.3	6.028	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	563	359	1360	0.414	563	0.7	4.515	A
2	989	302	1406	0.703	989	2.3	8.608	A
3	766	630	1358	0.564	766	1.3	6.087	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	459	294	1403	0.327	460	0.5	3.820	A
2	807	247	1443	0.559	811	1.3	5.733	A
3	626	517	1440	0.435	628	0.8	4.445	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	385	246	1435	0.268	385	0.4	3.432	A
2	676	207	1471	0.460	678	0.9	4.552	A
3	524	432	1501	0.349	525	0.5	3.692	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2	0.84	0.55	1.00	1.40	1.45			N/A	N/A
3	0.53	0.53	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.48	0.00	0.00	0.48	0.48			N/A	N/A
2	1.25	0.06	0.78	2.75	3.89			N/A	N/A
3	0.76	0.08	0.81	1.14	1.14			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.70	0.03	0.25	0.70	0.70			N/A	N/A
2	2.29	0.03	0.28	2.29	5.08			N/A	N/A
3	1.27	0.03	0.26	1.27	1.27			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.70	0.03	0.28	0.81	2.70			N/A	N/A
2	2.33	0.03	0.27	2.33	2.33			N/A	N/A
3	1.29	0.03	0.27	1.29	1.29			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.49	0.00	0.00	0.49	0.49			N/A	N/A
2	1.29	0.08	1.00	2.54	3.41			N/A	N/A
3	0.78	0.19	0.93	1.39	1.45			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.37	0.00	0.00	0.37	0.37			N/A	N/A
2	0.86	0.05	0.47	1.82	2.70			N/A	N/A
3	0.54	0.05	0.52	1.31	1.41			N/A	N/A

2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	6.64	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	23	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	932	100.000
2		✓	569	100.000
3		✓	639	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	475	457
	2	250	0	319
	3	283	356	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	2
	2	4	0	1
	3	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.73	9.39	2.6	7.7	A
2	0.48	5.30	0.9	2.1	A

3	0.43	3.86	0.8	2.4	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	702	267	1494	0.470	698	0.9	4.503	A
2	428	342	1410	0.304	427	0.4	3.655	A
3	481	187	1701	0.283	480	0.4	2.942	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	838	320	1458	0.575	836	1.3	5.768	A
2	512	410	1366	0.374	511	0.6	4.206	A
3	574	224	1674	0.343	574	0.5	3.270	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1026	391	1409	0.728	1021	2.6	9.159	A
2	626	501	1308	0.479	625	0.9	5.265	A
3	704	275	1637	0.430	703	0.7	3.848	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1026	392	1409	0.728	1026	2.6	9.390	A
2	626	503	1306	0.480	626	0.9	5.295	A
3	704	275	1637	0.430	704	0.8	3.857	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	838	321	1458	0.575	843	1.4	5.902	A
2	512	413	1364	0.375	513	0.6	4.234	A
3	574	225	1673	0.343	575	0.5	3.282	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	702	268	1493	0.470	704	0.9	4.570	A
2	428	345	1408	0.304	429	0.4	3.678	A
3	481	189	1701	0.283	482	0.4	2.954	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.88	0.55	1.00	1.40	1.45			N/A	N/A
2	0.43	0.00	0.00	0.43	0.43			N/A	N/A
3	0.39	0.00	0.00	0.39	0.39			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.33	0.06	0.71	3.04	4.52			N/A	N/A
2	0.59	0.09	0.81	1.36	1.43			N/A	N/A
3	0.52	0.52	1.00	1.40	1.45			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

1	2.58	0.03	0.28	2.58	7.66			N/A	N/A
2	0.91	0.03	0.26	0.91	0.91			N/A	N/A
3	0.75	0.03	0.25	0.75	0.75			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.63	0.03	0.27	2.63	2.63			N/A	N/A
2	0.92	0.03	0.27	0.92	2.08			N/A	N/A
3	0.75	0.03	0.28	0.75	2.43			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.37	0.07	0.95	2.89	3.99			N/A	N/A
2	0.60	0.55	1.00	1.40	1.45			N/A	N/A
3	0.53	0.53	1.00	1.40	1.45			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.89	0.04	0.43	1.99	3.13			N/A	N/A
2	0.44	0.03	0.32	1.06	1.28			N/A	N/A
3	0.40	0.00	0.00	0.40	0.40			N/A	N/A

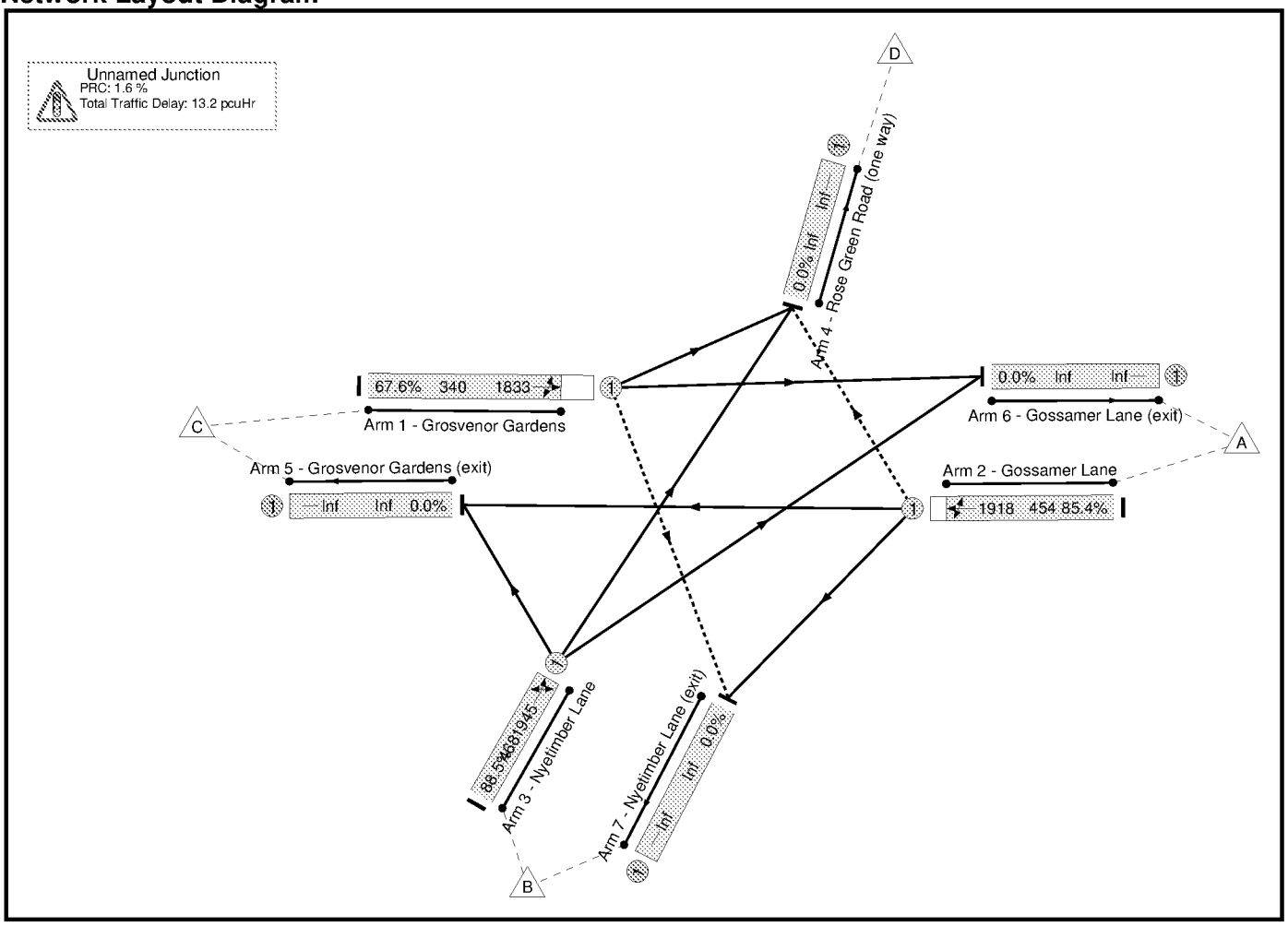
Basic Results Summary

User and Project Details

Project:	**Land West of Hook Lane, Pagham**
Title:	**Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd**
Location:	Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd, Bognor Regis
File name:	2017 Nyetimber Lane Gossamer Lane.lsg3x
Author:	F Bennett
Company:	Highgate Transportation Ltd
Address:	42 Trianlge West, Park Street, Bristol
Notes:	

Scenario 1: '2017 AM ' (FG1: '2017 AM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

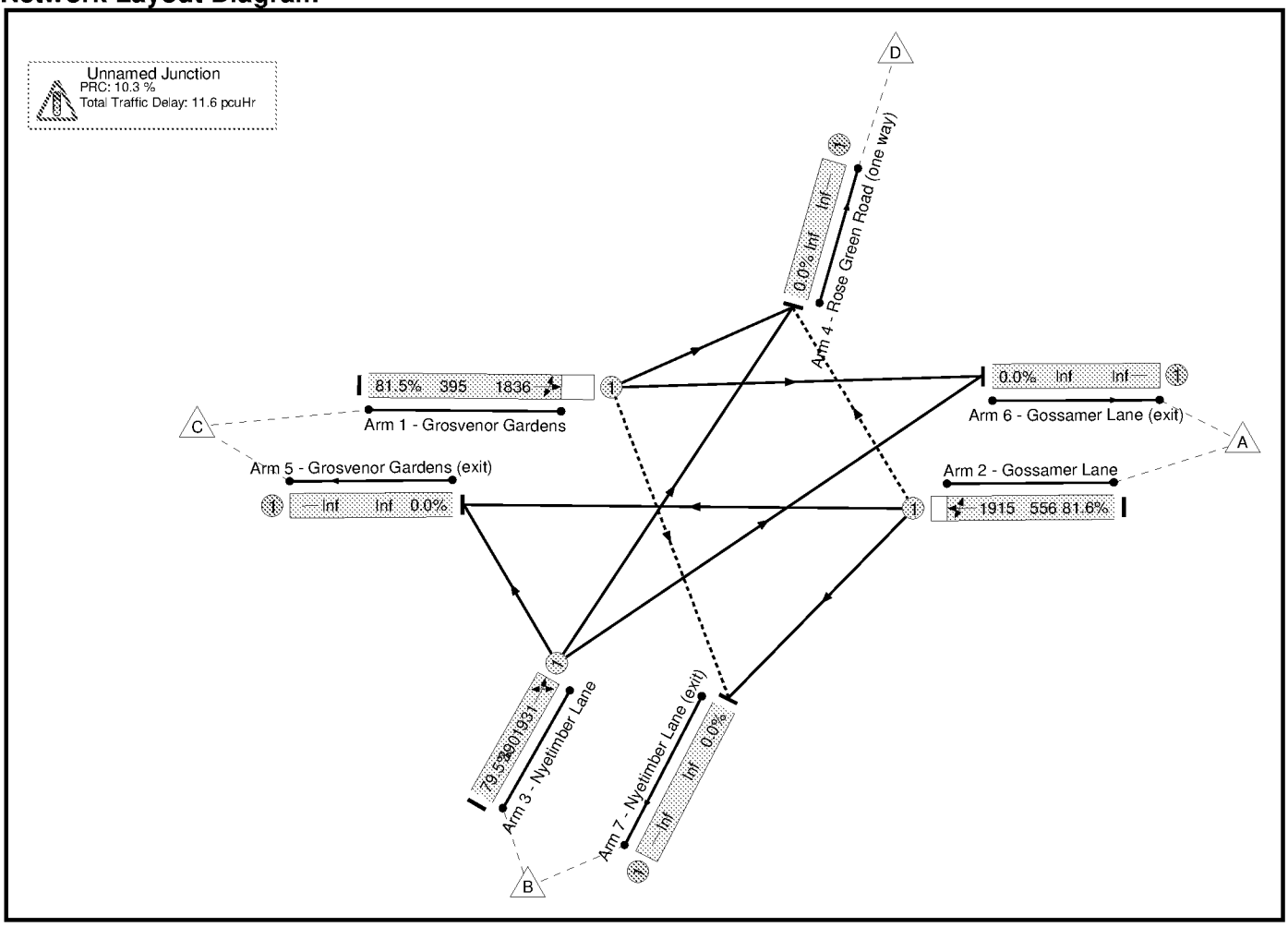
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**88.5%**	**72**	**0**	**8**	**13.2**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**88.5%**	**72**	**0**	**8**	**13.2**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	34	-	230	1833	340	67.6%	41	0	4	2.0	31.2	4.6
2/1	Gossamer Lane Right Ahead Left	O	B		2	34	-	388	1918	454	85.4%	32	0	3	5.3	49.3	9.6
3/1	Nyetimber Lane Ahead Left Right	U	C		2	23	-	414	1945	468	88.5%	-	-	-	5.8	50.8	11.0

C1 PRC for Signalled Lanes (%): 1.6 Total Delay for Signalled Lanes (pcuHr): 13.16 Cycle Time (s): 104
PRC Over All Lanes (%): 1.6 Total Delay Over All Lanes(pcuHr): 13.16

Basic Results Summary

Scenario 2: '2017 PM' (FG2: '2017 PM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**81.6%**	**92**	**0**	**20**	**11.6**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**81.6%**	**92**	**0**	**20**	**11.6**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	38	-	322	1836	395	81.5%	59	0	18	3.7	40.8	7.9
2/1	Gossamer Lane Right Ahead Left	O	B		2	38	-	454	1915	556	81.6%	33	0	2	4.2	33.6	10.1
3/1	Nyetimber Lane Ahead Left Right	U	C		2	19	-	310	1931	390	79.5%	-	-	-	3.7	42.5	7.1

C1 PRC for Signalled Lanes (%): 10.3 Total Delay for Signalled Lanes (pcuHr): 11.56 Cycle Time (s): 104
PRC Over All Lanes (%): 10.3 Total Delay Over All Lanes(pcuHr): 11.56

Appendix 10

Modelling Outputs – 2022 & 2027

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 Nyetimber Lane Pagham Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 21/12/2016 23:44:56

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022															
Stream B-AC	0.3	1.2	9.05	0.21	A	1.86	A	146 % [Stream B-AC]	0.5	2.5	13.03	0.35	B	2.02	A	42 % [Stream B-AC]
Stream C-AB	0.1	0.9	4.83	0.07	A				0.3	1.2	7.08	0.18	A			
	2022 + CUMULATIVE															
Stream B-AC	0.5	2.3	11.12	0.34	B	2.80	A	66 % [Stream B-AC]	1.2	5.0	20.12	0.54	C	3.60	A	14 % [Stream B-AC]
Stream C-AB	0.6	1.3	5.32	0.26	A				0.9	3.8	8.40	0.36	A			
	2027															
Stream B-AC	0.3	1.3	9.20	0.21	A	1.89	A	138 % [Stream B-AC]	0.6	2.7	13.62	0.37	B	2.10	A	38 % [Stream B-AC]
Stream C-AB	0.1	0.9	4.82	0.08	A				0.4	1.3	7.18	0.19	A			
	2027 + CUMULATIVE															
Stream B-AC	0.5	2.4	11.37	0.35	B	2.85	A	63 % [Stream B-AC]	1.3	5.6	21.68	0.57	C	3.83	A	11 % [Stream B-AC]
Stream C-AB	0.6	1.4	5.32	0.26	A				1.0	4.2	8.63	0.38	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15
D5	2027	AM	ONE HOUR	07:45	09:15	15
D6	2027	PM	ONE HOUR	16:45	18:15	15
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	146	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Nyetimber Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	60	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571	0.098	0.248	0.156	0.354
1	B-C	718	0.104	0.262	-	-
1	C-B	690	0.252	0.252	-	-

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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	173	100.000
B		✓	94	100.000
C		✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	30	143
	B	62	0	32
	C	277	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	8
	B	2	0	6
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.21	9.05	0.3	1.2	A
C-AB	0.07	4.83	0.1	0.9	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	71	531	0.133	70	0.2	7.796	A
C-AB	36	783	0.046	36	0.1	4.814	A
C-A	199			199			
A-B	23			23			
A-C	108			108			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	85	519	0.163	84	0.2	8.288	A
C-AB	46	802	0.057	46	0.1	4.754	A
C-A	235			235			
A-B	27			27			
A-C	129			129			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	501	0.207	103	0.3	9.043	A
C-AB	61	830	0.074	61	0.1	4.680	A
C-A	282			282			
A-B	33			33			
A-C	157			157			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	501	0.207	103	0.3	9.055	A
C-AB	61	830	0.074	61	0.1	4.687	A

C-A	282			282			
A-B	33			33			
A-C	157			157			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	85	519	0.163	85	0.2	8.303	A
C-AB	46	802	0.057	46	0.1	4.768	A
C-A	235			235			
A-B	27			27			
A-C	129			129			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	71	531	0.133	71	0.2	7.824	A
C-AB	36	783	0.046	36	0.1	4.827	A
C-A	199			199			
A-B	23			23			
A-C	108			108			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.09	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.13	0.03	0.27	0.48	0.88			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.30	0.89	1.23			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	42	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	806	100.000
B		✓	137	100.000
C		✓	267	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	106	700
	B	34	0	103
	C	200	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.35	13.03	0.5	2.5	B
C-AB	0.18	7.08	0.3	1.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	506	0.204	102	0.3	8.891	A
C-AB	66	638	0.103	65	0.2	6.280	A
C-A	135			135			
A-B	80			80			
A-C	527			527			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	473	0.260	123	0.3	10.260	B
C-AB	84	631	0.134	84	0.2	6.576	A
C-A	156			156			
A-B	95			95			
A-C	629			629			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	427	0.353	150	0.5	12.956	B
C-AB	114	624	0.183	114	0.3	7.057	A
C-A	180			180			
A-B	117			117			
A-C	771			771			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	427	0.353	151	0.5	13.027	B
C-AB	115	624	0.184	115	0.3	7.079	A
C-A	179			179			
A-B	117			117			
A-C	771			771			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	473	0.260	124	0.4	10.330	B
C-AB	85	632	0.134	85	0.2	6.608	A
C-A	155			155			
A-B	95			95			
A-C	629			629			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	506	0.204	104	0.3	8.957	A
C-AB	66	638	0.104	66	0.2	6.310	A
C-A	135			135			
A-B	80			80			
A-C	527			527			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.03	0.26	0.53	0.53			N/A	N/A
C-AB	0.33	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.03	0.30	1.41	2.50			N/A	N/A
C-AB	0.34	0.03	0.30	0.87	1.19			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

2022 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.80	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	66	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	264	100.000
B		✓	149	100.000
C		✓	526	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	33	231
	B	65	0	84
	C	422	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	5
	B	2	0	2
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.34	11.12	0.5	2.3	B
C-AB	0.26	5.32	0.6	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	112	536	0.209	111	0.3	8.445	A
C-AB	126	838	0.151	125	0.3	5.047	A
C-A	270			270			
A-B	25			25			
A-C	174			174			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	134	516	0.259	134	0.3	9.398	A
C-AB	167	869	0.192	166	0.4	5.121	A
C-A	306			306			
A-B	30			30			
A-C	208			208			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	164	488	0.336	163	0.5	11.076	B
C-AB	234	913	0.256	233	0.6	5.294	A
C-A	345			345			
A-B	36			36			
A-C	254			254			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	164	488	0.336	164	0.5	11.120	B
C-AB	234	914	0.257	234	0.6	5.317	A
C-A	345			345			
A-B	36			36			
A-C	254			254			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	134	516	0.260	135	0.4	9.451	A
C-AB	167	869	0.192	168	0.4	5.153	A
C-A	306			306			
A-B	30			30			
A-C	208			208			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	112	536	0.209	113	0.3	8.506	A
C-AB	127	838	0.151	127	0.3	5.080	A
C-A	269			269			
A-B	25			25			
A-C	174			174			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.26	0.50	0.50			N/A	N/A
C-AB	0.58	0.03	0.26	0.58	0.58			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.30	1.36	2.28			N/A	N/A
C-AB	0.59	0.05	0.45	1.27	1.27			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

2022 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	3.60	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	929	100.000
B		✓	194	100.000
C		✓	411	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	107	822
	B	34	0	160
	C	297	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.54	20.12	1.2	5.0	C
C-AB	0.36	8.40	0.9	3.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	489	0.299	144	0.4	10.409	B
C-AB	129	669	0.193	128	0.3	6.640	A
C-A	181			181			
A-B	81			81			
A-C	619			619			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	174	449	0.388	174	0.6	13.026	B
C-AB	171	671	0.255	170	0.5	7.194	A
C-A	199			199			
A-B	96			96			
A-C	739			739			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	214	392	0.544	212	1.1	19.678	C
C-AB	245	676	0.362	243	0.9	8.333	A
C-A	208			208			
A-B	118			118			
A-C	905			905			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	214	392	0.545	213	1.2	20.116	C
C-AB	245	676	0.363	245	0.9	8.401	A
C-A	207			207			
A-B	118			118			
A-C	905			905			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	174	449	0.389	176	0.6	13.314	B
C-AB	172	672	0.255	173	0.5	7.270	A
C-A	198			198			
A-B	96			96			
A-C	739			739			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	488	0.299	147	0.4	10.570	B
C-AB	130	670	0.193	130	0.4	6.696	A
C-A	180			180			
A-B	81			81			
A-C	619			619			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.34	0.00	0.00	0.34	0.34			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.62	0.13	0.88	1.38	1.44			N/A	N/A
C-AB	0.51	0.51	1.00	1.40	1.45			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.14	0.03	0.28	1.14	2.98			N/A	N/A
C-AB	0.90	0.03	0.26	0.90	0.90			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.17	0.03	0.29	1.41	5.00			N/A	N/A
C-AB	0.91	0.04	0.39	2.21	3.77			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.06	0.60	1.08	1.08			N/A	N/A
C-AB	0.53	0.53	1.00	1.40	1.45			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.04	0.37	1.24	1.41			N/A	N/A
C-AB	0.35	0.00	0.00	0.35	0.35			N/A	N/A

2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	138	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	178	100.000
B		✓	97	100.000
C		✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	147
	B	64	0	33
	C	285	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	8
	B	2	0	6
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.21	9.20	0.3	1.3	A
C-AB	0.08	4.82	0.1	0.9	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	73	529	0.138	72	0.2	7.864	A
C-AB	37	786	0.047	37	0.1	4.804	A
C-A	204			204			
A-B	23			23			
A-C	111			111			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	516	0.169	87	0.2	8.380	A
C-AB	48	806	0.059	47	0.1	4.741	A
C-A	241			241			
A-B	28			28			
A-C	132			132			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	107	498	0.214	107	0.3	9.182	A
C-AB	64	834	0.076	64	0.1	4.668	A
C-A	290			290			
A-B	34			34			
A-C	162			162			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	107	498	0.214	107	0.3	9.195	A
C-AB	64	834	0.076	64	0.1	4.676	A
C-A	290			290			
A-B	34			34			
A-C	162			162			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	516	0.169	87	0.2	8.399	A
C-AB	48	806	0.059	48	0.1	4.760	A
C-A	241			241			
A-B	28			28			
A-C	132			132			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	73	529	0.138	73	0.2	7.895	A
C-AB	37	786	0.048	37	0.1	4.817	A
C-A	204			204			
A-B	23			23			
A-C	111			111			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.09	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.14	0.03	0.27	0.49	0.92			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.30	0.96	1.27			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	38	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	830	100.000
B		✓	141	100.000
C		✓	274	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	109	721
	B	35	0	106
	C	205	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.37	13.62	0.6	2.7	B
C-AB	0.19	7.18	0.4	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	106	501	0.212	105	0.3	9.067	A
C-AB	69	637	0.108	68	0.2	6.326	A
C-A	138			138			
A-B	82			82			
A-C	543			543			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	127	467	0.271	126	0.4	10.548	B
C-AB	88	630	0.140	88	0.2	6.637	A
C-A	158			158			
A-B	98			98			
A-C	648			648			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	155	420	0.370	154	0.6	13.531	B
C-AB	120	622	0.192	119	0.4	7.157	A
C-A	182			182			
A-B	120			120			
A-C	794			794			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	155	420	0.370	155	0.6	13.618	B
C-AB	120	622	0.193	120	0.4	7.180	A
C-A	182			182			
A-B	120			120			
A-C	794			794			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	127	467	0.271	128	0.4	10.626	B
C-AB	88	630	0.140	89	0.2	6.674	A
C-A	158			158			
A-B	98			98			
A-C	648			648			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	106	501	0.212	107	0.3	9.138	A
C-AB	69	637	0.108	69	0.2	6.358	A
C-A	137			137			
A-B	82			82			
A-C	543			543			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.03	0.26	0.57	0.57			N/A	N/A
C-AB	0.36	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.03	0.30	1.42	2.74			N/A	N/A
C-AB	0.36	0.03	0.32	1.03	1.27			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

2027 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	63	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	269	100.000
B		✓	152	100.000
C		✓	535	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	34	235
	B	67	0	85
	C	430	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	5
	B	2	0	2
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.35	11.37	0.5	2.4	B
C-AB	0.26	5.32	0.6	1.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	534	0.214	113	0.3	8.544	A
C-AB	129	841	0.153	127	0.3	5.043	A
C-A	274			274			
A-B	26			26			
A-C	177			177			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	137	513	0.266	136	0.4	9.545	A
C-AB	170	873	0.195	170	0.4	5.120	A
C-A	311			311			
A-B	31			31			
A-C	211			211			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	167	484	0.346	167	0.5	11.321	B
C-AB	240	918	0.261	239	0.6	5.304	A
C-A	349			349			
A-B	37			37			
A-C	259			259			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	167	484	0.346	167	0.5	11.370	B
C-AB	240	918	0.262	240	0.6	5.323	A
C-A	349			349			
A-B	37			37			
A-C	259			259			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	137	513	0.266	137	0.4	9.598	A
C-AB	170	873	0.195	171	0.4	5.155	A
C-A	310			310			
A-B	31			31			
A-C	211			211			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	533	0.215	115	0.3	8.608	A
C-AB	129	841	0.153	130	0.3	5.077	A
C-A	274			274			
A-B	26			26			
A-C	177			177			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.03	0.26	0.52	0.52			N/A	N/A
C-AB	0.60	0.03	0.26	0.60	0.60			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.03	0.30	1.36	2.43			N/A	N/A
C-AB	0.60	0.05	0.46	1.40	1.40			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

2027 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	3.83	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	11	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	953	100.000
B		✓	198	100.000
C		✓	418	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	110	843
	B	35	0	163
	C	302	116	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.57	21.68	1.3	5.6	C
C-AB	0.38	8.63	1.0	4.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	149	483	0.309	147	0.4	10.665	B
C-AB	132	667	0.199	131	0.4	6.707	A
C-A	182			182			
A-B	83			83			
A-C	635			635			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	442	0.402	177	0.7	13.521	B
C-AB	176	669	0.264	176	0.5	7.300	A
C-A	200			200			
A-B	99			99			
A-C	758			758			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	384	0.568	216	1.2	21.112	C
C-AB	254	674	0.377	252	1.0	8.548	A
C-A	206			206			
A-B	121			121			
A-C	928			928			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	384	0.568	218	1.3	21.682	C
C-AB	255	674	0.377	254	1.0	8.631	A
C-A	206			206			
A-B	121			121			
A-C	928			928			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	442	0.403	180	0.7	13.870	B
C-AB	177	670	0.264	179	0.6	7.393	A
C-A	199			199			
A-B	99			99			
A-C	758			758			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	149	483	0.309	150	0.5	10.845	B
C-AB	133	668	0.199	134	0.4	6.772	A
C-A	182			182			
A-B	83			83			
A-C	635			635			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.36	0.00	0.00	0.36	0.36			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.66	0.13	0.88	1.38	1.44			N/A	N/A
C-AB	0.54	0.54	1.00	1.40	1.45			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.25	0.03	0.28	1.25	4.20			N/A	N/A
C-AB	0.97	0.03	0.26	0.97	0.97			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.28	0.03	0.29	1.28	5.57			N/A	N/A
C-AB	0.98	0.04	0.38	2.45	4.21			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.05	0.59	1.47	1.49			N/A	N/A
C-AB	0.56	0.55	1.00	1.40	1.45			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.37	1.30	1.47			N/A	N/A
C-AB	0.37	0.00	0.00	0.37	0.37			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 Hook Lane Pagham Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 21/12/2016 23:45:46

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022															
Stream B-AC	0.7	2.9	11.44	0.41	B	4.89	A	66 % [Stream B-AC]	0.8	3.0	11.05	0.44	B	4.39	A	59 % [Stream B-AC]
Stream C-AB	0.5	1.6	5.98	0.27	A				0.4	1.2	7.42	0.26	A			
	2022 + CUMULATIVE															
Stream B-AC	1.1	3.7	14.81	0.53	B	6.58	A	33 % [Stream B-AC]	1.3	3.9	14.93	0.58	B	6.00	A	30 % [Stream B-AC]
Stream C-AB	1.2	5.8	7.52	0.45	A				0.8	3.8	8.76	0.39	A			
	2027															
Stream B-AC	0.7	3.0	11.84	0.42	B	5.02	A	60 % [Stream B-AC]	0.8	3.1	11.38	0.46	B	4.51	A	56 % [Stream B-AC]
Stream C-AB	0.5	1.8	6.04	0.28	A				0.4	1.5	7.53	0.27	A			
	2027 + CUMULATIVE															
Stream B-AC	1.2	3.9	15.49	0.55	C	6.84	A	30 % [Stream B-AC]	1.4	4.2	15.54	0.59	C	6.21	A	28 % [Stream B-AC]
Stream C-AB	1.2	6.0	7.66	0.46	A				0.8	4.0	8.94	0.40	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15
D5	2027	AM	ONE HOUR	07:45	09:15	15
D6	2027	PM	ONE HOUR	16:45	18:15	15
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	66	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Hook Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	60	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	574	0.105	0.264	0.166	0.378
1	B-C	721	0.111	0.279	-	-
1	C-B	690	0.267	0.267	-	-

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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	98	100.000
B		✓	197	100.000
C		✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	86
	B	94	0	103
	C	264	133	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	5
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.41	11.44	0.7	2.9	B
C-AB	0.27	5.98	0.5	1.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	564	0.263	147	0.4	8.605	A
C-AB	134	780	0.172	133	0.3	5.564	A
C-A	165			165			
A-B	9			9			
A-C	65			65			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	177	550	0.322	177	0.5	9.621	A
C-AB	170	801	0.213	170	0.4	5.709	A
C-A	187			187			
A-B	11			11			
A-C	77			77			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	217	532	0.408	216	0.7	11.380	B
C-AB	226	829	0.273	225	0.5	5.963	A
C-A	211			211			
A-B	13			13			
A-C	95			95			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	217	531	0.408	217	0.7	11.443	B
C-AB	226	830	0.273	226	0.5	5.975	A

C-A	211			211			
A-B	13			13			
A-C	95			95			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	177	550	0.322	178	0.5	9.690	A
C-AB	171	801	0.213	171	0.4	5.730	A
C-A	186			186			
A-B	11			11			
A-C	77			77			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	564	0.263	149	0.4	8.691	A
C-AB	135	780	0.173	135	0.3	5.592	A
C-A	164			164			
A-B	9			9			
A-C	65			65			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.36	0.00	0.00	0.36	0.36			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.03	0.26	0.68	0.68			N/A	N/A
C-AB	0.51	0.03	0.26	0.51	0.51			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.03	0.29	1.12	2.91			N/A	N/A
C-AB	0.51	0.04	0.37	1.45	1.62			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.04	0.42	1.25	1.38			N/A	N/A
C-AB	0.37	0.00	0.00	0.37	0.37			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.27	0.49	0.84			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	59	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	359	100.000
B		✓	237	100.000
C		✓	238	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	37	322
	B	16	0	221
	C	115	123	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	1
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.44	11.05	0.8	3.0	B
C-AB	0.26	7.42	0.4	1.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	624	0.286	177	0.4	8.028	A
C-AB	107	659	0.162	106	0.2	6.498	A
C-A	73			73			
A-B	28			28			
A-C	242			242			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	213	608	0.350	213	0.5	9.085	A
C-AB	131	657	0.200	131	0.3	6.847	A
C-A	83			83			
A-B	33			33			
A-C	289			289			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	261	587	0.445	260	0.8	10.986	B
C-AB	168	654	0.257	168	0.4	7.404	A
C-A	94			94			
A-B	41			41			
A-C	355			355			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	261	587	0.445	261	0.8	11.050	B
C-AB	168	654	0.257	168	0.4	7.424	A
C-A	94			94			
A-B	41			41			
A-C	355			355			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	213	608	0.350	214	0.5	9.158	A
C-AB	131	657	0.200	132	0.3	6.877	A
C-A	82			82			
A-B	33			33			
A-C	289			289			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	624	0.286	179	0.4	8.107	A
C-AB	107	659	0.162	107	0.2	6.529	A
C-A	72			72			
A-B	28			28			
A-C	242			242			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.53	0.53	1.00	1.40	1.45			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.03	0.26	0.78	0.78			N/A	N/A
C-AB	0.41	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.03	0.28	0.89	3.03			N/A	N/A
C-AB	0.41	0.03	0.34	1.22	1.22			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.06	0.65	1.33	1.42			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.03	0.32	1.05	1.27			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2022 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	6.58	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	139	100.000
B		✓	249	100.000
C		✓	545	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	127
	B	94	0	155
	C	339	206	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	3
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.53	14.81	1.1	3.7	B
C-AB	0.45	7.52	1.2	5.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	562	0.333	185	0.5	9.504	A
C-AB	226	813	0.278	224	0.5	6.095	A
C-A	184			184			
A-B	9			9			
A-C	96			96			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	224	544	0.412	223	0.7	11.194	B
C-AB	292	840	0.347	291	0.7	6.555	A
C-A	198			198			
A-B	11			11			
A-C	114			114			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	274	517	0.530	273	1.1	14.607	B
C-AB	396	877	0.452	395	1.1	7.465	A
C-A	204			204			
A-B	13			13			
A-C	140			140			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	274	517	0.530	274	1.1	14.809	B
C-AB	397	878	0.452	397	1.2	7.523	A
C-A	203			203			
A-B	13			13			
A-C	140			140			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	224	543	0.412	225	0.7	11.379	B
C-AB	292	841	0.348	294	0.7	6.628	A
C-A	198			198			
A-B	11			11			
A-C	114			114			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	562	0.334	188	0.5	9.660	A
C-AB	227	814	0.279	228	0.5	6.163	A
C-A	183			183			
A-B	9			9			
A-C	96			96			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C-AB	0.51	0.51	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.69	0.20	0.93	1.39	1.44			N/A	N/A
C-AB	0.71	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.09	0.03	0.27	1.09	1.45			N/A	N/A
C-AB	1.14	0.03	0.26	1.14	1.14			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.11	0.03	0.28	1.11	3.74			N/A	N/A
C-AB	1.15	0.03	0.31	1.87	5.79			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.07	0.74	1.06	1.06			N/A	N/A
C-AB	0.74	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.04	0.43	1.30	1.42			N/A	N/A
C-AB	0.52	0.06	0.62	1.32	1.41			N/A	N/A

2022 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	6.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	30	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	425	100.000
B		✓	296	100.000
C		✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	37	388
	B	16	0	280
	C	161	173	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	1
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.58	14.93	1.3	3.9	B
C-AB	0.39	8.76	0.8	3.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	223	611	0.365	221	0.6	9.163	A
C-AB	159	670	0.237	158	0.4	7.011	A
C-A	92			92			
A-B	28			28			
A-C	292			292			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	266	593	0.449	265	0.8	10.957	B
C-AB	199	670	0.296	198	0.5	7.622	A
C-A	102			102			
A-B	33			33			
A-C	349			349			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	326	567	0.575	324	1.3	14.695	B
C-AB	259	671	0.386	258	0.8	8.709	A
C-A	108			108			
A-B	41			41			
A-C	427			427			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	326	567	0.575	326	1.3	14.928	B
C-AB	260	672	0.387	260	0.8	8.759	A
C-A	108			108			
A-B	41			41			
A-C	427			427			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	266	593	0.449	268	0.8	11.156	B
C-AB	199	671	0.297	200	0.5	7.683	A
C-A	101			101			
A-B	33			33			
A-C	349			349			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	223	611	0.365	224	0.6	9.315	A
C-AB	159	670	0.238	160	0.4	7.073	A
C-A	92			92			
A-B	28			28			
A-C	292			292			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.36	0.00	0.00	0.36	0.36			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.80	0.17	0.92	1.41	1.47			N/A	N/A
C-AB	0.50	0.00	0.00	0.50	0.50			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.31	0.03	0.27	1.31	2.94			N/A	N/A
C-AB	0.76	0.03	0.26	0.76	0.76			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.33	0.03	0.28	1.33	3.90			N/A	N/A
C-AB	0.77	0.03	0.31	1.47	3.77			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.07	0.78	1.30	1.75			N/A	N/A
C-AB	0.52	0.52	1.00	1.40	1.45			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.04	0.45	1.29	1.29			N/A	N/A
C-AB	0.37	0.00	0.00	0.37	0.37			N/A	N/A

2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	5.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	60	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	101	100.000
B		✓	203	100.000
C		✓	409	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	89
	B	97	0	106
	C	272	137	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	0	0	5
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.42	11.84	0.7	3.0	B
C-AB	0.28	6.04	0.5	1.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	561	0.272	151	0.4	8.753	A
C-AB	140	782	0.179	139	0.3	5.590	A
C-A	168			168			
A-B	9			9			
A-C	67			67			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	182	547	0.334	182	0.5	9.844	A
C-AB	177	803	0.221	177	0.4	5.748	A
C-A	190			190			
A-B	11			11			
A-C	80			80			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	224	528	0.424	223	0.7	11.769	B
C-AB	236	833	0.284	236	0.5	6.027	A
C-A	214			214			
A-B	13			13			
A-C	98			98			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	224	527	0.424	223	0.7	11.841	B
C-AB	236	833	0.284	236	0.5	6.043	A
C-A	214			214			
A-B	13			13			
A-C	98			98			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	182	547	0.334	183	0.5	9.924	A
C-AB	178	804	0.221	178	0.4	5.774	A
C-A	190			190			
A-B	11			11			
A-C	80			80			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	561	0.272	153	0.4	8.844	A
C-AB	140	782	0.179	141	0.3	5.622	A
C-A	168			168			
A-B	9			9			
A-C	67			67			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.72	0.03	0.26	0.72	0.72			N/A	N/A
C-AB	0.54	0.03	0.26	0.54	0.54			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.03	0.29	1.06	3.00			N/A	N/A
C-AB	0.55	0.04	0.37	1.03	1.81			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.05	0.49	1.30	1.40			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.29	0.79	1.15			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.51	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	56	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	369	100.000
B		✓	243	100.000
C		✓	245	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	331
	B	16	0	227
	C	118	127	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	1
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.46	11.38	0.8	3.1	B
C-AB	0.27	7.53	0.4	1.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	622	0.294	181	0.4	8.141	A
C-AB	111	659	0.168	110	0.2	6.550	A
C-A	74			74			
A-B	29			29			
A-C	249			249			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	606	0.361	218	0.6	9.262	A
C-AB	136	656	0.208	136	0.3	6.919	A
C-A	84			84			
A-B	34			34			
A-C	298			298			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	268	584	0.458	266	0.8	11.307	B
C-AB	175	653	0.268	174	0.4	7.514	A
C-A	95			95			
A-B	42			42			
A-C	364			364			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	268	584	0.458	268	0.8	11.381	B
C-AB	175	653	0.268	175	0.4	7.533	A
C-A	95			95			
A-B	42			42			
A-C	364			364			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	606	0.361	220	0.6	9.343	A
C-AB	136	656	0.208	137	0.3	6.951	A
C-A	84			84			
A-B	34			34			
A-C	298			298			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	622	0.294	184	0.4	8.226	A
C-AB	111	659	0.168	111	0.2	6.585	A
C-A	74			74			
A-B	29			29			
A-C	249			249			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.03	0.26	0.83	0.83			N/A	N/A
C-AB	0.43	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.03	0.28	0.84	3.08			N/A	N/A
C-AB	0.43	0.03	0.34	1.35	1.45			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.07	0.70	1.34	1.42			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.35	1.14	1.32			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2027 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	6.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	30	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	142	100.000
B		✓	255	100.000
C		✓	557	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	130
	B	97	0	158
	C	347	210	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	3
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.55	15.49	1.2	3.9	C
C-AB	0.46	7.66	1.2	6.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	192	560	0.343	190	0.5	9.684	A
C-AB	232	817	0.285	230	0.5	6.129	A
C-A	187			187			
A-B	9			9			
A-C	98			98			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	229	541	0.424	228	0.7	11.501	B
C-AB	300	844	0.356	300	0.7	6.613	A
C-A	200			200			
A-B	11			11			
A-C	117			117			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	281	513	0.547	279	1.2	15.249	C
C-AB	410	882	0.464	408	1.2	7.593	A
C-A	204			204			
A-B	13			13			
A-C	143			143			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	281	513	0.547	281	1.2	15.488	C
C-AB	410	883	0.465	410	1.2	7.662	A
C-A	203			203			
A-B	13			13			
A-C	143			143			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	229	540	0.424	231	0.8	11.710	B
C-AB	301	845	0.357	303	0.8	6.691	A
C-A	199			199			
A-B	11			11			
A-C	117			117			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	192	559	0.343	193	0.5	9.853	A
C-AB	233	817	0.286	234	0.5	6.202	A
C-A	186			186			
A-B	9			9			
A-C	98			98			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.51	1.00	1.40	1.45			N/A	N/A
C-AB	0.52	0.52	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.72	0.19	0.93	1.39	1.44			N/A	N/A
C-AB	0.75	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.17	0.03	0.27	1.17	2.12			N/A	N/A
C-AB	1.20	0.03	0.26	1.20	1.20			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.19	0.03	0.28	1.19	3.93			N/A	N/A
C-AB	1.22	0.03	0.30	1.86	6.04			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.75	0.07	0.75	1.44	1.44			N/A	N/A
C-AB	0.78	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.04	0.43	1.33	1.46			N/A	N/A
C-AB	0.54	0.07	0.70	1.34	1.42			N/A	N/A

2027 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	6.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	28	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	435	100.000
B		✓	302	100.000
C		✓	341	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	397
	B	16	0	286
	C	164	177	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	1
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.59	15.54	1.4	4.2	C
C-AB	0.40	8.94	0.8	4.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	227	609	0.373	225	0.6	9.308	A
C-AB	163	670	0.244	162	0.4	7.077	A
C-A	93			93			
A-B	29			29			
A-C	299			299			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	271	590	0.460	271	0.8	11.215	B
C-AB	204	670	0.305	204	0.5	7.721	A
C-A	102			102			
A-B	34			34			
A-C	357			357			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	333	564	0.590	330	1.4	15.266	C
C-AB	267	671	0.398	266	0.8	8.885	A
C-A	108			108			
A-B	42			42			
A-C	437			437			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	333	564	0.590	332	1.4	15.540	C
C-AB	268	671	0.399	268	0.8	8.938	A
C-A	108			108			
A-B	42			42			
A-C	437			437			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	271	590	0.460	274	0.9	11.443	B
C-AB	205	670	0.305	206	0.5	7.785	A
C-A	102			102			
A-B	34			34			
A-C	357			357			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	227	609	0.373	228	0.6	9.476	A
C-AB	164	670	0.244	164	0.4	7.139	A
C-A	93			93			
A-B	29			29			
A-C	299			299			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.83	0.16	0.93	1.43	1.49			N/A	N/A
C-AB	0.52	0.52	1.00	1.40	1.45			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.38	0.03	0.28	1.38	3.74			N/A	N/A
C-AB	0.80	0.03	0.26	0.80	0.80			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.41	0.03	0.28	1.41	4.17			N/A	N/A
C-AB	0.81	0.03	0.31	1.48	3.98			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.07	0.78	1.49	1.89			N/A	N/A
C-AB	0.54	0.54	1.00	1.40	1.45			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.04	0.44	1.46	1.51			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 Sefter Road Pagham Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 21/12/2016 23:46:24

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022															
Stream B-AC	1.7	7.1	22.15	0.63	C	6.96	A	17 % [Stream B-AC]	0.6	2.8	14.97	0.38	B	2.16	A	47 % [Stream B-AC]
Stream C-AB	0.0	200.0	4.44	0.01	A				0.0	200.4	6.14	0.00	A			
	2022 + CUMULATIVE															
Stream B-AC	7.9	36.1	87.88	0.93	F	21.46	C	-14 % [Stream B-AC]	1.1	4.9	22.71	0.53	C	3.15	A	15 % [Stream B-AC]
Stream C-AB	0.0	0.5	4.38	0.01	A				0.0	0.5	6.01	0.01	A			
	2027															
Stream B-AC	1.8	8.5	23.89	0.66	C	7.51	A	13 % [Stream B-AC]	0.6	2.9	15.43	0.39	C	2.22	A	43 % [Stream B-AC]
Stream C-AB	0.0	200.0	4.41	0.01	A				0.0	200.4	6.15	0.00	A			
	2027 + CUMULATIVE															
Stream B-AC	10.0	49.3	107.98	0.96	F	26.27	D	-16 % [Stream B-AC]	1.2	5.2	23.92	0.55	C	3.30	A	12 % [Stream B-AC]
Stream C-AB	0.0	0.5	4.35	0.01	A				0.0	0.5	6.03	0.01	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15
D5	2027	AM	ONE HOUR	07:45	09:15	15
D6	2027	PM	ONE HOUR	16:45	18:15	15
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	6.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	17	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Sefter Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	22	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549	0.100	0.253	0.159	0.361
1	B-C	707	0.108	0.274	-	-
1	C-B	690	0.267	0.267	-	-

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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	188	100.000
B		✓	251	100.000
C		✓	357	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	95	93
	B	247	0	4
	C	353	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	7
	B	2	0	25
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.63	22.15	1.7	7.1	C
C-AB	0.01	4.44	0.0	200.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	189	470	0.402	186	0.7	12.575	B
C-AB	4	817	0.005	4	0.0	4.430	A
C-A	264			264			
A-B	72			72			
A-C	70			70			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	226	457	0.494	224	0.9	15.419	C
C-AB	6	843	0.007	6	0.0	4.296	A
C-A	315			315			
A-B	85			85			
A-C	84			84			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	438	0.631	274	1.6	21.529	C
C-AB	8	880	0.009	8	0.0	4.124	A
C-A	385			385			
A-B	105			105			
A-C	102			102			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	438	0.631	276	1.7	22.153	C
C-AB	8	880	0.009	8	0.0	4.128	A

C-A	385			385			
A-B	105			105			
A-C	102			102			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	226	457	0.494	228	1.0	15.929	C
C-AB	6	843	0.007	6	0.0	4.306	A
C-A	315			315			
A-B	85			85			
A-C	84			84			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	189	470	0.402	190	0.7	12.921	B
C-AB	4	817	0.005	4	0.0	4.436	A
C-A	264			264			
A-B	72			72			
A-C	70			70			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.95	0.18	0.98	1.11	1.58			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.61	0.03	0.29	1.61	7.15			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.66	0.03	0.29	1.66	6.17			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.01	0.06	0.65	2.01	2.92			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.04	0.41	1.46	2.15			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	2.16	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	667	100.000
B		✓	132	100.000
C		✓	130	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	320	347
	B	120	0	12
	C	128	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	4
	B	4	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.38	14.97	0.6	2.8	B
C-AB	0.00	6.14	0.0	0.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	99	435	0.229	98	0.3	10.661	B
C-AB	2	617	0.003	2	0.0	5.846	A
C-A	96			96			
A-B	241			241			
A-C	261			261			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	414	0.287	118	0.4	12.148	B
C-AB	2	605	0.004	2	0.0	5.965	A
C-A	115			115			
A-B	288			288			
A-C	312			312			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	145	386	0.377	145	0.6	14.881	B
C-AB	3	589	0.005	3	0.0	6.132	A
C-A	140			140			
A-B	352			352			
A-C	382			382			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	145	386	0.377	145	0.6	14.972	B
C-AB	3	589	0.005	3	0.0	6.141	A
C-A	140			140			
A-B	352			352			
A-C	382			382			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	414	0.287	119	0.4	12.243	B
C-AB	2	605	0.004	2	0.0	5.980	A
C-A	115			115			
A-B	288			288			
A-C	312			312			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	99	435	0.229	100	0.3	10.762	B
C-AB	2	617	0.003	2	0.0	5.854	A
C-A	96			96			
A-B	241			241			
A-C	261			261			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.26	0.59	0.59			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.30	1.37	2.80			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.03	0.29	0.83	1.17			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	21.46	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	496	100.000
B		✓	316	100.000
C		✓	487	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	345	151
	B	308	0	8
	C	482	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	4
	B	2	0	13
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.93	37.86	7.9	36.1	F
C-AB	0.01	4.38	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	238	427	0.557	233	1.2	18.123	C
C-AB	7	830	0.008	7	0.0	4.372	A
C-A	360			360			
A-B	260			260			
A-C	114			114			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	284	405	0.701	280	2.1	27.951	D
C-AB	9	862	0.011	9	0.0	4.217	A
C-A	429			429			
A-B	310			310			
A-C	136			136			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	348	375	0.928	331	6.4	54.861	F
C-AB	13	909	0.015	13	0.0	4.015	A
C-A	523			523			
A-B	380			380			
A-C	166			166			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	348	375	0.928	342	7.9	67.875	F
C-AB	13	909	0.015	13	0.0	4.018	A
C-A	523			523			
A-B	380			380			
A-C	166			166			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	284	405	0.701	305	2.6	41.342	E
C-AB	9	862	0.011	9	0.0	4.225	A
C-A	429			429			
A-B	310			310			
A-C	136			136			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	238	427	0.557	243	1.3	20.040	C
C-AB	7	830	0.008	7	0.0	4.377	A
C-A	360			360			
A-B	260			260			
A-C	114			114			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.20	0.56	1.07	1.20	1.57			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	2.14	0.10	1.39	4.71	6.42			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	6.43	0.11	2.35	17.02	24.52			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	7.92	0.07	1.20	22.84	36.14			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.60	0.04	0.40	7.03	13.11			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.31	0.03	0.31	2.22	6.67			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	3.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	830	100.000
B		✓	164	100.000
C		✓	208	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	371	459
	B	150	0	14
	C	203	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	3	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.53	22.71	1.1	4.9	C
C-AB	0.01	6.01	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	404	0.306	122	0.4	12.677	B
C-AB	5	627	0.008	5	0.0	5.789	A
C-A	152			152			
A-B	279			279			
A-C	346			346			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	147	377	0.391	147	0.6	15.595	C
C-AB	6	618	0.010	6	0.0	5.882	A
C-A	181			181			
A-B	334			334			
A-C	413			413			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	181	339	0.533	179	1.1	22.237	C
C-AB	9	608	0.014	9	0.0	6.005	A
C-A	220			220			
A-B	408			408			
A-C	505			505			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	181	339	0.533	180	1.1	22.711	C
C-AB	9	608	0.014	9	0.0	6.013	A
C-A	220			220			
A-B	408			408			
A-C	505			505			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	147	377	0.391	149	0.7	15.953	C
C-AB	6	618	0.010	6	0.0	5.894	A
C-A	181			181			
A-B	334			334			
A-C	413			413			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	404	0.306	124	0.4	12.909	B
C-AB	5	627	0.008	5	0.0	5.797	A
C-A	152			152			
A-B	279			279			
A-C	346			346			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.63	0.18	0.92	1.38	1.44			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.09	0.03	0.28	1.09	3.18			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.11	0.03	0.29	1.44	4.87			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.05	0.59	1.26	1.26			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.38	1.27	1.43			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	7.51	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	13	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	194	100.000
B		✓	259	100.000
C		✓	368	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	98	96
	B	255	0	4
	C	364	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	7
	B	2	0	25
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.66	23.89	1.8	8.5	C
C-AB	0.01	4.41	0.0	0.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	195	468	0.417	192	0.7	12.930	B
C-AB	5	821	0.006	4	0.0	4.408	A
C-A	273			273			
A-B	74			74			
A-C	72			72			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	233	454	0.513	232	1.0	16.076	C
C-AB	6	848	0.007	6	0.0	4.271	A
C-A	325			325			
A-B	88			88			
A-C	86			86			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	285	435	0.656	282	1.8	23.078	C
C-AB	8	886	0.009	8	0.0	4.095	A
C-A	397			397			
A-B	108			108			
A-C	106			106			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	285	435	0.656	285	1.8	23.890	C
C-AB	8	886	0.009	8	0.0	4.101	A
C-A	397			397			
A-B	108			108			
A-C	106			106			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	233	454	0.513	236	1.1	16.708	C
C-AB	6	848	0.007	6	0.0	4.280	A
C-A	325			325			
A-B	88			88			
A-C	86			86			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	195	468	0.417	196	0.7	13.327	B
C-AB	5	821	0.006	5	0.0	4.414	A
C-A	273			273			
A-B	74			74			
A-C	72			72			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	1.02	0.16	1.01	1.46	1.78			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.78	0.03	0.30	2.26	8.55			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.84	0.03	0.29	1.84	7.19			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.09	0.05	0.59	2.43	3.53			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.04	0.40	1.65	2.59			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	2.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	43	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	687	100.000
B		✓	135	100.000
C		✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	330	357
	B	123	0	12
	C	132	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	4	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.39	15.43	0.6	2.9	C
C-AB	0.00	6.15	0.0	0.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	102	432	0.235	100	0.3	10.818	B
C-AB	2	616	0.003	2	0.0	5.857	A
C-A	99			99			
A-B	248			248			
A-C	269			269			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	121	411	0.295	121	0.4	12.394	B
C-AB	2	604	0.004	2	0.0	5.977	A
C-A	118			118			
A-B	297			297			
A-C	321			321			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	149	382	0.389	148	0.6	15.329	C
C-AB	3	588	0.005	3	0.0	6.147	A
C-A	145			145			
A-B	363			363			
A-C	393			393			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	149	382	0.389	149	0.6	15.434	C
C-AB	3	588	0.005	3	0.0	6.154	A
C-A	145			145			
A-B	363			363			
A-C	393			393			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	121	411	0.295	122	0.4	12.500	B
C-AB	2	604	0.004	2	0.0	5.991	A
C-A	118			118			
A-B	297			297			
A-C	321			321			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	102	432	0.235	102	0.3	10.927	B
C-AB	2	616	0.003	2	0.0	5.866	A
C-A	99			99			
A-B	248			248			
A-C	269			269			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.03	0.26	0.62	0.62			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.30	1.36	2.93			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.32	1.06	1.28			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2027 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	26.27	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-16	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	502	100.000
B		✓	324	100.000
C		✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	348	154
	B	316	0	8
	C	493	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	5
	B	2	0	13
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.96	107.96	10.0	40.3	F
C-AB	0.01	4.35	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	244	425	0.574	239	1.3	18.872	C
C-AB	7	834	0.008	7	0.0	4.349	A
C-A	368			368			
A-B	262			262			
A-C	116			116			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	291	402	0.724	287	2.4	30.072	D
C-AB	9	867	0.011	9	0.0	4.192	A
C-A	438			438			
A-B	313			313			
A-C	138			138			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	357	371	0.961	335	7.7	73.968	F
C-AB	14	916	0.015	14	0.0	3.986	A
C-A	535			535			
A-B	383			383			
A-C	170			170			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	357	371	0.961	347	10.0	107.981	F
C-AB	14	916	0.015	14	0.0	3.989	A
C-A	535			535			
A-B	383			383			
A-C	170			170			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	291	402	0.724	320	3.0	51.939	F
C-AB	9	867	0.011	9	0.0	4.200	A
C-A	438			438			
A-B	313			313			
A-C	138			138			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	244	425	0.574	250	1.4	21.280	C
C-AB	7	834	0.008	7	0.0	4.355	A
C-A	368			368			
A-B	262			262			
A-C	116			116			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.28	0.56	1.16	1.59	1.80			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	2.36	0.10	1.47	5.31	7.27			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	7.72	0.18	3.80	19.20	26.46			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	10.04	0.11	3.40	27.52	40.28			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.98	0.04	0.41	8.14	15.11			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.41	0.03	0.31	2.17	7.06			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2027 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	3.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	12	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	850	100.000
B		✓	167	100.000
C		✓	212	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	381	469
	B	153	0	14
	C	207	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	3	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.55	23.92	1.2	5.2	C
C-AB	0.01	6.03	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	401	0.314	124	0.4	12.926	B
C-AB	5	625	0.008	5	0.0	5.805	A
C-A	155			155			
A-B	287			287			
A-C	353			353			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	150	373	0.403	149	0.7	16.051	C
C-AB	6	616	0.010	6	0.0	5.900	A
C-A	184			184			
A-B	343			343			
A-C	422			422			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	184	334	0.551	182	1.2	23.361	C
C-AB	9	606	0.015	9	0.0	6.025	A
C-A	225			225			
A-B	419			419			
A-C	516			516			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	184	334	0.551	184	1.2	23.924	C
C-AB	9	606	0.015	9	0.0	6.031	A
C-A	225			225			
A-B	419			419			
A-C	516			516			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	150	373	0.403	152	0.7	16.463	C
C-AB	6	616	0.010	6	0.0	5.914	A
C-A	184			184			
A-B	343			343			
A-C	422			422			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	401	0.314	127	0.5	13.179	B
C-AB	5	625	0.008	5	0.0	5.813	A
C-A	155			155			
A-B	287			287			
A-C	353			353			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker

B-AC	0.66	0.19	0.92	1.38	1.44			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.16	0.03	0.28	1.16	4.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.19	0.03	0.29	1.19	5.25			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.05	0.59	1.48	1.53			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.38	1.31	1.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 1616 Nyetimber Lane Tabard Gate.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 17/01/2017 11:07:23

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2022											
Arm 1	0.2	3.20	0.18	A	3.59	212 % [Arm 3]	0.3	3.34	0.22	A	3.39	300 % [Arm 1]
Arm 2	0.0	3.82	0.04	A			0.0	3.89	0.02	A		
Arm 3	0.3	3.85	0.25	A			0.2	3.35	0.14	A		
Arm 4	0.1	3.63	0.09	A			0.2	3.50	0.14	A		
	2022 + CUMULATIVE											
Arm 1	0.3	3.34	0.21	A	3.74	183 % [Arm 3]	0.4	3.56	0.27	A	3.57	232 % [Arm 1]
Arm 2	0.0	3.95	0.04	A			0.0	4.06	0.02	A		
Arm 3	0.4	4.02	0.26	A			0.2	3.48	0.15	A		
Arm 4	0.2	3.87	0.16	A			0.2	3.64	0.17	A		
	2027											
Arm 1	0.2	3.25	0.18	A	3.63	202 % [Arm 3]	0.3	3.37	0.23	A	3.43	289 % [Arm 1]
Arm 2	0.0	3.85	0.04	A			0.0	3.91	0.02	A		
Arm 3	0.3	3.90	0.26	A			0.2	3.41	0.14	A		
Arm 4	0.1	3.63	0.09	A			0.2	3.53	0.14	A		
	2027 + CUMULATIVE											
Arm 1	0.3	3.39	0.22	A	3.79	175 % [Arm 3]	0.4	3.59	0.27	A	3.61	224 % [Arm 1]
Arm 2	0.0	3.98	0.04	A			0.0	4.09	0.02	A		
Arm 3	0.4	4.08	0.27	A			0.2	3.54	0.15	A		
Arm 4	0.2	3.91	0.17	A			0.2	3.67	0.18	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/01/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HTP-WS01\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15
D5	2027	AM	ONE HOUR	07:45	09:15	15
D6	2027	PM	ONE HOUR	16:45	18:15	15
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Nyetimber Lane jw Tabard Close	Standard Roundabout	3.59	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	212	Arm 3

Arms

Arms

Arm	Name	Description
1	Nyetimber Lane N	
2	Tabard Gate	
3	Cardinal's Drive	
4	Nyetimber Lane W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.74	6.40	4.0	19.0	32.0	19.0	
2	2.68	5.08	4.1	19.0	32.0	15.0	
3	3.34	6.08	5.4	19.0	32.0	20.0	
4	3.57	5.38	2.0	13.0	32.0	3.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.614	1439
2	0.552	1118
3	0.598	1370
4	0.596	1305

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	218	100.000
2		✓	36	100.000
3		✓	281	100.000
4		✓	90	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	6	112	100
	2	24	0	0	12
	3	251	0	0	30
	4	79	9	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	6	4
	2	0	0	0	0
	3	3	0	0	0
	4	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.18	3.20	0.2	A
2	0.04	3.82	0.0	A
3	0.25	3.85	0.3	A
4	0.09	3.63	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	164	8	1367	0.120	164	0.1	2.989	A
2	27	161	1025	0.026	27	0.0	3.606	A
3	212	102	1273	0.166	211	0.2	3.387	A
4	68	206	1148	0.059	68	0.1	3.330	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	196	10	1366	0.143	196	0.2	3.075	A
2	32	192	1007	0.032	32	0.0	3.693	A
3	253	122	1261	0.200	252	0.2	3.569	A
4	81	247	1124	0.072	81	0.1	3.450	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	240	12	1365	0.176	240	0.2	3.199	A
2	40	235	982	0.040	40	0.0	3.820	A
3	309	150	1244	0.249	309	0.3	3.848	A
4	99	302	1091	0.091	99	0.1	3.628	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	240	12	1365	0.176	240	0.2	3.199	A
2	40	236	982	0.040	40	0.0	3.820	A
3	309	150	1244	0.249	309	0.3	3.849	A
4	99	303	1091	0.091	99	0.1	3.629	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	196	10	1366	0.143	196	0.2	3.076	A
2	32	193	1007	0.032	32	0.0	3.694	A
3	253	122	1261	0.200	253	0.3	3.571	A
4	81	248	1124	0.072	81	0.1	3.454	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	164	8	1367	0.120	164	0.1	2.994	A
2	27	161	1025	0.026	27	0.0	3.610	A
3	212	102	1273	0.166	212	0.2	3.395	A
4	68	207	1148	0.059	68	0.1	3.333	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Nyetimber Lane jw Tabard Close	Standard Roundabout	3.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	300	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	277	100.000
2		✓	13	100.000
3		✓	155	100.000
4		✓	150	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	14	172	91
	2	10	0	0	3
	3	137	4	0	14
	4	115	13	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	1
	2	0	0	0	0
	3	5	0	0	0
	4	0	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.22	3.34	0.3	A
2	0.02	3.89	0.0	A
3	0.14	3.35	0.2	A
4	0.14	3.50	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	209	29	1391	0.150	208	0.2	3.042	A
2	10	214	997	0.010	10	0.0	3.645	A
3	117	78	1267	0.092	116	0.1	3.129	A
4	113	113	1225	0.092	113	0.1	3.235	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	249	35	1387	0.180	249	0.2	3.162	A
2	12	256	973	0.012	12	0.0	3.742	A
3	139	93	1258	0.111	139	0.1	3.217	A
4	135	136	1211	0.111	135	0.1	3.343	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	305	43	1382	0.221	305	0.3	3.341	A
2	14	314	941	0.015	14	0.0	3.885	A
3	171	114	1246	0.137	171	0.2	3.347	A
4	165	166	1193	0.138	165	0.2	3.502	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	305	43	1382	0.221	305	0.3	3.341	A
2	14	314	941	0.015	14	0.0	3.886	A
3	171	115	1246	0.137	171	0.2	3.347	A
4	165	166	1193	0.138	165	0.2	3.503	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	249	35	1387	0.180	249	0.2	3.166	A
2	12	256	973	0.012	12	0.0	3.743	A
3	139	94	1258	0.111	139	0.1	3.220	A
4	135	136	1211	0.111	135	0.1	3.347	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	209	29	1390	0.150	209	0.2	3.048	A
2	10	215	997	0.010	10	0.0	3.649	A
3	117	78	1267	0.092	117	0.1	3.130	A

4	113	114	1225	0.092	113	0.1	3.237	A

2022 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Nyetimber Lane jw Tabard Close	Standard Roundabout	3.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	183	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	266	100.000
2		✓	36	100.000
3		✓	290	100.000
4		✓	162	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	6	112	148
	2	24	0	0	12
	3	251	0	0	39
	4	147	11	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	6	3
	2	0	0	0	0
	3	3	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.21	3.34	0.3	A
2	0.04	3.95	0.0	A
3	0.26	4.02	0.4	A
4	0.16	3.87	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	200	11	1375	0.146	200	0.2	3.061	A
2	27	198	1004	0.027	27	0.0	3.683	A
3	218	138	1253	0.174	217	0.2	3.473	A
4	122	206	1168	0.104	121	0.1	3.438	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	239	13	1374	0.174	239	0.2	3.172	A
2	32	237	982	0.033	32	0.0	3.791	A
3	261	165	1237	0.211	260	0.3	3.687	A
4	146	247	1143	0.127	146	0.1	3.607	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	293	16	1372	0.213	293	0.3	3.335	A
2	40	290	951	0.042	40	0.0	3.949	A
3	319	202	1214	0.263	319	0.4	4.018	A
4	178	302	1110	0.161	178	0.2	3.864	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	293	17	1372	0.213	293	0.3	3.335	A
2	40	291	951	0.042	40	0.0	3.950	A
3	319	203	1214	0.263	319	0.4	4.021	A
4	178	303	1109	0.161	178	0.2	3.866	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	239	14	1374	0.174	239	0.2	3.173	A
2	32	238	981	0.033	32	0.0	3.792	A
3	261	166	1236	0.211	261	0.3	3.694	A
4	146	248	1143	0.127	146	0.1	3.610	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	200	11	1375	0.146	200	0.2	3.065	A
2	27	199	1004	0.027	27	0.0	3.685	A
3	218	139	1253	0.174	219	0.2	3.484	A

4	122	207	1167	0.104	122	0.1	3.443	A

2022 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Nyetimber Lane jw Tabard Close	Standard Roundabout	3.57	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	232	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	335	100.000
2		✓	13	100.000
3		✓	160	100.000
4		✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	14	172	149
	2	10	0	0	3
	3	137	4	0	19
	4	144	13	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	1
	2	0	0	0	0
	3	5	0	0	0
	4	0	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.27	3.56	0.4	A
2	0.02	4.06	0.0	A
3	0.15	3.48	0.2	A
4	0.17	3.64	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	252	35	1390	0.181	251	0.2	3.160	A
2	10	263	970	0.010	10	0.0	3.748	A
3	120	122	1243	0.097	120	0.1	3.205	A
4	140	113	1227	0.114	140	0.1	3.309	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	301	41	1386	0.217	301	0.3	3.317	A
2	12	314	941	0.012	12	0.0	3.874	A
3	144	146	1229	0.117	144	0.1	3.315	A
4	167	136	1213	0.138	167	0.2	3.442	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	369	51	1380	0.267	368	0.4	3.558	A
2	14	385	901	0.016	14	0.0	4.060	A
3	176	178	1211	0.146	176	0.2	3.479	A
4	205	166	1194	0.172	205	0.2	3.638	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	369	51	1380	0.267	369	0.4	3.558	A
2	14	385	901	0.016	14	0.0	4.061	A
3	176	178	1210	0.146	176	0.2	3.479	A
4	205	166	1194	0.172	205	0.2	3.639	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	301	41	1386	0.217	301	0.3	3.319	A
2	12	315	940	0.012	12	0.0	3.876	A
3	144	146	1229	0.117	144	0.1	3.316	A
4	167	136	1213	0.138	167	0.2	3.446	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	252	35	1390	0.181	252	0.2	3.164	A
2	10	264	969	0.010	10	0.0	3.750	A
3	120	122	1243	0.097	121	0.1	3.209	A

4	140	114	1226	0.114	140	0.1	3.316	A

2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Nyetimber Lane jw Tabard Close	Standard Roundabout	3.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	202	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	227	100.000
2		✓	37	100.000
3		✓	290	100.000
4		✓	94	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	7	116	104
	2	25	0	0	12
	3	259	0	0	31
	4	82	10	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	4
	2	0	0	0	0
	3	3	0	0	0
	4	2	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.18	3.25	0.2	A
2	0.04	3.85	0.0	A
3	0.26	3.90	0.3	A
4	0.09	3.63	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	171	9	1360	0.126	170	0.1	3.023	A
2	28	167	1021	0.027	28	0.0	3.623	A
3	218	106	1271	0.172	218	0.2	3.418	A
4	71	213	1154	0.061	71	0.1	3.321	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	204	11	1359	0.150	204	0.2	3.115	A
2	33	199	1002	0.033	33	0.0	3.715	A
3	261	127	1258	0.207	260	0.3	3.607	A
4	85	255	1129	0.075	84	0.1	3.445	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	250	13	1358	0.184	250	0.2	3.248	A
2	41	244	976	0.042	41	0.0	3.849	A
3	319	155	1241	0.257	319	0.3	3.903	A
4	103	312	1094	0.095	103	0.1	3.631	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	250	13	1358	0.184	250	0.2	3.248	A
2	41	244	976	0.042	41	0.0	3.849	A
3	319	155	1241	0.257	319	0.3	3.905	A
4	103	313	1094	0.095	103	0.1	3.632	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	204	11	1359	0.150	204	0.2	3.116	A
2	33	200	1002	0.033	33	0.0	3.719	A
3	261	127	1258	0.207	261	0.3	3.613	A
4	85	256	1129	0.075	85	0.1	3.450	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	171	9	1360	0.126	171	0.1	3.026	A
2	28	167	1021	0.027	28	0.0	3.624	A
3	218	106	1271	0.172	219	0.2	3.422	A

4	71	214	1154	0.061	71	0.1	3.326	A

2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Nyetimber Lane jw Tabard Close	Standard Roundabout	3.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	289	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	285	100.000
2		✓	14	100.000
3		✓	160	100.000
4		✓	155	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	14	177	94
	2	11	0	0	3
	3	142	4	0	14
	4	119	13	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	1
	2	0	0	0	0
	3	6	0	0	0
	4	0	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.23	3.37	0.3	A
2	0.02	3.91	0.0	A
3	0.14	3.41	0.2	A
4	0.14	3.53	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	215	30	1390	0.154	214	0.2	3.059	A
2	11	221	993	0.011	10	0.0	3.661	A
3	120	81	1254	0.096	120	0.1	3.174	A
4	117	118	1224	0.095	116	0.1	3.251	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	256	36	1387	0.185	256	0.2	3.184	A
2	13	264	969	0.013	13	0.0	3.763	A
3	144	97	1245	0.116	144	0.1	3.268	A
4	139	141	1209	0.115	139	0.1	3.364	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	314	44	1382	0.227	314	0.3	3.370	A
2	15	323	935	0.016	15	0.0	3.913	A
3	176	119	1233	0.143	176	0.2	3.406	A
4	171	173	1189	0.144	171	0.2	3.533	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	314	44	1382	0.227	314	0.3	3.370	A
2	15	324	935	0.016	15	0.0	3.914	A
3	176	119	1233	0.143	176	0.2	3.406	A
4	171	173	1189	0.144	171	0.2	3.533	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	256	36	1386	0.185	256	0.2	3.185	A
2	13	265	969	0.013	13	0.0	3.764	A
3	144	97	1245	0.116	144	0.1	3.271	A
4	139	141	1209	0.115	139	0.1	3.366	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	215	30	1390	0.154	215	0.2	3.065	A
2	11	222	993	0.011	11	0.0	3.666	A
3	120	81	1254	0.096	121	0.1	3.177	A

4	117	118	1223	0.095	117	0.1	3.253	A

2027 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Nyetimber Lane jw Tabard Close	Standard Roundabout	3.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	175	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	275	100.000
2		✓	37	100.000
3		✓	299	100.000
4		✓	166	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	7	116	152
	2	25	0	0	12
	3	259	0	0	40
	4	150	12	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	3
	2	0	0	0	0
	3	3	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.22	3.39	0.3	A
2	0.04	3.98	0.0	A
3	0.27	4.08	0.4	A
4	0.17	3.91	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	207	12	1369	0.151	206	0.2	3.095	A
2	28	204	1000	0.028	28	0.0	3.701	A
3	225	142	1251	0.180	224	0.2	3.504	A
4	125	213	1164	0.107	124	0.1	3.461	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	247	14	1368	0.181	247	0.2	3.212	A
2	33	244	977	0.034	33	0.0	3.813	A
3	269	170	1234	0.218	269	0.3	3.729	A
4	149	255	1138	0.131	149	0.2	3.638	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	303	18	1366	0.222	303	0.3	3.386	A
2	41	299	945	0.043	41	0.0	3.979	A
3	329	208	1211	0.272	329	0.4	4.078	A
4	183	312	1104	0.166	183	0.2	3.907	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	303	18	1366	0.222	303	0.3	3.386	A
2	41	299	945	0.043	41	0.0	3.980	A
3	329	208	1211	0.272	329	0.4	4.082	A
4	183	313	1103	0.166	183	0.2	3.910	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	247	14	1368	0.181	247	0.2	3.213	A
2	33	245	977	0.034	33	0.0	3.814	A
3	269	170	1234	0.218	269	0.3	3.735	A
4	149	256	1138	0.131	149	0.2	3.641	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	207	12	1369	0.151	207	0.2	3.100	A
2	28	205	1000	0.028	28	0.0	3.706	A
3	225	142	1250	0.180	225	0.2	3.512	A

4	125	214	1163	0.107	125	0.1	3.467	A

2027 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Nyetimber Lane jw Tabard Close	Standard Roundabout	3.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	224	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	343	100.000
2		✓	14	100.000
3		✓	165	100.000
4		✓	191	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	14	177	152
	2	11	0	0	3
	3	142	4	0	19
	4	148	13	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	1
	2	0	0	0	0
	3	6	0	0	0
	4	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.27	3.59	0.4	A
2	0.02	4.09	0.0	A
3	0.15	3.54	0.2	A
4	0.18	3.67	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	258	35	1390	0.186	257	0.2	3.175	A
2	11	269	966	0.011	10	0.0	3.765	A
3	124	125	1231	0.101	124	0.1	3.248	A
4	144	118	1225	0.117	143	0.1	3.326	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	308	42	1386	0.223	308	0.3	3.341	A
2	13	322	936	0.013	13	0.0	3.897	A
3	148	149	1217	0.122	148	0.1	3.367	A
4	172	141	1211	0.142	172	0.2	3.464	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	378	52	1380	0.274	377	0.4	3.591	A
2	15	395	895	0.017	15	0.0	4.090	A
3	182	183	1198	0.152	182	0.2	3.541	A
4	210	173	1191	0.177	210	0.2	3.670	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	378	52	1380	0.274	378	0.4	3.591	A
2	15	395	895	0.017	15	0.0	4.091	A
3	182	183	1198	0.152	182	0.2	3.541	A
4	210	173	1191	0.177	210	0.2	3.671	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	308	42	1385	0.223	309	0.3	3.343	A
2	13	323	936	0.013	13	0.0	3.900	A
3	148	149	1217	0.122	148	0.1	3.371	A
4	172	141	1210	0.142	172	0.2	3.466	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	258	35	1390	0.186	258	0.2	3.184	A
2	11	271	966	0.011	11	0.0	3.768	A
3	124	125	1231	0.101	124	0.1	3.255	A

4	144	118	1225	0.117	144	0.1	3.333	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 1616 Gossamer Lane Aldwick Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 17/01/2017 07:19:47

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
1 - Aldwick Road	0.5	5.55	0.32	A	5.51	A	71 % [4 - Gossamer Lane]	0.7	5.82	0.40	A	5.53	A	74 % [2 - Aldwick Street]
2 - Aldwick Street	0.4	4.43	0.28	A				0.8	5.77	0.43	A			
3 - Barrack Lane	0.3	5.54	0.25	A				0.2	5.81	0.19	A			
4 - Gossamer Lane	0.9	6.10	0.49	A				0.6	4.95	0.39	A			
	2022 + CUMULATIVE													
1 - Aldwick Road	0.5	6.12	0.35	A	6.33	A	48 % [4 - Gossamer Lane]	0.7	6.29	0.43	A	6.15	A	55 % [2 - Aldwick Street]
2 - Aldwick Street	0.4	4.66	0.31	A				1.0	6.72	0.51	A			
3 - Barrack Lane	0.4	5.81	0.26	A				0.3	6.33	0.20	A			
4 - Gossamer Lane	1.4	7.51	0.58	A				0.8	5.39	0.44	A			
	2027													
1 - Aldwick Road	0.5	5.72	0.34	A	5.70	A	66 % [4 - Gossamer Lane]	0.7	6.05	0.41	A	5.71	A	68 % [2 - Aldwick Street]
2 - Aldwick Street	0.4	4.55	0.29	A				0.8	5.99	0.45	A			
3 - Barrack Lane	0.4	5.70	0.26	A				0.2	5.90	0.19	A			
4 - Gossamer Lane	1.0	6.36	0.50	A				0.7	5.07	0.40	A			
	2027 + CUMULATIVE													
1 - Aldwick Road	0.6	6.28	0.36	A	6.56	A	44 % [4 - Gossamer Lane]	0.8	6.55	0.44	A	6.37	A	50 % [2 - Aldwick Street]
2 - Aldwick Street	0.5	4.74	0.32	A				1.1	7.01	0.52	A			
3 - Barrack Lane	0.4	5.96	0.28	A				0.3	6.47	0.21	A			
4 - Gossamer Lane	1.5	7.88	0.60	A				0.8	5.52	0.45	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Gossamer Lane/Aldwick Road/Barrack Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	

Status	Existing junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022	PM	ONE HOUR	16:45	18:15	15	✓
D5	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓
D6	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027	PM	ONE HOUR	16:45	18:15	15	✓
D9	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓
D10	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Gossamer Lane jw Aldwick Road	Standard Roundabout	1,2,3,4	5.51	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	71	4 - Gossamer Lane

Arms

Arms

Arm	Name	Description
1	Aldwick Road	
2	Aldwick Street	
3	Barrack Lane	
4	Gossamer Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Aldwick Road	3.70	4.50	8.1	8.8	24.0	28.5	
2 - Aldwick Street	4.10	5.50	1.3	16.9	24.0	18.5	
3 - Barrack Lane	3.50	5.10	1.7	12.2	24.0	25.5	
4 - Gossamer Lane	3.70	5.60	1.8	20.9	24.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Aldwick Road	0.548	1231
2 - Aldwick Street	0.606	1379
3 - Barrack Lane	0.547	1163
4 - Gossamer Lane	0.597	1312

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
D3	2022	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	280	100.000
2 - Aldwick Street		ONE HOUR	✓	282	100.000

3 - Barrack Lane		ONE HOUR	✓	197	100.000
4 - Gossamer Lane		ONE HOUR	✓	507	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	34	63	183
	2 - Aldwick Street	54	0	33	195
	3 - Barrack Lane	110	46	0	41
	4 - Gossamer Lane	189	287	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	3	11	4
	2 - Aldwick Street	11	0	6	4
	3 - Barrack Lane	3	0	0	5
	4 - Gossamer Lane	3	1	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 - Aldwick Road	0.32	5.55	0.5	A	257	385
2 - Aldwick Street	0.28	4.43	0.4	A	259	388
3 - Barrack Lane	0.25	5.54	0.3	A	181	271
4 - Gossamer Lane	0.49	6.10	0.9	A	465	698

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	211	53	273	1024	0.206	210	264	0.0	0.3	4.414	A
2 - Aldwick Street	212	53	208	1181	0.180	211	275	0.0	0.2	3.709	A
3 - Barrack Lane	148	37	324	951	0.156	148	95	0.0	0.2	4.475	A
4 - Gossamer Lane	382	95	157	1194	0.320	380	314	0.0	0.5	4.415	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	252	63	327	996	0.253	251	317	0.3	0.3	4.832	A
2 - Aldwick Street	254	63	249	1156	0.219	253	329	0.2	0.3	3.986	A
3 - Barrack Lane	177	44	388	915	0.193	177	114	0.2	0.2	4.873	A
4 - Gossamer Lane	456	114	189	1174	0.388	455	376	0.5	0.6	5.001	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	308	77	400	958	0.322	308	388	0.3	0.5	5.534	A
2 - Aldwick Street	310	78	304	1123	0.277	310	403	0.3	0.4	4.429	A
3 - Barrack Lane	217	54	475	867	0.250	217	140	0.2	0.3	5.533	A
4 - Gossamer Lane	558	140	231	1148	0.486	557	461	0.6	0.9	6.074	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	308	77	401	957	0.322	308	389	0.5	0.5	5.546	A
2 - Aldwick Street	310	78	305	1122	0.277	310	404	0.4	0.4	4.434	A
3 - Barrack Lane	217	54	476	866	0.250	217	140	0.3	0.3	5.541	A
4 - Gossamer Lane	558	140	231	1148	0.486	558	461	0.9	0.9	6.100	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	252	63	328	995	0.253	252	318	0.5	0.3	4.849	A
2 - Aldwick Street	254	63	250	1156	0.219	254	331	0.4	0.3	3.993	A
3 - Barrack Lane	177	44	389	915	0.194	177	114	0.3	0.2	4.884	A
4 - Gossamer Lane	456	114	189	1174	0.388	457	377	0.9	0.6	5.030	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	211	53	275	1023	0.206	211	266	0.3	0.3	4.435	A
2 - Aldwick Street	212	53	209	1180	0.180	213	277	0.3	0.2	3.720	A
3 - Barrack Lane	148	37	326	950	0.156	149	96	0.2	0.2	4.491	A
4 - Gossamer Lane	382	95	158	1193	0.320	382	316	0.6	0.5	4.444	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Gossamer Lane jw Aldwick Road	Standard Roundabout	1,2,3,4	5.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	74	2 - Aldwick Street

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	2022	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	369	100.000
2 - Aldwick Street		ONE HOUR	✓	431	100.000
3 - Barrack Lane		ONE HOUR	✓	129	100.000
4 - Gossamer Lane		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	36	98	235
	2 - Aldwick Street	45	0	56	330
	3 - Barrack Lane	71	27	0	31
	4 - Gossamer Lane	149	236	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	0	1	3
	2 - Aldwick Street	4	0	4	2
	3 - Barrack Lane	6	0	0	0
	4 - Gossamer Lane	3	1	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 - Aldwick Road	0.40	5.82	0.7	A	339	508
2 - Aldwick Street	0.43	5.77	0.8	A	395	593
3 - Barrack Lane	0.19	5.81	0.2	A	118	178
4 - Gossamer Lane	0.39	4.95	0.6	A	389	584

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	278	69	226	1082	0.257	276	199	0.0	0.3	4.460	A
2 - Aldwick Street	324	81	279	1177	0.276	323	224	0.0	0.4	4.206	A
3 - Barrack Lane	97	24	457	878	0.111	97	145	0.0	0.1	4.606	A
4 - Gossamer Lane	319	80	107	1225	0.261	318	447	0.0	0.4	3.961	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	332	83	271	1058	0.314	331	238	0.3	0.5	4.950	A
2 - Aldwick Street	387	97	334	1144	0.339	387	268	0.4	0.5	4.752	A
3 - Barrack Lane	116	29	548	828	0.140	116	173	0.1	0.2	5.050	A
4 - Gossamer Lane	381	95	128	1212	0.314	381	535	0.4	0.5	4.327	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	406	102	332	1025	0.396	405	291	0.5	0.6	5.802	A
2 - Aldwick Street	475	119	409	1099	0.432	474	329	0.5	0.8	5.747	A
3 - Barrack Lane	142	36	670	762	0.186	142	212	0.2	0.2	5.803	A
4 - Gossamer Lane	467	117	157	1195	0.391	466	655	0.5	0.6	4.936	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	406	102	333	1025	0.396	406	292	0.6	0.7	5.818	A
2 - Aldwick Street	475	119	410	1098	0.432	475	329	0.8	0.8	5.769	A
3 - Barrack Lane	142	36	672	761	0.187	142	212	0.2	0.2	5.814	A
4 - Gossamer Lane	467	117	157	1194	0.391	467	656	0.6	0.6	4.946	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	332	83	272	1058	0.314	332	239	0.7	0.5	4.971	A
2 - Aldwick Street	387	97	335	1143	0.339	388	269	0.8	0.5	4.774	A
3 - Barrack Lane	116	29	550	827	0.140	116	174	0.2	0.2	5.064	A
4 - Gossamer Lane	381	95	129	1212	0.314	382	537	0.6	0.5	4.341	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	278	69	228	1082	0.257	278	200	0.5	0.3	4.483	A
2 - Aldwick Street	324	81	281	1176	0.276	325	225	0.5	0.4	4.232	A
3 - Barrack Lane	97	24	460	876	0.111	97	146	0.2	0.1	4.625	A
4 - Gossamer Lane	319	80	108	1225	0.261	320	449	0.5	0.4	3.980	A

2022 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Gossamer Lane jw Aldwick Road	Standard Roundabout	1,2,3,4	6.33	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	48	4 - Gossamer Lane

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	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	289	100.000
2 - Aldwick Street		ONE HOUR	✓	316	100.000
3 - Barrack Lane		ONE HOUR	✓	202	100.000
4 - Gossamer Lane		ONE HOUR	✓	611	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	34	63	192
	2 - Aldwick Street	54	0	33	229
	3 - Barrack Lane	110	46	0	46
	4 - Gossamer Lane	208	370	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	3	12	4
	2 - Aldwick Street	13	0	6	3
	3 - Barrack Lane	3	0	0	4
	4 - Gossamer Lane	2	1	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 - Aldwick Road	0.35	6.12	0.5	A	265	398
2 - Aldwick Street	0.31	4.66	0.4	A	290	435
3 - Barrack Lane	0.26	5.81	0.4	A	185	278
4 - Gossamer Lane	0.58	7.51	1.4	A	561	841

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	218	54	336	989	0.220	216	279	0.0	0.3	4.651	A
2 - Aldwick Street	238	59	216	1182	0.201	237	337	0.0	0.3	3.805	A
3 - Barrack Lane	152	38	356	936	0.163	151	97	0.0	0.2	4.585	A
4 - Gossamer Lane	460	115	157	1198	0.384	458	350	0.0	0.6	4.848	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	260	65	403	954	0.272	259	334	0.3	0.4	5.177	A
2 - Aldwick Street	284	71	259	1156	0.246	284	404	0.3	0.3	4.126	A
3 - Barrack Lane	182	45	427	896	0.203	181	116	0.2	0.3	5.035	A
4 - Gossamer Lane	549	137	189	1178	0.466	548	419	0.6	0.9	5.703	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	318	80	493	907	0.351	318	409	0.4	0.5	6.097	A
2 - Aldwick Street	348	87	316	1121	0.310	347	494	0.3	0.4	4.651	A
3 - Barrack Lane	222	56	522	843	0.264	222	142	0.3	0.4	5.794	A
4 - Gossamer Lane	673	168	231	1152	0.584	671	513	0.9	1.4	7.444	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	318	80	494	907	0.351	318	410	0.5	0.5	6.116	A
2 - Aldwick Street	348	87	317	1120	0.311	348	495	0.4	0.4	4.659	A
3 - Barrack Lane	222	56	523	842	0.264	222	142	0.4	0.4	5.805	A
4 - Gossamer Lane	673	168	231	1152	0.584	673	514	1.4	1.4	7.506	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	260	65	405	953	0.273	260	335	0.5	0.4	5.199	A
2 - Aldwick Street	284	71	260	1155	0.246	285	406	0.4	0.3	4.135	A
3 - Barrack Lane	182	45	428	895	0.203	182	116	0.4	0.3	5.048	A
4 - Gossamer Lane	549	137	189	1178	0.466	551	421	1.4	0.9	5.764	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	218	54	339	988	0.220	218	281	0.4	0.3	4.676	A
2 - Aldwick Street	238	59	217	1181	0.201	238	339	0.3	0.3	3.820	A
3 - Barrack Lane	152	38	358	934	0.163	152	97	0.3	0.2	4.604	A
4 - Gossamer Lane	460	115	158	1197	0.384	461	352	0.9	0.6	4.896	A

2022 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Gossamer Lane jw Aldwick Road	Standard Roundabout	1,2,3,4	6.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	55	2 - Aldwick Street

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	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	387	100.000
2 - Aldwick Street		ONE HOUR	✓	500	100.000
3 - Barrack Lane		ONE HOUR	✓	132	100.000
4 - Gossamer Lane		ONE HOUR	✓	477	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	37	98	252
	2 - Aldwick Street	45	0	56	399
	3 - Barrack Lane	71	27	0	34
	4 - Gossamer Lane	158	279	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	0	1	3
	2 - Aldwick Street	4	0	4	2
	3 - Barrack Lane	5	0	0	0
	4 - Gossamer Lane	3	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Aldwick Road	0.43	6.29	0.7	A	355	533
2 - Aldwick Street	0.51	6.72	1.0	A	459	688
3 - Barrack Lane	0.20	6.33	0.3	A	121	182
4 - Gossamer Lane	0.44	5.39	0.8	A	438	657

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	291	73	259	1064	0.274	290	205	0.0	0.4	4.643	A
2 - Aldwick Street	376	94	292	1170	0.322	375	257	0.0	0.5	4.513	A
3 - Barrack Lane	99	25	521	848	0.117	99	145	0.0	0.1	4.804	A
4 - Gossamer Lane	359	90	107	1224	0.293	357	513	0.0	0.4	4.147	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	348	87	311	1036	0.336	347	246	0.4	0.5	5.225	A
2 - Aldwick Street	449	112	350	1135	0.396	449	308	0.5	0.7	5.244	A
3 - Barrack Lane	119	30	625	791	0.150	118	174	0.1	0.2	5.348	A
4 - Gossamer Lane	429	107	128	1211	0.354	428	615	0.4	0.5	4.596	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	426	107	380	998	0.427	425	301	0.5	0.7	6.271	A
2 - Aldwick Street	551	138	428	1087	0.506	549	377	0.7	1.0	6.674	A
3 - Barrack Lane	145	36	764	715	0.203	145	213	0.2	0.3	6.312	A
4 - Gossamer Lane	525	131	157	1194	0.440	524	752	0.5	0.8	5.370	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	426	107	381	998	0.427	426	302	0.7	0.7	6.295	A
2 - Aldwick Street	551	138	429	1087	0.507	550	378	1.0	1.0	6.715	A
3 - Barrack Lane	145	36	766	714	0.204	145	214	0.3	0.3	6.328	A
4 - Gossamer Lane	525	131	157	1193	0.440	525	754	0.8	0.8	5.387	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	348	87	312	1035	0.336	349	247	0.7	0.5	5.252	A
2 - Aldwick Street	449	112	352	1134	0.396	451	309	1.0	0.7	5.282	A
3 - Barrack Lane	119	30	628	790	0.150	119	175	0.3	0.2	5.370	A
4 - Gossamer Lane	429	107	129	1211	0.354	430	618	0.8	0.6	4.616	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	291	73	261	1063	0.274	292	207	0.5	0.4	4.671	A
2 - Aldwick Street	376	94	294	1168	0.322	377	259	0.7	0.5	4.553	A
3 - Barrack Lane	99	25	525	846	0.117	100	146	0.2	0.1	4.824	A
4 - Gossamer Lane	359	90	108	1224	0.294	360	517	0.6	0.4	4.169	A

2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Gossamer Lane jw Aldwick Road	Standard Roundabout	1,2,3,4	5.70	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	66	4 - Gossamer Lane

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	289	100.000
2 - Aldwick Street		ONE HOUR	✓	292	100.000
3 - Barrack Lane		ONE HOUR	✓	204	100.000
4 - Gossamer Lane		ONE HOUR	✓	524	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	35	65	189
	2 - Aldwick Street	56	0	34	202
	3 - Barrack Lane	113	48	0	43
	4 - Gossamer Lane	195	297	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	3	12	4
	2 - Aldwick Street	13	0	6	4
	3 - Barrack Lane	3	0	0	5
	4 - Gossamer Lane	3	1	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 - Aldwick Road	0.34	5.72	0.5	A	265	398
2 - Aldwick Street	0.29	4.55	0.4	A	268	402
3 - Barrack Lane	0.26	5.70	0.4	A	187	281
4 - Gossamer Lane	0.50	6.36	1.0	A	481	721

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	218	54	282	1017	0.214	216	273	0.0	0.3	4.491	A
2 - Aldwick Street	220	55	214	1172	0.188	219	285	0.0	0.2	3.772	A
3 - Barrack Lane	154	38	335	945	0.163	153	98	0.0	0.2	4.543	A
4 - Gossamer Lane	394	99	163	1190	0.332	393	325	0.0	0.5	4.504	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	260	65	338	988	0.263	259	327	0.3	0.4	4.940	A
2 - Aldwick Street	263	66	257	1147	0.229	262	341	0.2	0.3	4.069	A
3 - Barrack Lane	183	46	401	907	0.202	183	118	0.2	0.3	4.969	A
4 - Gossamer Lane	471	118	195	1170	0.403	470	390	0.5	0.7	5.140	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	318	80	414	948	0.336	318	400	0.4	0.5	5.704	A
2 - Aldwick Street	321	80	314	1112	0.289	321	417	0.3	0.4	4.549	A
3 - Barrack Lane	225	56	491	857	0.262	224	144	0.3	0.4	5.685	A
4 - Gossamer Lane	577	144	239	1143	0.505	576	477	0.7	1.0	6.328	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	318	80	415	948	0.336	318	401	0.5	0.5	5.717	A
2 - Aldwick Street	321	80	315	1112	0.289	321	418	0.4	0.4	4.555	A
3 - Barrack Lane	225	56	492	857	0.262	225	144	0.4	0.4	5.695	A
4 - Gossamer Lane	577	144	239	1143	0.505	577	478	1.0	1.0	6.361	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	260	65	340	987	0.263	260	328	0.5	0.4	4.959	A
2 - Aldwick Street	263	66	258	1146	0.229	263	343	0.4	0.3	4.078	A
3 - Barrack Lane	183	46	403	907	0.202	184	118	0.4	0.3	4.981	A
4 - Gossamer Lane	471	118	195	1170	0.403	472	391	1.0	0.7	5.172	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	218	54	284	1016	0.214	218	274	0.4	0.3	4.511	A
2 - Aldwick Street	220	55	216	1172	0.188	220	287	0.3	0.2	3.786	A
3 - Barrack Lane	154	38	337	943	0.163	154	99	0.3	0.2	4.561	A
4 - Gossamer Lane	394	99	164	1189	0.332	395	327	0.7	0.5	4.537	A

2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Gossamer Lane jw Aldwick Road	Standard Roundabout	1,2,3,4	5.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	68	2 - Aldwick Street

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	380	100.000
2 - Aldwick Street		ONE HOUR	✓	444	100.000
3 - Barrack Lane		ONE HOUR	✓	128	100.000
4 - Gossamer Lane		ONE HOUR	✓	437	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	37	101	242
	2 - Aldwick Street	47	0	57	340
	3 - Barrack Lane	74	28	0	26
	4 - Gossamer Lane	154	243	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	0	1	4
	2 - Aldwick Street	4	0	4	2
	3 - Barrack Lane	5	0	0	0
	4 - Gossamer Lane	3	1	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 - Aldwick Road	0.41	6.05	0.7	A	349	523
2 - Aldwick Street	0.45	5.99	0.8	A	407	611
3 - Barrack Lane	0.19	5.90	0.2	A	117	176
4 - Gossamer Lane	0.40	5.07	0.7	A	401	601

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	286	72	233	1072	0.267	285	206	0.0	0.4	4.564	A
2 - Aldwick Street	334	84	287	1171	0.285	333	231	0.0	0.4	4.284	A
3 - Barrack Lane	96	24	471	872	0.110	96	148	0.0	0.1	4.633	A
4 - Gossamer Lane	329	82	112	1223	0.269	328	455	0.0	0.4	4.014	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	342	85	279	1047	0.326	341	247	0.4	0.5	5.096	A
2 - Aldwick Street	399	100	344	1137	0.351	399	277	0.4	0.5	4.874	A
3 - Barrack Lane	115	29	565	821	0.140	115	178	0.1	0.2	5.095	A
4 - Gossamer Lane	393	98	134	1209	0.325	392	546	0.4	0.5	4.405	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	418	105	342	1014	0.413	418	302	0.5	0.7	6.031	A
2 - Aldwick Street	489	122	421	1090	0.448	488	339	0.5	0.8	5.966	A
3 - Barrack Lane	141	35	691	752	0.187	141	218	0.2	0.2	5.885	A
4 - Gossamer Lane	481	120	164	1191	0.404	480	668	0.5	0.7	5.060	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	418	105	342	1013	0.413	418	303	0.7	0.7	6.051	A
2 - Aldwick Street	489	122	422	1090	0.449	489	339	0.8	0.8	5.992	A
3 - Barrack Lane	141	35	693	751	0.188	141	218	0.2	0.2	5.897	A
4 - Gossamer Lane	481	120	164	1191	0.404	481	669	0.7	0.7	5.071	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	342	85	280	1047	0.326	342	248	0.7	0.5	5.117	A
2 - Aldwick Street	399	100	345	1136	0.351	400	277	0.8	0.5	4.898	A
3 - Barrack Lane	115	29	567	820	0.140	115	178	0.2	0.2	5.110	A
4 - Gossamer Lane	393	98	134	1209	0.325	394	548	0.7	0.5	4.420	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	286	72	234	1071	0.267	287	207	0.5	0.4	4.592	A
2 - Aldwick Street	334	84	289	1170	0.286	335	232	0.5	0.4	4.311	A
3 - Barrack Lane	96	24	474	871	0.111	97	149	0.2	0.1	4.652	A
4 - Gossamer Lane	329	82	112	1222	0.269	329	459	0.5	0.4	4.034	A

2027 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Gossamer Lane jw Aldwick Road	Standard Roundabout	1,2,3,4	6.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	44	4 - Gossamer Lane

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	298	100.000
2 - Aldwick Street		ONE HOUR	✓	326	100.000
3 - Barrack Lane		ONE HOUR	✓	209	100.000
4 - Gossamer Lane		ONE HOUR	✓	628	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	35	65	198
	2 - Aldwick Street	56	0	34	236
	3 - Barrack Lane	113	48	0	48
	4 - Gossamer Lane	214	380	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	3	11	4
	2 - Aldwick Street	11	0	6	3
	3 - Barrack Lane	3	0	0	4
	4 - Gossamer Lane	2	1	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 - Aldwick Road	0.36	6.28	0.6	A	273	410
2 - Aldwick Street	0.32	4.74	0.5	A	299	449
3 - Barrack Lane	0.28	5.96	0.4	A	192	288
4 - Gossamer Lane	0.60	7.88	1.5	A	576	864

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	224	56	346	986	0.227	223	287	0.0	0.3	4.711	A
2 - Aldwick Street	245	61	222	1182	0.208	244	347	0.0	0.3	3.835	A
3 - Barrack Lane	157	39	367	930	0.169	157	100	0.0	0.2	4.651	A
4 - Gossamer Lane	473	118	163	1195	0.396	470	361	0.0	0.6	4.949	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	268	67	415	950	0.282	268	344	0.3	0.4	5.270	A
2 - Aldwick Street	293	73	267	1155	0.254	293	415	0.3	0.3	4.173	A
3 - Barrack Lane	188	47	440	889	0.211	188	119	0.2	0.3	5.130	A
4 - Gossamer Lane	565	141	195	1175	0.480	563	433	0.6	0.9	5.876	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	328	82	507	902	0.364	327	421	0.4	0.6	6.258	A
2 - Aldwick Street	359	90	326	1119	0.321	358	508	0.3	0.5	4.731	A
3 - Barrack Lane	230	58	539	834	0.276	230	146	0.3	0.4	5.950	A
4 - Gossamer Lane	691	173	238	1148	0.602	689	530	0.9	1.5	7.801	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	328	82	509	901	0.364	328	422	0.6	0.6	6.282	A
2 - Aldwick Street	359	90	327	1118	0.321	359	510	0.5	0.5	4.739	A
3 - Barrack Lane	230	58	539	834	0.276	230	146	0.4	0.4	5.962	A
4 - Gossamer Lane	691	173	239	1148	0.602	691	531	1.5	1.5	7.881	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	268	67	417	949	0.282	269	345	0.6	0.4	5.294	A
2 - Aldwick Street	293	73	268	1154	0.254	294	418	0.5	0.3	4.185	A
3 - Barrack Lane	188	47	441	888	0.211	188	120	0.4	0.3	5.146	A
4 - Gossamer Lane	565	141	196	1175	0.481	567	434	1.5	0.9	5.945	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	224	56	349	985	0.228	225	289	0.4	0.3	4.737	A
2 - Aldwick Street	245	61	224	1181	0.208	246	349	0.3	0.3	3.851	A
3 - Barrack Lane	157	39	369	928	0.169	158	100	0.3	0.2	4.673	A
4 - Gossamer Lane	473	118	164	1194	0.396	474	363	0.9	0.7	5.005	A

2027 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Gossamer Lane jw Aldwick Road	Standard Roundabout	1,2,3,4	6.37	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	50	2 - Aldwick Street

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Aldwick Road		ONE HOUR	✓	397	100.000
2 - Aldwick Street		ONE HOUR	✓	513	100.000
3 - Barrack Lane		ONE HOUR	✓	131	100.000
4 - Gossamer Lane		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	37	101	259
	2 - Aldwick Street	47	0	57	409
	3 - Barrack Lane	74	28	0	29
	4 - Gossamer Lane	163	286	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Aldwick Road	2 - Aldwick Street	3 - Barrack Lane	4 - Gossamer Lane
From	1 - Aldwick Road	0	0	1	4
	2 - Aldwick Street	4	0	4	2
	3 - Barrack Lane	5	0	0	0
	4 - Gossamer Lane	3	1	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 - Aldwick Road	0.44	6.55	0.8	A	364	546
2 - Aldwick Street	0.52	7.01	1.1	A	471	706
3 - Barrack Lane	0.21	6.47	0.3	A	120	180
4 - Gossamer Lane	0.45	5.52	0.8	A	450	674

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	299	75	266	1054	0.284	297	213	0.0	0.4	4.750	A
2 - Aldwick Street	386	97	300	1164	0.332	384	263	0.0	0.5	4.606	A
3 - Barrack Lane	99	25	536	838	0.118	98	149	0.0	0.1	4.863	A
4 - Gossamer Lane	369	92	112	1223	0.302	367	522	0.0	0.4	4.196	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	357	89	319	1025	0.348	356	255	0.4	0.5	5.376	A
2 - Aldwick Street	461	115	360	1128	0.409	460	315	0.5	0.7	5.391	A
3 - Barrack Lane	118	29	642	780	0.151	118	179	0.1	0.2	5.435	A
4 - Gossamer Lane	440	110	134	1210	0.364	440	626	0.4	0.6	4.674	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	437	109	390	987	0.443	436	312	0.5	0.8	6.522	A
2 - Aldwick Street	565	141	440	1079	0.524	563	386	0.7	1.1	6.964	A
3 - Barrack Lane	144	36	785	701	0.206	144	219	0.2	0.3	6.456	A
4 - Gossamer Lane	539	135	164	1191	0.453	538	765	0.6	0.8	5.505	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	437	109	391	987	0.443	437	313	0.8	0.8	6.550	A
2 - Aldwick Street	565	141	441	1078	0.524	565	386	1.1	1.1	7.014	A
3 - Barrack Lane	144	36	787	700	0.206	144	219	0.3	0.3	6.474	A
4 - Gossamer Lane	539	135	164	1191	0.453	539	767	0.8	0.8	5.522	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	357	89	320	1025	0.348	358	256	0.8	0.5	5.407	A
2 - Aldwick Street	461	115	361	1127	0.409	463	316	1.1	0.7	5.434	A
3 - Barrack Lane	118	29	645	778	0.151	118	179	0.3	0.2	5.456	A
4 - Gossamer Lane	440	110	134	1209	0.364	441	629	0.8	0.6	4.693	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Aldwick Road	299	75	268	1053	0.284	299	214	0.5	0.4	4.783	A
2 - Aldwick Street	386	97	302	1163	0.332	387	265	0.7	0.5	4.645	A
3 - Barrack Lane	99	25	539	836	0.118	99	150	0.2	0.1	4.885	A
4 - Gossamer Lane	369	92	112	1223	0.302	369	526	0.6	0.4	4.223	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 1616 Aldwick Road West Meads.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 17/01/2017 11:55:48

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
1 - Hawthorn Road	0.1	2.78	0.10	A	3.04	A	192 % [5 - West Meads Drive]	0.3	3.68	0.24	A	3.75	A	100 % [4 - B2166 Aldwick Road W]
2 - B2166 Aldwick Road E	0.3	2.58	0.25	A				0.4	2.81	0.28	A			
3 - Aldwick Fields	0.0	3.25	0.04	A				0.0	3.40	0.01	A			
4 - B2166 Aldwick Road W	0.3	3.38	0.24	A				0.7	4.46	0.42	A			
5 - West Meads Drive	0.3	3.48	0.22	A				0.3	3.95	0.24	A			
	2022 + CUMULATIVE													
1 - Hawthorn Road	0.1	2.80	0.10	A	3.06	A	188 % [5 - West Meads Drive]	0.3	3.71	0.25	A	3.77	A	98 % [4 - B2166 Aldwick Road W]
2 - B2166 Aldwick Road E	0.3	2.60	0.25	A				0.4	2.83	0.28	A			
3 - Aldwick Fields	0.0	3.26	0.04	A				0.0	3.42	0.01	A			
4 - B2166 Aldwick Road W	0.3	3.39	0.24	A				0.7	4.48	0.43	A			
5 - West Meads Drive	0.3	3.50	0.22	A				0.3	3.96	0.24	A			
	2027													
1 - Hawthorn Road	0.3	3.81	0.26	A	3.69	A	119 % [1 - Hawthorn Road]	0.3	3.76	0.25	A	3.84	A	94 % [4 - B2166 Aldwick Road W]
2 - B2166 Aldwick Road E	0.2	2.49	0.18	A				0.4	2.85	0.29	A			
3 - Aldwick Fields	0.0	3.13	0.01	A				0.0	3.44	0.01	A			
4 - B2166 Aldwick Road W	0.7	4.07	0.41	A				0.8	4.59	0.44	A			
5 - West Meads Drive	0.3	4.04	0.25	A				0.3	4.03	0.25	A			
	2027 + CUMULATIVE													
1 - Hawthorn Road	0.3	3.84	0.26	A	3.71	A	117 % [1 - Hawthorn Road]	0.3	3.79	0.26	A	3.86	A	92 % [4 - B2166 Aldwick Road W]
2 - B2166 Aldwick Road E	0.2	2.50	0.18	A				0.4	2.88	0.29	A			
3 - Aldwick Fields	0.0	3.13	0.01	A				0.0	3.46	0.01	A			
4 - B2166 Aldwick Road W	0.7	4.14	0.42	A				0.8	4.63	0.44	A			
5 - West Meads Drive	0.3	3.98	0.24	A				0.3	4.05	0.25	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	West Meads/Aldwick Fields
Location	Rose Green, Pagham
Site number	
Date	15/06/2016

Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Alwick Road jw West Meads Drive	Standard Roundabout	1,2,3,4,5	3.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	192	5 - West Meads Drive

Arms

Arms

Arm	Name	Description
1	Hawthorn Road	
2	B2166 Aldwick Road E	
3	Aldwick Fields	
4	B2166 Aldwick Road W	
5	West Meads Drive	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Hawthorn Road	4.00	6.10	10.7	23.6	58.6	19.0	
2 - B2166 Aldwick Road E	4.70	7.40	13.5	15.0	58.6	21.0	
3 - Aldwick Fields	3.70	7.10	4.8	18.7	58.6	22.5	
4 - B2166 Aldwick Road W	3.50	6.10	21.6	8.3	58.6	23.5	
5 - West Meads Drive	3.65	6.20	7.5	21.5	58.6	21.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hawthorn Road	0.573	1676
2 - B2166 Aldwick Road E	0.613	1952
3 - Aldwick Fields	0.530	1469
4 - B2166 Aldwick Road W	0.527	1554
5 - West Meads Drive	0.544	1527

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	2022	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hawthorn Road		ONE HOUR	✓	125	100.000
2 - B2166 Aldwick Road E		ONE HOUR	✓	415	100.000
3 - Aldwick Fields		ONE HOUR	✓	42	100.000

4 - B2166 Aldwick Road W		ONE HOUR	✓	298	100.000
5 - West Meads Drive		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	34	4	82	5
	2 - B2166 Aldwick Road E	35	0	1	256	123
	3 - Aldwick Fields	23	14	0	3	2
	4 - B2166 Aldwick Road W	134	131	1	0	32
	5 - West Meads Drive	37	179	5	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	0	0	1	0
	2 - B2166 Aldwick Road E	0	0	0	1	0
	3 - Aldwick Fields	0	0	0	0	0
	4 - B2166 Aldwick Road W	2	5	0	0	0
	5 - West Meads Drive	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hawthorn Road	0.10	2.78	0.1	A	115	172
2 - B2166 Aldwick Road E	0.25	2.58	0.3	A	381	571
3 - Aldwick Fields	0.04	3.25	0.0	A	39	58
4 - B2166 Aldwick Road W	0.24	3.38	0.3	A	273	410
5 - West Meads Drive	0.22	3.48	0.3	A	237	355

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	94	24	275	1506	0.063	94	172	0.0	0.1	2.550	A
2 - B2166 Aldwick Road E	312	78	101	1878	0.166	312	269	0.0	0.2	2.297	A
3 - Aldwick Fields	32	8	404	1253	0.025	32	8	0.0	0.0	2.945	A
4 - B2166 Aldwick Road W	224	56	152	1430	0.157	224	284	0.0	0.2	2.984	A
5 - West Meads Drive	194	49	254	1385	0.140	194	122	0.0	0.2	3.019	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	112	28	330	1474	0.076	112	206	0.1	0.1	2.643	A
2 - B2166 Aldwick Road E	373	93	120	1866	0.200	373	322	0.2	0.2	2.411	A
3 - Aldwick Fields	38	9	483	1211	0.031	38	10	0.0	0.0	3.067	A
4 - B2166 Aldwick Road W	268	67	181	1414	0.189	268	340	0.2	0.2	3.139	A
5 - West Meads Drive	232	58	304	1358	0.171	232	146	0.2	0.2	3.197	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	138	34	404	1431	0.096	138	252	0.1	0.1	2.782	A

2 - B2166 Aldwick Road E	457	114	147	1849	0.247	457	394	0.2	0.3	2.584	A
3 - Aldwick Fields	46	12	592	1153	0.040	46	12	0.0	0.0	3.251	A
4 - B2166 Aldwick Road W	328	82	222	1393	0.235	328	416	0.2	0.3	3.378	A
5 - West Meads Drive	284	71	372	1319	0.215	284	178	0.2	0.3	3.476	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	138	34	404	1431	0.096	138	252	0.1	0.1	2.782	A
2 - B2166 Aldwick Road E	457	114	148	1849	0.247	457	394	0.3	0.3	2.585	A
3 - Aldwick Fields	46	12	592	1153	0.040	46	12	0.0	0.0	3.252	A
4 - B2166 Aldwick Road W	328	82	222	1393	0.235	328	416	0.3	0.3	3.378	A
5 - West Meads Drive	284	71	372	1319	0.215	284	178	0.3	0.3	3.476	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	112	28	330	1474	0.076	112	206	0.1	0.1	2.646	A
2 - B2166 Aldwick Road E	373	93	121	1866	0.200	373	322	0.3	0.3	2.412	A
3 - Aldwick Fields	38	9	484	1211	0.031	38	10	0.0	0.0	3.071	A
4 - B2166 Aldwick Road W	268	67	182	1414	0.189	268	340	0.3	0.2	3.144	A
5 - West Meads Drive	232	58	304	1357	0.171	232	146	0.3	0.2	3.202	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	94	24	277	1505	0.063	94	173	0.1	0.1	2.551	A
2 - B2166 Aldwick Road E	312	78	101	1878	0.166	313	270	0.3	0.2	2.299	A
3 - Aldwick Fields	32	8	405	1253	0.025	32	8	0.0	0.0	2.947	A
4 - B2166 Aldwick Road W	224	56	152	1429	0.157	225	285	0.2	0.2	2.990	A
5 - West Meads Drive	194	49	255	1385	0.140	194	122	0.2	0.2	3.026	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Alwick Road jw West Meads Drive	Standard Roundabout	1,2,3,4,5	3.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	100	4 - B2166 Aldwick Road W

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	2022	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hawthorn Road		ONE HOUR	✓	284	100.000
2 - B2166 Aldwick Road E		ONE HOUR	✓	447	100.000
3 - Aldwick Fields		ONE HOUR	✓	11	100.000
4 - B2166 Aldwick Road W		ONE HOUR	✓	541	100.000
5 - West Meads Drive		ONE HOUR	✓	266	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	56	13	205	10
	2 - B2166 Aldwick Road E	18	0	8	234	187
	3 - Aldwick Fields	2	4	0	3	2
	4 - B2166 Aldwick Road W	151	353	2	0	35
	5 - West Meads Drive	21	212	5	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	0	0	0	0
	2 - B2166 Aldwick Road E	0	0	0	0	0
	3 - Aldwick Fields	0	0	0	0	0
	4 - B2166 Aldwick Road W	1	2	0	0	0
	5 - West Meads Drive	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hawthorn Road	0.24	3.68	0.3	A	261	391
2 - B2166 Aldwick Road E	0.28	2.81	0.4	A	410	615
3 - Aldwick Fields	0.01	3.40	0.0	A	10	15
4 - B2166 Aldwick Road W	0.42	4.46	0.7	A	496	745
5 - West Meads Drive	0.24	3.95	0.3	A	244	366

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	214	53	453	1413	0.151	213	144	0.0	0.2	2.997	A
2 - B2166 Aldwick Road E	337	84	197	1831	0.184	336	469	0.0	0.2	2.407	A
3 - Aldwick Fields	8	2	512	1197	0.007	8	21	0.0	0.0	3.026	A
4 - B2166 Aldwick Road W	407	102	167	1443	0.282	406	353	0.0	0.4	3.468	A
5 - West Meads Drive	200	50	397	1308	0.153	200	176	0.0	0.2	3.247	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	255	64	542	1362	0.188	255	172	0.2	0.2	3.253	A
2 - B2166 Aldwick Road E	402	100	236	1807	0.222	402	561	0.2	0.3	2.561	A
3 - Aldwick Fields	10	2	613	1144	0.009	10	25	0.0	0.0	3.173	A
4 - B2166 Aldwick Road W	486	122	200	1426	0.341	486	422	0.4	0.5	3.829	A
5 - West Meads Drive	239	60	476	1264	0.189	239	210	0.2	0.2	3.511	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	313	78	664	1291	0.242	312	211	0.2	0.3	3.678	A
2 - B2166 Aldwick Road E	492	123	289	1774	0.277	492	687	0.3	0.4	2.807	A
3 - Aldwick Fields	12	3	750	1071	0.011	12	31	0.0	0.0	3.398	A
4 - B2166 Aldwick Road W	596	149	245	1402	0.425	595	517	0.5	0.7	4.454	A
5 - West Meads Drive	293	73	583	1205	0.243	293	257	0.2	0.3	3.944	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	313	78	665	1291	0.242	313	211	0.3	0.3	3.680	A
2 - B2166 Aldwick Road E	492	123	290	1774	0.277	492	688	0.4	0.4	2.807	A
3 - Aldwick Fields	12	3	751	1071	0.011	12	31	0.0	0.0	3.399	A
4 - B2166 Aldwick Road W	596	149	246	1402	0.425	596	517	0.7	0.7	4.463	A
5 - West Meads Drive	293	73	584	1205	0.243	293	258	0.3	0.3	3.947	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	255	64	544	1361	0.188	256	173	0.3	0.2	3.257	A
2 - B2166 Aldwick Road E	402	100	237	1807	0.222	402	563	0.4	0.3	2.565	A
3 - Aldwick Fields	10	2	614	1143	0.009	10	25	0.0	0.0	3.177	A
4 - B2166 Aldwick Road W	486	122	201	1425	0.341	487	423	0.7	0.5	3.840	A
5 - West Meads Drive	239	60	477	1263	0.189	239	211	0.3	0.2	3.518	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	214	53	455	1412	0.151	214	145	0.2	0.2	3.006	A
2 - B2166 Aldwick Road E	337	84	198	1830	0.184	337	471	0.3	0.2	2.412	A
3 - Aldwick Fields	8	2	514	1196	0.007	8	21	0.0	0.0	3.029	A
4 - B2166 Aldwick Road W	407	102	168	1442	0.282	408	354	0.5	0.4	3.483	A
5 - West Meads Drive	200	50	399	1306	0.153	200	176	0.2	0.2	3.257	A

2022 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Alwick Road jw West Meads Drive	Standard Roundabout	1,2,3,4,5	3.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	188	5 - West Meads Drive

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	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hawthorn Road		ONE HOUR	✓	127	100.000
2 - B2166 Aldwick Road E		ONE HOUR	✓	419	100.000
3 - Aldwick Fields		ONE HOUR	✓	42	100.000
4 - B2166 Aldwick Road W		ONE HOUR	✓	312	100.000
5 - West Meads Drive		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	34	4	84	5
	2 - B2166 Aldwick Road E	35	0	1	260	123
	3 - Aldwick Fields	23	14	0	3	2
	4 - B2166 Aldwick Road W	139	139	1	0	33
	5 - West Meads Drive	37	179	5	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	0	0	1	0
	2 - B2166 Aldwick Road E	0	0	0	1	0
	3 - Aldwick Fields	0	0	0	0	0
	4 - B2166 Aldwick Road W	1	4	0	0	0
	5 - West Meads Drive	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hawthorn Road	0.10	2.80	0.1	A	117	175
2 - B2166 Aldwick Road E	0.25	2.60	0.3	A	384	577
3 - Aldwick Fields	0.04	3.26	0.0	A	39	58
4 - B2166 Aldwick Road W	0.24	3.39	0.3	A	286	429
5 - West Meads Drive	0.22	3.50	0.3	A	237	355

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	96	24	281	1502	0.064	95	176	0.0	0.1	2.558	A
2 - B2166 Aldwick Road E	315	79	102	1877	0.168	315	275	0.0	0.2	2.303	A
3 - Aldwick Fields	32	8	408	1251	0.025	32	8	0.0	0.0	2.951	A
4 - B2166 Aldwick Road W	235	59	152	1442	0.163	234	288	0.0	0.2	2.980	A
5 - West Meads Drive	194	49	263	1381	0.141	194	122	0.0	0.2	3.030	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	114	29	337	1470	0.078	114	210	0.1	0.1	2.653	A
2 - B2166 Aldwick Road E	377	94	122	1865	0.202	376	329	0.2	0.3	2.418	A
3 - Aldwick Fields	38	9	489	1208	0.031	38	10	0.0	0.0	3.075	A
4 - B2166 Aldwick Road W	280	70	181	1426	0.197	280	345	0.2	0.2	3.141	A
5 - West Meads Drive	232	58	315	1352	0.172	232	146	0.2	0.2	3.212	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	140	35	412	1427	0.098	140	257	0.1	0.1	2.796	A
2 - B2166 Aldwick Road E	461	115	150	1848	0.250	461	403	0.3	0.3	2.595	A
3 - Aldwick Fields	46	12	599	1150	0.040	46	12	0.0	0.0	3.262	A
4 - B2166 Aldwick Road W	344	86	222	1405	0.244	343	422	0.2	0.3	3.389	A
5 - West Meads Drive	284	71	386	1313	0.216	284	179	0.2	0.3	3.497	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	140	35	413	1427	0.098	140	258	0.1	0.1	2.797	A
2 - B2166 Aldwick Road E	461	115	150	1848	0.250	461	403	0.3	0.3	2.595	A
3 - Aldwick Fields	46	12	599	1149	0.040	46	12	0.0	0.0	3.262	A
4 - B2166 Aldwick Road W	344	86	222	1405	0.244	344	423	0.3	0.3	3.389	A
5 - West Meads Drive	284	71	386	1313	0.216	284	179	0.3	0.3	3.498	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	114	29	337	1470	0.078	114	211	0.1	0.1	2.656	A
2 - B2166 Aldwick Road E	377	94	122	1865	0.202	377	329	0.3	0.3	2.421	A
3 - Aldwick Fields	38	9	489	1208	0.031	38	10	0.0	0.0	3.076	A
4 - B2166 Aldwick Road W	280	70	182	1426	0.197	281	346	0.3	0.2	3.145	A
5 - West Meads Drive	232	58	316	1352	0.172	232	147	0.3	0.2	3.214	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	96	24	283	1502	0.064	96	176	0.1	0.1	2.561	A
2 - B2166 Aldwick Road E	315	79	102	1877	0.168	316	276	0.3	0.2	2.307	A
3 - Aldwick Fields	32	8	410	1250	0.025	32	8	0.0	0.0	2.953	A
4 - B2166 Aldwick Road W	235	59	152	1441	0.163	235	289	0.2	0.2	2.984	A
5 - West Meads Drive	194	49	264	1380	0.141	194	123	0.2	0.2	3.034	A

2022 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Alwick Road jw West Meads Drive	Standard Roundabout	1,2,3,4,5	3.77	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	98	4 - B2166 Aldwick Road W

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	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hawthorn Road		ONE HOUR	✓	288	100.000
2 - B2166 Aldwick Road E		ONE HOUR	✓	453	100.000
3 - Aldwick Fields		ONE HOUR	✓	11	100.000
4 - B2166 Aldwick Road W		ONE HOUR	✓	547	100.000
5 - West Meads Drive		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	56	13	209	10
	2 - B2166 Aldwick Road E	18	0	8	240	187
	3 - Aldwick Fields	2	4	0	3	2
	4 - B2166 Aldwick Road W	153	356	2	0	36
	5 - West Meads Drive	21	212	5	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	0	0	0	0
	2 - B2166 Aldwick Road E	0	0	0	0	0
	3 - Aldwick Fields	0	0	0	0	0
	4 - B2166 Aldwick Road W	0	2	0	0	0
	5 - West Meads Drive	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hawthorn Road	0.25	3.71	0.3	A	264	396
2 - B2166 Aldwick Road E	0.28	2.83	0.4	A	416	624
3 - Aldwick Fields	0.01	3.42	0.0	A	10	15
4 - B2166 Aldwick Road W	0.43	4.48	0.7	A	502	753
5 - West Meads Drive	0.24	3.96	0.3	A	245	368

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	217	54	456	1412	0.154	216	146	0.0	0.2	3.009	A
2 - B2166 Aldwick Road E	341	85	201	1828	0.187	340	471	0.0	0.2	2.418	A
3 - Aldwick Fields	8	2	520	1193	0.007	8	21	0.0	0.0	3.037	A
4 - B2166 Aldwick Road W	412	103	167	1447	0.285	410	361	0.0	0.4	3.469	A
5 - West Meads Drive	201	50	401	1306	0.154	200	176	0.0	0.2	3.254	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	259	65	546	1360	0.190	259	174	0.2	0.2	3.270	A
2 - B2166 Aldwick Road E	407	102	241	1804	0.226	407	564	0.2	0.3	2.576	A
3 - Aldwick Fields	10	2	623	1139	0.009	10	25	0.0	0.0	3.188	A
4 - B2166 Aldwick Road W	492	123	200	1430	0.344	491	432	0.4	0.5	3.834	A
5 - West Meads Drive	240	60	480	1262	0.190	240	211	0.2	0.2	3.520	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	317	79	669	1289	0.246	317	213	0.2	0.3	3.704	A
2 - B2166 Aldwick Road E	499	125	295	1771	0.282	498	691	0.3	0.4	2.829	A
3 - Aldwick Fields	12	3	762	1065	0.011	12	31	0.0	0.0	3.419	A
4 - B2166 Aldwick Road W	602	151	245	1406	0.428	601	529	0.5	0.7	4.469	A
5 - West Meads Drive	294	73	588	1203	0.244	294	259	0.2	0.3	3.958	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	317	79	669	1288	0.246	317	214	0.3	0.3	3.706	A
2 - B2166 Aldwick Road E	499	125	295	1771	0.282	499	691	0.4	0.4	2.829	A
3 - Aldwick Fields	12	3	763	1064	0.011	12	31	0.0	0.0	3.420	A
4 - B2166 Aldwick Road W	602	151	246	1406	0.428	602	530	0.7	0.7	4.478	A
5 - West Meads Drive	294	73	589	1203	0.244	294	259	0.3	0.3	3.961	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	259	65	547	1359	0.191	259	175	0.3	0.2	3.277	A
2 - B2166 Aldwick Road E	407	102	241	1804	0.226	408	565	0.4	0.3	2.580	A
3 - Aldwick Fields	10	2	624	1138	0.009	10	25	0.0	0.0	3.189	A
4 - B2166 Aldwick Road W	492	123	201	1429	0.344	493	433	0.7	0.5	3.846	A
5 - West Meads Drive	240	60	482	1262	0.190	240	211	0.3	0.2	3.525	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	217	54	458	1410	0.154	217	146	0.2	0.2	3.016	A
2 - B2166 Aldwick Road E	341	85	202	1828	0.187	341	473	0.3	0.2	2.423	A
3 - Aldwick Fields	8	2	522	1192	0.007	8	21	0.0	0.0	3.040	A
4 - B2166 Aldwick Road W	412	103	168	1446	0.285	412	362	0.5	0.4	3.485	A
5 - West Meads Drive	201	50	403	1305	0.154	201	177	0.2	0.2	3.264	A

2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Alwick Road jw West Meads Drive	Standard Roundabout	1,2,3,4,5	3.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	119	1 - Hawthorn Road

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	2027	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hawthorn Road		ONE HOUR	✓	294	100.000
2 - B2166 Aldwick Road E		ONE HOUR	✓	279	100.000
3 - Aldwick Fields		ONE HOUR	✓	11	100.000
4 - B2166 Aldwick Road W		ONE HOUR	✓	562	100.000
5 - West Meads Drive		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	58	13	213	10
	2 - B2166 Aldwick Road E	19	0	9	243	8
	3 - Aldwick Fields	2	4	0	3	2
	4 - B2166 Aldwick Road W	157	367	2	0	36
	5 - West Meads Drive	22	220	5	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	0	0	1	0
	2 - B2166 Aldwick Road E	0	0	0	1	0
	3 - Aldwick Fields	0	0	0	0	0
	4 - B2166 Aldwick Road W	1	2	0	0	0
	5 - West Meads Drive	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hawthorn Road	0.26	3.81	0.3	A	270	405
2 - B2166 Aldwick Road E	0.18	2.49	0.2	A	256	384
3 - Aldwick Fields	0.01	3.13	0.0	A	10	15
4 - B2166 Aldwick Road W	0.41	4.07	0.7	A	516	774
5 - West Meads Drive	0.25	4.04	0.3	A	251	377

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	221	55	469	1394	0.159	221	150	0.0	0.2	3.066	A
2 - B2166 Aldwick Road E	210	53	203	1811	0.116	210	487	0.0	0.1	2.248	A
3 - Aldwick Fields	8	2	390	1260	0.007	8	22	0.0	0.0	2.875	A
4 - B2166 Aldwick Road W	423	106	34	1512	0.280	422	365	0.0	0.4	3.297	A
5 - West Meads Drive	206	52	413	1299	0.159	206	42	0.0	0.2	3.291	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	264	66	561	1341	0.197	264	180	0.2	0.2	3.342	A
2 - B2166 Aldwick Road E	251	63	243	1786	0.140	251	583	0.1	0.2	2.344	A
3 - Aldwick Fields	10	2	467	1219	0.008	10	26	0.0	0.0	2.976	A
4 - B2166 Aldwick Road W	505	126	40	1508	0.335	505	437	0.4	0.5	3.584	A
5 - West Meads Drive	246	62	495	1254	0.196	246	50	0.2	0.2	3.572	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	324	81	687	1269	0.255	323	220	0.2	0.3	3.806	A
2 - B2166 Aldwick Road E	307	77	297	1753	0.175	307	714	0.2	0.2	2.489	A
3 - Aldwick Fields	12	3	572	1163	0.010	12	32	0.0	0.0	3.127	A
4 - B2166 Aldwick Road W	619	155	50	1504	0.411	618	535	0.5	0.7	4.061	A
5 - West Meads Drive	302	75	606	1192	0.253	301	62	0.2	0.3	4.038	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	324	81	688	1268	0.255	324	220	0.3	0.3	3.811	A
2 - B2166 Aldwick Road E	307	77	297	1753	0.175	307	715	0.2	0.2	2.489	A
3 - Aldwick Fields	12	3	573	1163	0.010	12	32	0.0	0.0	3.128	A
4 - B2166 Aldwick Road W	619	155	50	1504	0.411	619	535	0.7	0.7	4.067	A
5 - West Meads Drive	302	75	607	1192	0.253	302	62	0.3	0.3	4.043	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	264	66	563	1340	0.197	265	180	0.3	0.2	3.347	A
2 - B2166 Aldwick Road E	251	63	243	1786	0.140	251	584	0.2	0.2	2.347	A
3 - Aldwick Fields	10	2	468	1219	0.008	10	26	0.0	0.0	2.977	A
4 - B2166 Aldwick Road W	505	126	40	1508	0.335	506	437	0.7	0.5	3.595	A
5 - West Meads Drive	246	62	496	1253	0.197	247	50	0.3	0.2	3.580	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	221	55	471	1393	0.159	222	151	0.2	0.2	3.073	A
2 - B2166 Aldwick Road E	210	53	203	1810	0.116	210	489	0.2	0.1	2.249	A
3 - Aldwick Fields	8	2	392	1259	0.007	8	22	0.0	0.0	2.879	A
4 - B2166 Aldwick Road W	423	106	34	1512	0.280	424	366	0.5	0.4	3.308	A
5 - West Meads Drive	206	52	415	1298	0.159	207	42	0.2	0.2	3.299	A

2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Alwick Road jw West Meads Drive	Standard Roundabout	1,2,3,4,5	3.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	94	4 - B2166 Aldwick Road W

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	2027	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hawthorn Road		ONE HOUR	✓	293	100.000
2 - B2166 Aldwick Road E		ONE HOUR	✓	462	100.000
3 - Aldwick Fields		ONE HOUR	✓	11	100.000
4 - B2166 Aldwick Road W		ONE HOUR	✓	558	100.000
5 - West Meads Drive		ONE HOUR	✓	273	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	58	13	212	10
	2 - B2166 Aldwick Road E	19	0	9	241	193
	3 - Aldwick Fields	2	4	0	3	2
	4 - B2166 Aldwick Road W	156	364	2	0	36
	5 - West Meads Drive	22	218	5	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	0	0	0	0
	2 - B2166 Aldwick Road E	0	0	0	0	0
	3 - Aldwick Fields	0	0	0	0	0
	4 - B2166 Aldwick Road W	1	2	0	0	0
	5 - West Meads Drive	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hawthorn Road	0.25	3.76	0.3	A	269	403
2 - B2166 Aldwick Road E	0.29	2.85	0.4	A	424	636
3 - Aldwick Fields	0.01	3.44	0.0	A	10	15
4 - B2166 Aldwick Road W	0.44	4.59	0.8	A	512	768
5 - West Meads Drive	0.25	4.03	0.3	A	251	376

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	221	55	466	1406	0.157	220	149	0.0	0.2	3.033	A
2 - B2166 Aldwick Road E	348	87	203	1827	0.190	347	483	0.0	0.2	2.430	A
3 - Aldwick Fields	8	2	528	1189	0.007	8	22	0.0	0.0	3.047	A
4 - B2166 Aldwick Road W	420	105	173	1440	0.292	418	363	0.0	0.4	3.518	A
5 - West Meads Drive	206	51	410	1300	0.158	205	181	0.0	0.2	3.284	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	263	66	558	1353	0.195	263	179	0.2	0.2	3.303	A
2 - B2166 Aldwick Road E	415	104	243	1803	0.230	415	578	0.2	0.3	2.593	A
3 - Aldwick Fields	10	2	632	1134	0.009	10	26	0.0	0.0	3.201	A
4 - B2166 Aldwick Road W	502	125	207	1422	0.353	501	435	0.4	0.5	3.906	A
5 - West Meads Drive	245	61	491	1256	0.195	245	217	0.2	0.2	3.562	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	323	81	683	1280	0.252	322	219	0.2	0.3	3.754	A
2 - B2166 Aldwick Road E	509	127	297	1770	0.287	508	708	0.3	0.4	2.854	A
3 - Aldwick Fields	12	3	773	1059	0.011	12	32	0.0	0.0	3.438	A
4 - B2166 Aldwick Road W	614	154	253	1398	0.439	613	532	0.5	0.8	4.581	A
5 - West Meads Drive	301	75	601	1195	0.252	300	265	0.2	0.3	4.022	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	323	81	684	1280	0.252	323	219	0.3	0.3	3.760	A
2 - B2166 Aldwick Road E	509	127	297	1769	0.287	509	709	0.4	0.4	2.854	A
3 - Aldwick Fields	12	3	774	1059	0.011	12	32	0.0	0.0	3.439	A
4 - B2166 Aldwick Road W	614	154	253	1398	0.439	614	533	0.8	0.8	4.592	A
5 - West Meads Drive	301	75	602	1194	0.252	301	265	0.3	0.3	4.027	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	263	66	559	1352	0.195	264	179	0.3	0.2	3.311	A
2 - B2166 Aldwick Road E	415	104	243	1803	0.230	416	580	0.4	0.3	2.597	A
3 - Aldwick Fields	10	2	633	1133	0.009	10	26	0.0	0.0	3.203	A
4 - B2166 Aldwick Road W	502	125	207	1422	0.353	503	436	0.8	0.5	3.918	A
5 - West Meads Drive	245	61	493	1255	0.196	246	217	0.3	0.2	3.567	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	221	55	468	1405	0.157	221	150	0.2	0.2	3.040	A
2 - B2166 Aldwick Road E	348	87	203	1827	0.190	348	485	0.3	0.2	2.434	A
3 - Aldwick Fields	8	2	530	1188	0.007	8	22	0.0	0.0	3.050	A
4 - B2166 Aldwick Road W	420	105	173	1440	0.292	421	365	0.5	0.4	3.534	A
5 - West Meads Drive	206	51	412	1299	0.158	206	182	0.2	0.2	3.294	A

2027 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Alwick Road jw West Meads Drive	Standard Roundabout	1,2,3,4,5	3.71	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	117	1 - Hawthorn Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hawthorn Road		ONE HOUR	✓	296	100.000
2 - B2166 Aldwick Road E		ONE HOUR	✓	283	100.000
3 - Aldwick Fields		ONE HOUR	✓	10	100.000
4 - B2166 Aldwick Road W		ONE HOUR	✓	576	100.000
5 - West Meads Drive		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	58	13	215	10
	2 - B2166 Aldwick Road E	19	0	9	247	8
	3 - Aldwick Fields	2	3	0	3	2
	4 - B2166 Aldwick Road W	162	375	2	0	37
	5 - West Meads Drive	2	220	5	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	0	0	1	0
	2 - B2166 Aldwick Road E	0	0	0	1	0
	3 - Aldwick Fields	0	0	0	0	0
	4 - B2166 Aldwick Road W	1	2	0	0	0
	5 - West Meads Drive	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hawthorn Road	0.26	3.84	0.3	A	272	407
2 - B2166 Aldwick Road E	0.18	2.50	0.2	A	260	390
3 - Aldwick Fields	0.01	3.13	0.0	A	9	14
4 - B2166 Aldwick Road W	0.42	4.14	0.7	A	529	793
5 - West Meads Drive	0.24	3.98	0.3	A	233	350

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	223	56	474	1391	0.160	222	139	0.0	0.2	3.078	A
2 - B2166 Aldwick Road E	213	53	204	1810	0.118	213	492	0.0	0.1	2.254	A
3 - Aldwick Fields	8	2	395	1258	0.006	8	22	0.0	0.0	2.878	A
4 - B2166 Aldwick Road W	434	108	33	1512	0.287	432	369	0.0	0.4	3.328	A
5 - West Meads Drive	191	48	422	1294	0.148	191	43	0.0	0.2	3.261	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	266	67	568	1337	0.199	266	166	0.2	0.2	3.359	A
2 - B2166 Aldwick Road E	254	64	244	1785	0.143	254	589	0.1	0.2	2.351	A
3 - Aldwick Fields	9	2	473	1216	0.007	9	26	0.0	0.0	2.981	A
4 - B2166 Aldwick Road W	518	129	40	1509	0.343	517	442	0.4	0.5	3.628	A
5 - West Meads Drive	228	57	506	1248	0.183	228	51	0.2	0.2	3.530	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	326	81	695	1264	0.258	326	203	0.2	0.3	3.833	A
2 - B2166 Aldwick Road E	312	78	299	1752	0.178	311	721	0.2	0.2	2.499	A
3 - Aldwick Fields	11	3	579	1159	0.010	11	32	0.0	0.0	3.133	A
4 - B2166 Aldwick Road W	634	159	48	1504	0.422	633	541	0.5	0.7	4.130	A
5 - West Meads Drive	280	70	619	1185	0.236	279	63	0.2	0.3	3.974	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	326	81	696	1264	0.258	326	204	0.3	0.3	3.838	A
2 - B2166 Aldwick Road E	312	78	299	1751	0.178	312	722	0.2	0.2	2.499	A
3 - Aldwick Fields	11	3	579	1159	0.010	11	32	0.0	0.0	3.134	A
4 - B2166 Aldwick Road W	634	159	48	1504	0.422	634	542	0.7	0.7	4.136	A
5 - West Meads Drive	280	70	620	1185	0.236	280	63	0.3	0.3	3.977	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	266	67	569	1336	0.199	266	167	0.3	0.2	3.367	A
2 - B2166 Aldwick Road E	254	64	245	1785	0.143	255	591	0.2	0.2	2.354	A
3 - Aldwick Fields	9	2	473	1216	0.007	9	26	0.0	0.0	2.984	A
4 - B2166 Aldwick Road W	518	129	40	1509	0.343	519	443	0.7	0.5	3.640	A
5 - West Meads Drive	228	57	507	1247	0.183	229	51	0.3	0.2	3.538	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	223	56	476	1390	0.160	223	139	0.2	0.2	3.087	A
2 - B2166 Aldwick Road E	213	53	205	1809	0.118	213	494	0.2	0.1	2.255	A
3 - Aldwick Fields	8	2	396	1257	0.006	8	22	0.0	0.0	2.880	A
4 - B2166 Aldwick Road W	434	108	33	1512	0.287	434	371	0.5	0.4	3.342	A
5 - West Meads Drive	191	48	424	1293	0.148	191	43	0.2	0.2	3.268	A

2027 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Alwick Road jw West Meads Drive	Standard Roundabout	1,2,3,4,5	3.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	92	4 - B2166 Aldwick Road W

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hawthorn Road		ONE HOUR	✓	297	100.000
2 - B2166 Aldwick Road E		ONE HOUR	✓	468	100.000
3 - Aldwick Fields		ONE HOUR	✓	11	100.000
4 - B2166 Aldwick Road W		ONE HOUR	✓	564	100.000
5 - West Meads Drive		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	58	13	216	10
	2 - B2166 Aldwick Road E	19	0	9	247	193
	3 - Aldwick Fields	2	4	0	3	2
	4 - B2166 Aldwick Road W	158	367	2	0	37
	5 - West Meads Drive	22	218	5	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Hawthorn Road	2 - B2166 Aldwick Road E	3 - Aldwick Fields	4 - B2166 Aldwick Road W	5 - West Meads Drive
From	1 - Hawthorn Road	0	0	0	0	0
	2 - B2166 Aldwick Road E	0	0	0	0	0
	3 - Aldwick Fields	0	0	0	0	0
	4 - B2166 Aldwick Road W	1	2	0	0	0
	5 - West Meads Drive	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hawthorn Road	0.26	3.79	0.3	A	273	409
2 - B2166 Aldwick Road E	0.29	2.88	0.4	A	429	644
3 - Aldwick Fields	0.01	3.46	0.0	A	10	15
4 - B2166 Aldwick Road W	0.44	4.63	0.8	A	518	776
5 - West Meads Drive	0.25	4.05	0.3	A	251	377

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	224	56	469	1404	0.159	223	151	0.0	0.2	3.045	A
2 - B2166 Aldwick Road E	352	88	206	1825	0.193	351	485	0.0	0.2	2.441	A
3 - Aldwick Fields	8	2	536	1185	0.007	8	22	0.0	0.0	3.059	A
4 - B2166 Aldwick Road W	425	106	173	1440	0.295	423	372	0.0	0.4	3.533	A
5 - West Meads Drive	206	52	414	1298	0.159	206	182	0.0	0.2	3.292	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	267	67	561	1351	0.198	267	181	0.2	0.2	3.321	A
2 - B2166 Aldwick Road E	421	105	247	1800	0.234	420	581	0.2	0.3	2.609	A
3 - Aldwick Fields	10	2	641	1129	0.009	10	26	0.0	0.0	3.216	A
4 - B2166 Aldwick Road W	507	127	207	1422	0.356	506	445	0.4	0.6	3.928	A
5 - West Meads Drive	246	62	496	1253	0.197	246	217	0.2	0.2	3.574	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	327	82	687	1278	0.256	327	221	0.2	0.3	3.782	A
2 - B2166 Aldwick Road E	515	129	302	1766	0.292	515	711	0.3	0.4	2.877	A
3 - Aldwick Fields	12	3	785	1053	0.012	12	32	0.0	0.0	3.459	A
4 - B2166 Aldwick Road W	621	155	253	1398	0.444	620	544	0.6	0.8	4.620	A
5 - West Meads Drive	302	75	607	1192	0.253	301	266	0.2	0.3	4.040	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	327	82	688	1277	0.256	327	221	0.3	0.3	3.787	A
2 - B2166 Aldwick Road E	515	129	303	1766	0.292	515	712	0.4	0.4	2.877	A
3 - Aldwick Fields	12	3	786	1052	0.012	12	32	0.0	0.0	3.460	A
4 - B2166 Aldwick Road W	621	155	253	1398	0.444	621	545	0.8	0.8	4.631	A
5 - West Meads Drive	302	75	608	1191	0.253	302	266	0.3	0.3	4.046	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	267	67	563	1350	0.198	267	181	0.3	0.2	3.326	A
2 - B2166 Aldwick Road E	421	105	248	1800	0.234	421	583	0.4	0.3	2.611	A
3 - Aldwick Fields	10	2	643	1128	0.009	10	26	0.0	0.0	3.218	A
4 - B2166 Aldwick Road W	507	127	207	1422	0.357	508	446	0.8	0.6	3.943	A
5 - West Meads Drive	246	62	497	1252	0.197	247	218	0.3	0.2	3.579	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Hawthorn Road	224	56	471	1403	0.159	224	152	0.2	0.2	3.055	A
2 - B2166 Aldwick Road E	352	88	207	1825	0.193	353	488	0.3	0.2	2.445	A
3 - Aldwick Fields	8	2	538	1184	0.007	8	22	0.0	0.0	3.064	A
4 - B2166 Aldwick Road W	425	106	173	1440	0.295	425	373	0.6	0.4	3.552	A
5 - West Meads Drive	206	52	416	1297	0.159	207	182	0.2	0.2	3.300	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 1616 Aldwick Road Lower Bognor Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 17/01/2017 10:30:16

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
1 - B2166 Lower Bognor Road	0.2	2.97	0.17	A	3.23	A	195 % [4 - Aldwick Road]	0.5	3.39	0.31	A	3.47	A	145 % [2 - B2166 Aldwick Road]
2 - B2166 Aldwick Road	0.4	3.48	0.26	A				0.5	3.93	0.32	A			
3 - Aldwick Fields	0.1	3.97	0.05	A				0.0	4.29	0.05	A			
4 - Aldwick Road	0.4	3.08	0.26	A				0.2	2.82	0.19	A			
	2022 + CUMULATIVE													
1 - B2166 Lower Bognor Road	0.2	3.00	0.17	A	3.27	A	185 % [4 - Aldwick Road]	0.5	3.43	0.32	A	3.50	A	140 % [2 - B2166 Aldwick Road]
2 - B2166 Aldwick Road	0.4	3.51	0.27	A				0.5	3.96	0.33	A			
3 - Aldwick Fields	0.1	4.00	0.05	A				0.1	4.34	0.05	A			
4 - Aldwick Road	0.4	3.13	0.28	A				0.2	2.84	0.20	A			
	2027													
1 - B2166 Lower Bognor Road	0.2	2.98	0.18	A	3.28	A	185 % [4 - Aldwick Road]	0.5	3.45	0.32	A	3.53	A	138 % [2 - B2166 Aldwick Road]
2 - B2166 Aldwick Road	0.4	3.53	0.27	A				0.5	4.00	0.33	A			
3 - Aldwick Fields	0.1	4.02	0.05	A				0.1	4.35	0.05	A			
4 - Aldwick Road	0.4	3.15	0.27	A				0.2	2.85	0.20	A			
	2027 + CUMULATIVE													
1 - B2166 Lower Bognor Road	0.2	3.01	0.18	A	3.32	A	175 % [4 - Aldwick Road]	0.5	3.49	0.33	A	3.57	A	132 % [2 - B2166 Aldwick Road]
2 - B2166 Aldwick Road	0.4	3.56	0.28	A				0.5	4.08	0.34	A			
3 - Aldwick Fields	0.1	4.04	0.05	A				0.1	4.41	0.05	A			
4 - Aldwick Road	0.4	3.21	0.29	A				0.3	2.87	0.20	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	B2166/Aldwick Fields/Aldwick Road
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing Junction
Identifier	
Client	
Jobnumber	JNY8840

Enumerator	EUR\pauline.pettitt
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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.23	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	195	4 - Aldwick Road

Arms

Arms

Arm	Name	Description
1	B2166 Lower Bognor Road	
2	B2166 Aldwick Road	
3	Aldwick Fields	
4	Aldwick Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - B2166 Lower Bognor Road	3.65	7.60	19.5	8.7	29.8	28.5	
2 - B2166 Aldwick Road	3.70	6.40	7.1	17.5	29.8	20.5	
3 - Aldwick Fields	3.30	5.00	5.9	9.7	29.8	28.5	
4 - Aldwick Road	3.70	6.60	17.5	23.6	29.8	19.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2166 Lower Bognor Road	0.645	1725
2 - B2166 Aldwick Road	0.631	1529
3 - Aldwick Fields	0.543	1209
4 - Aldwick Road	0.687	1773

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	2022	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2166 Lower Bognor Road		ONE HOUR	✓	226	100.000
2 - B2166 Aldwick Road		ONE HOUR	✓	333	100.000
3 - Aldwick Fields		ONE HOUR	✓	44	100.000
4 - Aldwick Road		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	143	3	80
	2 - B2166 Aldwick Road	150	0	5	178
	3 - Aldwick Fields	21	10	0	13
	4 - Aldwick Road	110	260	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	4	0	4
	2 - B2166 Aldwick Road	2	0	0	6
	3 - Aldwick Fields	0	0	0	0
	4 - Aldwick Road	3	2	17	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 - B2166 Lower Bognor Road	0.17	2.97	0.2	A	207	311
2 - B2166 Aldwick Road	0.26	3.48	0.4	A	306	458
3 - Aldwick Fields	0.05	3.97	0.1	A	40	61
4 - Aldwick Road	0.26	3.08	0.4	A	351	526

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	170	43	212	1525	0.112	170	211	0.0	0.1	2.656	A
2 - B2166 Aldwick Road	251	63	71	1423	0.176	250	310	0.0	0.2	3.068	A
3 - Aldwick Fields	33	8	306	1036	0.032	33	15	0.0	0.0	3.590	A
4 - Aldwick Road	288	72	136	1633	0.176	287	203	0.0	0.2	2.673	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	203	51	253	1498	0.136	203	252	0.1	0.2	2.778	A
2 - B2166 Aldwick Road	299	75	85	1414	0.212	299	371	0.2	0.3	3.229	A
3 - Aldwick Fields	40	10	367	1001	0.040	40	18	0.0	0.0	3.741	A
4 - Aldwick Road	343	86	163	1615	0.213	343	243	0.2	0.3	2.831	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	249	62	310	1462	0.170	249	309	0.2	0.2	2.966	A
2 - B2166 Aldwick Road	367	92	105	1402	0.262	366	454	0.3	0.4	3.477	A
3 - Aldwick Fields	48	12	449	955	0.051	48	22	0.0	0.1	3.971	A
4 - Aldwick Road	421	105	199	1590	0.265	420	298	0.3	0.4	3.078	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	249	62	310	1462	0.170	249	309	0.2	0.2	2.966	A
2 - B2166 Aldwick Road	367	92	105	1402	0.262	367	455	0.4	0.4	3.477	A
3 - Aldwick Fields	48	12	449	955	0.051	48	22	0.1	0.1	3.972	A
4 - Aldwick Road	421	105	199	1590	0.265	421	298	0.4	0.4	3.078	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	203	51	254	1498	0.136	203	253	0.2	0.2	2.780	A
2 - B2166 Aldwick Road	299	75	85	1414	0.212	300	372	0.4	0.3	3.231	A
3 - Aldwick Fields	40	10	367	1001	0.040	40	18	0.1	0.0	3.743	A
4 - Aldwick Road	343	86	163	1614	0.213	344	244	0.4	0.3	2.833	A

08:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	170	43	212	1524	0.112	170	212	0.2	0.1	2.660	A
2 - B2166 Aldwick Road	251	63	72	1423	0.176	251	311	0.3	0.2	3.074	A
3 - Aldwick Fields	33	8	307	1035	0.032	33	15	0.0	0.0	3.593	A
4 - Aldwick Road	288	72	136	1632	0.176	288	204	0.3	0.2	2.677	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	145	2 - B2166 Aldwick Road

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	2022	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2166 Lower Bognor Road		ONE HOUR	✓	442	100.000
2 - B2166 Aldwick Road		ONE HOUR	✓	398	100.000
3 - Aldwick Fields		ONE HOUR	✓	38	100.000
4 - Aldwick Road		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	263	31	148
	2 - B2166 Aldwick Road	158	0	9	231
	3 - Aldwick Fields	14	10	0	14
	4 - Aldwick Road	76	179	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	2	0	1
	2 - B2166 Aldwick Road	1	0	0	4
	3 - Aldwick Fields	0	0	0	0
	4 - Aldwick Road	1	5	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 - B2166 Lower Bognor Road	0.31	3.39	0.5	A	406	608
2 - B2166 Aldwick Road	0.32	3.93	0.5	A	365	548
3 - Aldwick Fields	0.05	4.29	0.0	A	35	52
4 - Aldwick Road	0.19	2.82	0.2	A	250	374

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	333	83	155	1597	0.208	332	186	0.0	0.3	2.842	A
2 - B2166 Aldwick Road	300	75	147	1397	0.214	299	339	0.0	0.3	3.273	A
3 - Aldwick Fields	29	7	403	985	0.029	28	43	0.0	0.0	3.763	A
4 - Aldwick Road	205	51	137	1620	0.126	204	295	0.0	0.1	2.540	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	397	99	185	1577	0.252	397	223	0.3	0.3	3.052	A
2 - B2166 Aldwick Road	358	89	176	1379	0.259	357	406	0.3	0.3	3.523	A
3 - Aldwick Fields	34	9	482	941	0.036	34	51	0.0	0.0	3.970	A
4 - Aldwick Road	245	61	163	1602	0.153	244	353	0.1	0.2	2.651	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	487	122	227	1549	0.314	486	273	0.3	0.5	3.385	A
2 - B2166 Aldwick Road	438	110	216	1355	0.323	438	497	0.3	0.5	3.923	A
3 - Aldwick Fields	42	10	591	881	0.048	42	63	0.0	0.0	4.291	A
4 - Aldwick Road	299	75	200	1578	0.190	299	432	0.2	0.2	2.815	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	487	122	227	1549	0.314	487	273	0.5	0.5	3.388	A
2 - B2166 Aldwick Road	438	110	216	1355	0.323	438	498	0.5	0.5	3.927	A
3 - Aldwick Fields	42	10	591	880	0.048	42	63	0.0	0.0	4.293	A
4 - Aldwick Road	299	75	200	1577	0.190	299	433	0.2	0.2	2.816	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	397	99	185	1576	0.252	398	223	0.5	0.3	3.057	A
2 - B2166 Aldwick Road	358	89	176	1379	0.259	358	407	0.5	0.4	3.529	A
3 - Aldwick Fields	34	9	483	940	0.036	34	51	0.0	0.0	3.973	A
4 - Aldwick Road	245	61	164	1602	0.153	245	354	0.2	0.2	2.652	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	333	83	155	1596	0.208	333	187	0.3	0.3	2.849	A
2 - B2166 Aldwick Road	300	75	148	1397	0.214	300	341	0.4	0.3	3.281	A
3 - Aldwick Fields	29	7	405	984	0.029	29	43	0.0	0.0	3.767	A
4 - Aldwick Road	205	51	137	1620	0.126	205	296	0.2	0.1	2.546	A

2022 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	185	4 - Aldwick Road

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	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2166 Lower Bognor Road		ONE HOUR	✓	229	100.000
2 - B2166 Aldwick Road		ONE HOUR	✓	339	100.000
3 - Aldwick Fields		ONE HOUR	✓	44	100.000
4 - Aldwick Road		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	143	3	83
	2 - B2166 Aldwick Road	150	0	5	184
	3 - Aldwick Fields	21	10	0	13
	4 - Aldwick Road	115	274	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	4	0	4
	2 - B2166 Aldwick Road	2	0	0	6
	3 - Aldwick Fields	0	0	0	0
	4 - Aldwick Road	3	2	17	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 - B2166 Lower Bognor Road	0.17	3.00	0.2	A	210	315
2 - B2166 Aldwick Road	0.27	3.51	0.4	A	311	467
3 - Aldwick Fields	0.05	4.00	0.1	A	40	61

4 - Aldwick Road	0.28	3.13	0.4	A	368	552

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	172	43	222	1518	0.114	172	215	0.0	0.1	2.674	A
2 - B2166 Aldwick Road	255	64	74	1421	0.180	254	321	0.0	0.2	3.084	A
3 - Aldwick Fields	33	8	313	1032	0.032	33	15	0.0	0.0	3.604	A
4 - Aldwick Road	302	75	136	1633	0.185	301	210	0.0	0.2	2.701	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	206	51	266	1491	0.138	206	257	0.1	0.2	2.801	A
2 - B2166 Aldwick Road	305	76	88	1412	0.216	305	384	0.2	0.3	3.251	A
3 - Aldwick Fields	40	10	375	997	0.040	40	18	0.0	0.0	3.759	A
4 - Aldwick Road	360	90	163	1615	0.223	360	252	0.2	0.3	2.869	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	252	63	326	1453	0.174	252	315	0.2	0.2	2.998	A
2 - B2166 Aldwick Road	373	93	108	1399	0.267	373	470	0.3	0.4	3.508	A
3 - Aldwick Fields	48	12	459	949	0.051	48	22	0.0	0.1	3.996	A
4 - Aldwick Road	442	110	199	1590	0.278	441	308	0.3	0.4	3.133	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	252	63	326	1452	0.174	252	315	0.2	0.2	2.998	A
2 - B2166 Aldwick Road	373	93	108	1399	0.267	373	470	0.4	0.4	3.508	A
3 - Aldwick Fields	48	12	459	949	0.051	48	22	0.1	0.1	3.997	A
4 - Aldwick Road	442	110	199	1590	0.278	442	308	0.4	0.4	3.133	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	206	51	266	1490	0.138	206	257	0.2	0.2	2.805	A
2 - B2166 Aldwick Road	305	76	88	1412	0.216	305	384	0.4	0.3	3.253	A
3 - Aldwick Fields	40	10	375	996	0.040	40	18	0.1	0.0	3.764	A
4 - Aldwick Road	360	90	163	1615	0.223	361	252	0.4	0.3	2.871	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	172	43	223	1518	0.114	173	216	0.2	0.1	2.675	A
2 - B2166 Aldwick Road	255	64	74	1421	0.180	255	322	0.3	0.2	3.091	A
3 - Aldwick Fields	33	8	314	1031	0.032	33	15	0.0	0.0	3.610	A
4 - Aldwick Road	302	75	136	1633	0.185	302	211	0.3	0.2	2.705	A

2022 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.50	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	140	2 - B2166 Aldwick Road

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	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2166 Lower Bognor Road		ONE HOUR	✓	449	100.000
2 - B2166 Aldwick Road		ONE HOUR	✓	408	100.000
3 - Aldwick Fields		ONE HOUR	✓	38	100.000
4 - Aldwick Road		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	263	31	155
	2 - B2166 Aldwick Road	158	0	9	241
	3 - Aldwick Fields	14	10	0	14
	4 - Aldwick Road	79	185	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	2	0	1
	2 - B2166 Aldwick Road	1	0	0	3
	3 - Aldwick Fields	0	0	0	0
	4 - Aldwick Road	1	5	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 - B2166 Lower Bognor Road	0.32	3.43	0.5	A	412	618
2 - B2166 Aldwick Road	0.33	3.96	0.5	A	374	562
3 - Aldwick Fields	0.05	4.34	0.1	A	35	52

4 - Aldwick Road	0.20	2.84	0.2	A	258	387

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	338	85	159	1594	0.212	337	188	0.0	0.3	2.861	A
2 - B2166 Aldwick Road	307	77	152	1402	0.219	306	344	0.0	0.3	3.283	A
3 - Aldwick Fields	29	7	416	979	0.029	28	43	0.0	0.0	3.787	A
4 - Aldwick Road	212	53	137	1620	0.131	211	308	0.0	0.1	2.553	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	404	101	190	1573	0.257	403	225	0.3	0.3	3.077	A
2 - B2166 Aldwick Road	367	92	182	1383	0.265	366	411	0.3	0.4	3.541	A
3 - Aldwick Fields	34	9	498	933	0.037	34	51	0.0	0.0	4.003	A
4 - Aldwick Road	253	63	163	1602	0.158	252	368	0.1	0.2	2.667	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	494	124	233	1545	0.320	494	276	0.3	0.5	3.423	A
2 - B2166 Aldwick Road	449	112	223	1358	0.331	449	504	0.4	0.5	3.958	A
3 - Aldwick Fields	42	10	609	872	0.048	42	63	0.0	0.1	4.338	A
4 - Aldwick Road	309	77	200	1578	0.196	309	451	0.2	0.2	2.838	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	494	124	233	1545	0.320	494	276	0.5	0.5	3.426	A
2 - B2166 Aldwick Road	449	112	224	1357	0.331	449	504	0.5	0.5	3.963	A
3 - Aldwick Fields	42	10	610	871	0.048	42	63	0.1	0.1	4.340	A
4 - Aldwick Road	309	77	200	1577	0.196	309	451	0.2	0.2	2.838	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	404	101	191	1573	0.257	404	226	0.5	0.3	3.082	A
2 - B2166 Aldwick Road	367	92	183	1383	0.265	367	412	0.5	0.4	3.546	A
3 - Aldwick Fields	34	9	499	933	0.037	34	51	0.1	0.0	4.006	A
4 - Aldwick Road	253	63	164	1602	0.158	253	369	0.2	0.2	2.670	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	338	85	160	1594	0.212	338	189	0.3	0.3	2.870	A
2 - B2166 Aldwick Road	307	77	153	1401	0.219	307	345	0.4	0.3	3.291	A
3 - Aldwick Fields	29	7	418	978	0.029	29	43	0.0	0.0	3.795	A
4 - Aldwick Road	212	53	137	1620	0.131	212	309	0.2	0.2	2.556	A

2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	185	4 - Aldwick Road

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	2027	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2166 Lower Bognor Road		ONE HOUR	✓	233	100.000
2 - B2166 Aldwick Road		ONE HOUR	✓	344	100.000
3 - Aldwick Fields		ONE HOUR	✓	45	100.000
4 - Aldwick Road		ONE HOUR	✓	393	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	147	3	83
	2 - B2166 Aldwick Road	155	0	5	184
	3 - Aldwick Fields	22	10	0	13
	4 - Aldwick Road	113	268	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	3	0	4
	2 - B2166 Aldwick Road	2	0	0	6
	3 - Aldwick Fields	0	0	0	0
	4 - Aldwick Road	3	3	17	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 - B2166 Lower Bognor Road	0.18	2.98	0.2	A	214	321
2 - B2166 Aldwick Road	0.27	3.53	0.4	A	316	473
3 - Aldwick Fields	0.05	4.02	0.1	A	41	62
4 - Aldwick Road	0.27	3.15	0.4	A	361	541

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	175	44	218	1529	0.115	175	218	0.0	0.1	2.658	A
2 - B2166 Aldwick Road	259	65	74	1421	0.182	258	319	0.0	0.2	3.093	A
3 - Aldwick Fields	34	8	317	1030	0.033	34	15	0.0	0.0	3.614	A
4 - Aldwick Road	296	74	140	1619	0.183	295	210	0.0	0.2	2.717	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	209	52	261	1502	0.140	209	261	0.1	0.2	2.785	A
2 - B2166 Aldwick Road	309	77	88	1412	0.219	309	382	0.2	0.3	3.263	A
3 - Aldwick Fields	40	10	379	994	0.041	40	18	0.0	0.0	3.773	A
4 - Aldwick Road	353	88	168	1600	0.221	353	252	0.2	0.3	2.885	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	257	64	319	1464	0.175	256	319	0.2	0.2	2.981	A
2 - B2166 Aldwick Road	379	95	108	1400	0.271	378	468	0.3	0.4	3.525	A
3 - Aldwick Fields	50	12	464	946	0.052	49	22	0.0	0.1	4.014	A
4 - Aldwick Road	433	108	206	1575	0.275	432	308	0.3	0.4	3.150	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	257	64	319	1464	0.175	257	319	0.2	0.2	2.981	A
2 - B2166 Aldwick Road	379	95	108	1399	0.271	379	468	0.4	0.4	3.525	A
3 - Aldwick Fields	50	12	465	946	0.052	50	22	0.1	0.1	4.015	A
4 - Aldwick Road	433	108	206	1575	0.275	433	308	0.4	0.4	3.151	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	209	52	261	1501	0.140	210	261	0.2	0.2	2.787	A
2 - B2166 Aldwick Road	309	77	88	1412	0.219	310	382	0.4	0.3	3.265	A
3 - Aldwick Fields	40	10	380	994	0.041	41	18	0.1	0.0	3.775	A
4 - Aldwick Road	353	88	168	1600	0.221	354	252	0.4	0.3	2.890	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	175	44	219	1529	0.115	176	219	0.2	0.1	2.662	A
2 - B2166 Aldwick Road	259	65	74	1421	0.182	259	320	0.3	0.2	3.100	A
3 - Aldwick Fields	34	8	318	1029	0.033	34	15	0.0	0.0	3.620	A
4 - Aldwick Road	296	74	141	1619	0.183	296	211	0.3	0.2	2.721	A

2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	138	2 - B2166 Aldwick Road

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	2027	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2166 Lower Bognor Road		ONE HOUR	✓	455	100.000
2 - B2166 Aldwick Road		ONE HOUR	✓	411	100.000
3 - Aldwick Fields		ONE HOUR	✓	39	100.000
4 - Aldwick Road		ONE HOUR	✓	280	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	271	32	152
	2 - B2166 Aldwick Road	163	0	10	238
	3 - Aldwick Fields	14	11	0	14
	4 - Aldwick Road	78	185	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	2	0	1
	2 - B2166 Aldwick Road	1	0	0	4
	3 - Aldwick Fields	0	0	0	0
	4 - Aldwick Road	1	5	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 - B2166 Lower Bognor Road	0.32	3.45	0.5	A	418	626
2 - B2166 Aldwick Road	0.33	4.00	0.5	A	377	566
3 - Aldwick Fields	0.05	4.35	0.1	A	36	54
4 - Aldwick Road	0.20	2.85	0.2	A	257	385

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	343	86	160	1593	0.215	341	191	0.0	0.3	2.873	A
2 - B2166 Aldwick Road	309	77	151	1395	0.222	308	351	0.0	0.3	3.310	A
3 - Aldwick Fields	29	7	415	978	0.030	29	44	0.0	0.0	3.793	A
4 - Aldwick Road	211	53	141	1617	0.130	210	303	0.0	0.1	2.557	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	409	102	191	1572	0.260	409	229	0.3	0.3	3.093	A
2 - B2166 Aldwick Road	369	92	181	1377	0.268	369	420	0.3	0.4	3.573	A
3 - Aldwick Fields	35	9	497	933	0.038	35	53	0.0	0.0	4.010	A
4 - Aldwick Road	252	63	169	1598	0.157	252	363	0.1	0.2	2.672	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	501	125	234	1544	0.324	500	280	0.3	0.5	3.448	A
2 - B2166 Aldwick Road	453	113	221	1352	0.335	452	514	0.4	0.5	3.999	A
3 - Aldwick Fields	43	11	608	871	0.049	43	65	0.0	0.1	4.347	A
4 - Aldwick Road	308	77	207	1573	0.196	308	444	0.2	0.2	2.845	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	501	125	235	1544	0.324	501	281	0.5	0.5	3.451	A
2 - B2166 Aldwick Road	453	113	221	1351	0.335	453	514	0.5	0.5	4.004	A
3 - Aldwick Fields	43	11	609	870	0.049	43	65	0.1	0.1	4.350	A
4 - Aldwick Road	308	77	207	1573	0.196	308	445	0.2	0.2	2.846	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	409	102	192	1572	0.260	410	230	0.5	0.4	3.096	A
2 - B2166 Aldwick Road	369	92	181	1376	0.268	370	420	0.5	0.4	3.580	A
3 - Aldwick Fields	35	9	498	932	0.038	35	53	0.1	0.0	4.013	A
4 - Aldwick Road	252	63	169	1598	0.158	252	364	0.2	0.2	2.676	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	343	86	160	1593	0.215	343	192	0.4	0.3	2.879	A
2 - B2166 Aldwick Road	309	77	151	1395	0.222	310	352	0.4	0.3	3.320	A
3 - Aldwick Fields	29	7	417	977	0.030	29	44	0.0	0.0	3.797	A
4 - Aldwick Road	211	53	142	1617	0.130	211	304	0.2	0.2	2.562	A

2027 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.32	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	175	4 - Aldwick Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2166 Lower Bognor Road		ONE HOUR	✓	236	100.000
2 - B2166 Aldwick Road		ONE HOUR	✓	350	100.000
3 - Aldwick Fields		ONE HOUR	✓	45	100.000
4 - Aldwick Road		ONE HOUR	✓	412	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	147	3	86
	2 - B2166 Aldwick Road	155	0	5	190
	3 - Aldwick Fields	22	10	0	13
	4 - Aldwick Road	118	282	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	3	0	4
	2 - B2166 Aldwick Road	2	0	0	6
	3 - Aldwick Fields	0	0	0	0
	4 - Aldwick Road	3	3	17	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 - B2166 Lower Bognor Road	0.18	3.01	0.2	A	217	325
2 - B2166 Aldwick Road	0.28	3.56	0.4	A	321	482
3 - Aldwick Fields	0.05	4.04	0.1	A	41	62

4 - Aldwick Road	0.29	3.21	0.4	A	378	567

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	178	44	228	1522	0.117	177	221	0.0	0.1	2.676	A
2 - B2166 Aldwick Road	263	66	76	1420	0.186	263	329	0.0	0.2	3.112	A
3 - Aldwick Fields	34	8	323	1026	0.033	34	15	0.0	0.0	3.628	A
4 - Aldwick Road	310	78	140	1619	0.192	309	217	0.0	0.2	2.746	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	212	53	273	1493	0.142	212	265	0.1	0.2	2.809	A
2 - B2166 Aldwick Road	315	79	91	1410	0.223	314	394	0.2	0.3	3.285	A
3 - Aldwick Fields	40	10	387	990	0.041	40	18	0.0	0.0	3.791	A
4 - Aldwick Road	370	93	168	1601	0.231	370	260	0.2	0.3	2.925	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	260	65	334	1454	0.179	260	324	0.2	0.2	3.014	A
2 - B2166 Aldwick Road	385	96	111	1397	0.276	385	483	0.3	0.4	3.557	A
3 - Aldwick Fields	50	12	474	940	0.053	49	22	0.0	0.1	4.040	A
4 - Aldwick Road	454	113	206	1575	0.288	453	318	0.3	0.4	3.208	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	260	65	335	1454	0.179	260	325	0.2	0.2	3.015	A
2 - B2166 Aldwick Road	385	96	111	1397	0.276	385	483	0.4	0.4	3.557	A
3 - Aldwick Fields	50	12	475	940	0.053	50	22	0.1	0.1	4.041	A
4 - Aldwick Road	454	113	206	1575	0.288	454	318	0.4	0.4	3.209	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	212	53	274	1493	0.142	212	266	0.2	0.2	2.813	A
2 - B2166 Aldwick Road	315	79	91	1410	0.223	315	395	0.4	0.3	3.290	A
3 - Aldwick Fields	40	10	388	989	0.041	41	18	0.1	0.0	3.793	A
4 - Aldwick Road	370	93	168	1601	0.231	371	260	0.4	0.3	2.929	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	178	44	229	1522	0.117	178	222	0.2	0.1	2.678	A
2 - B2166 Aldwick Road	263	66	76	1419	0.186	264	331	0.3	0.2	3.115	A
3 - Aldwick Fields	34	8	325	1025	0.033	34	15	0.0	0.0	3.631	A
4 - Aldwick Road	310	78	141	1619	0.192	310	218	0.3	0.2	2.750	A

2027 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4	3.57	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	132	2 - B2166 Aldwick Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2166 Lower Bognor Road		ONE HOUR	✓	462	100.000
2 - B2166 Aldwick Road		ONE HOUR	✓	421	100.000
3 - Aldwick Fields		ONE HOUR	✓	39	100.000
4 - Aldwick Road		ONE HOUR	✓	289	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	271	32	159
	2 - B2166 Aldwick Road	163	0	10	248
	3 - Aldwick Fields	14	11	0	14
	4 - Aldwick Road	81	191	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - B2166 Lower Bognor Road	2 - B2166 Aldwick Road	3 - Aldwick Fields	4 - Aldwick Road
From	1 - B2166 Lower Bognor Road	0	2	0	1
	2 - B2166 Aldwick Road	1	0	0	4
	3 - Aldwick Fields	0	0	0	0
	4 - Aldwick Road	1	5	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 - B2166 Lower Bognor Road	0.33	3.49	0.5	A	424	636
2 - B2166 Aldwick Road	0.34	4.08	0.5	A	386	579
3 - Aldwick Fields	0.05	4.41	0.1	A	36	54

4 - Aldwick Road	0.20	2.87	0.3	A	265	398

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	348	87	164	1590	0.219	347	194	0.0	0.3	2.891	A
2 - B2166 Aldwick Road	317	79	156	1391	0.228	316	355	0.0	0.3	3.344	A
3 - Aldwick Fields	29	7	428	971	0.030	29	44	0.0	0.0	3.821	A
4 - Aldwick Road	218	54	141	1617	0.135	217	316	0.0	0.2	2.570	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	415	104	197	1569	0.265	415	232	0.3	0.4	3.119	A
2 - B2166 Aldwick Road	378	95	187	1372	0.276	378	425	0.3	0.4	3.621	A
3 - Aldwick Fields	35	9	512	924	0.038	35	53	0.0	0.0	4.048	A
4 - Aldwick Road	260	65	169	1598	0.163	260	378	0.2	0.2	2.688	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	509	127	241	1540	0.330	508	284	0.4	0.5	3.488	A
2 - B2166 Aldwick Road	464	116	229	1346	0.344	463	520	0.4	0.5	4.072	A
3 - Aldwick Fields	43	11	627	860	0.050	43	65	0.0	0.1	4.403	A
4 - Aldwick Road	318	80	207	1573	0.202	318	463	0.2	0.3	2.868	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	509	127	241	1540	0.330	509	284	0.5	0.5	3.491	A
2 - B2166 Aldwick Road	464	116	229	1346	0.344	464	521	0.5	0.5	4.077	A
3 - Aldwick Fields	43	11	628	860	0.050	43	65	0.1	0.1	4.405	A
4 - Aldwick Road	318	80	207	1573	0.202	318	464	0.3	0.3	2.868	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	415	104	197	1569	0.265	416	232	0.5	0.4	3.125	A
2 - B2166 Aldwick Road	378	95	187	1372	0.276	379	426	0.5	0.4	3.626	A
3 - Aldwick Fields	35	9	513	924	0.038	35	53	0.1	0.0	4.051	A
4 - Aldwick Road	260	65	169	1598	0.163	260	379	0.3	0.2	2.690	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - B2166 Lower Bognor Road	348	87	165	1590	0.219	348	194	0.4	0.3	2.901	A
2 - B2166 Aldwick Road	317	79	157	1391	0.228	317	356	0.4	0.3	3.355	A
3 - Aldwick Fields	29	7	430	970	0.030	29	44	0.0	0.0	3.829	A
4 - Aldwick Road	218	54	142	1617	0.135	218	317	0.2	0.2	2.573	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 1616 Lower Bognor Road Chalcraft Lane.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 17/01/2017 12:44:13

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
1 - Lower Bognor Road N	0.4	5.57	0.27	A	4.90	A	67 % [4 - Hewarts Lane]	1.7	9.54	0.63	A	6.48	A	31 % [1 - Lower Bognor Road N]
2 - Chalcraft Lane	0.5	3.67	0.32	A				1.0	5.50	0.50	A			
3 - Lower Bognor Road S	0.4	4.49	0.30	A				0.4	4.57	0.27	A			
4 - Hewarts Lane	0.9	5.93	0.46	A				0.5	4.55	0.34	A			
	2022 + CUMULATIVE													
1 - Lower Bognor Road N	0.4	5.95	0.29	A	5.29	A	53 % [4 - Hewarts Lane]	1.8	10.17	0.64	B	6.89	A	28 % [1 - Lower Bognor Road N]
2 - Chalcraft Lane	0.5	3.78	0.34	A				1.2	6.09	0.55	A			
3 - Lower Bognor Road S	0.4	4.59	0.31	A				0.4	4.80	0.28	A			
4 - Hewarts Lane	1.1	6.68	0.53	A				0.6	4.79	0.37	A			
	2027													
1 - Lower Bognor Road N	0.4	5.74	0.29	A	5.07	A	61 % [4 - Hewarts Lane]	1.9	10.30	0.65	B	6.85	A	27 % [1 - Lower Bognor Road N]
2 - Chalcraft Lane	0.5	3.77	0.34	A				1.1	5.75	0.52	A			
3 - Lower Bognor Road S	0.4	4.58	0.31	A				0.4	4.69	0.28	A			
4 - Hewarts Lane	0.9	6.23	0.48	A				0.5	4.65	0.35	A			
	2027 + CUMULATIVE													
1 - Lower Bognor Road N	0.4	6.17	0.30	A	5.56	A	47 % [4 - Hewarts Lane]	2.0	11.05	0.67	B	7.31	A	24 % [1 - Lower Bognor Road N]
2 - Chalcraft Lane	0.6	3.90	0.36	A				1.3	6.40	0.56	A			
3 - Lower Bognor Road S	0.5	4.72	0.32	A				0.4	4.93	0.29	A			
4 - Hewarts Lane	1.2	7.17	0.55	A				0.6	4.90	0.38	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	B2166/Hewarts Lane/Chalcraft Lane
Location	Pagham
Site number	
Date	10/01/2017
Version	
Status	Existing Junction

Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Lower Bognor Road jw Chalcraft Lane	Standard Roundabout	1,2,3,4	4.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	67	4 - Hewarts Lane

Arms

Arms

Arm	Name	Description
1	Lower Bognor Road N	
2	Chalcraft Lane	
3	Lower Bognor Road S	
4	Hewarts Lane	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Lower Bognor Road N	2.90	5.60	7.6	14.4	32.0	21.0	
2 - Chalcraft Lane	3.20	6.60	10.9	44.0	32.0	16.0	
3 - Lower Bognor Road S	3.35	6.20	5.8	30.9	32.0	21.0	
4 - Hewarts Lane	3.40	5.90	7.7	12.1	32.0	24.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Lower Bognor Road N	0.573	1277
2 - Chalcraft Lane	0.658	1597
3 - Lower Bognor Road S	0.613	1416
4 - Hewarts Lane	0.587	1384

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	2022	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Road N		ONE HOUR	✓	221	100.000
2 - Chalcraft Lane		ONE HOUR	✓	418	100.000
3 - Lower Bognor Road S		ONE HOUR	✓	308	100.000
4 - Hewarts Lane		ONE HOUR	✓	477	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	104	109	8
	2 - Chalcraft Lane	116	1	57	244
	3 - Lower Bognor Road S	146	99	2	61
	4 - Hewarts Lane	21	392	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	5	2	0
	2 - Chalcraft Lane	2	0	2	1
	3 - Lower Bognor Road S	1	2	50	3
	4 - Hewarts Lane	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Lower Bognor Road N	0.27	5.57	0.4	A	203	304
2 - Chalcraft Lane	0.32	3.67	0.5	A	384	575
3 - Lower Bognor Road S	0.30	4.49	0.4	A	283	424
4 - Hewarts Lane	0.46	5.93	0.9	A	438	657

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	166	42	418	1000	0.166	166	212	0.0	0.2	4.309	A
2 - Chalcraft Lane	315	79	137	1484	0.212	314	447	0.0	0.3	3.074	A
3 - Lower Bognor Road S	232	58	277	1220	0.190	231	174	0.0	0.2	3.638	A
4 - Hewarts Lane	359	90	273	1207	0.297	357	235	0.0	0.4	4.227	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	199	50	501	954	0.208	198	254	0.2	0.3	4.765	A
2 - Chalcraft Lane	376	94	164	1466	0.256	375	535	0.3	0.3	3.302	A
3 - Lower Bognor Road S	277	69	331	1186	0.233	277	208	0.2	0.3	3.956	A
4 - Hewarts Lane	429	107	327	1175	0.365	428	281	0.4	0.6	4.814	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	243	61	613	891	0.273	243	311	0.3	0.4	5.554	A
2 - Chalcraft Lane	460	115	201	1441	0.319	460	655	0.3	0.5	3.666	A
3 - Lower Bognor Road S	339	85	406	1141	0.297	339	255	0.3	0.4	4.483	A
4 - Hewarts Lane	525	131	400	1132	0.464	524	344	0.6	0.9	5.911	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS

1 - Lower Bognor Road N	243	61	614	890	0.273	243	312	0.4	0.4	5.566	A
2 - Chalcraft Lane	460	115	201	1441	0.319	460	656	0.5	0.5	3.670	A
3 - Lower Bognor Road S	339	85	406	1141	0.297	339	255	0.4	0.4	4.489	A
4 - Hewarts Lane	525	131	401	1132	0.464	525	345	0.9	0.9	5.935	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	199	50	503	953	0.209	199	255	0.4	0.3	4.781	A
2 - Chalcraft Lane	376	94	165	1465	0.256	376	537	0.5	0.3	3.306	A
3 - Lower Bognor Road S	277	69	332	1186	0.233	277	209	0.4	0.3	3.965	A
4 - Hewarts Lane	429	107	328	1175	0.365	430	282	0.9	0.6	4.839	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	166	42	421	999	0.167	167	213	0.3	0.2	4.328	A
2 - Chalcraft Lane	315	79	138	1483	0.212	315	449	0.3	0.3	3.084	A
3 - Lower Bognor Road S	232	58	278	1219	0.190	232	175	0.3	0.2	3.651	A
4 - Hewarts Lane	359	90	274	1206	0.298	360	236	0.6	0.4	4.254	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Lower Bognor Road jw Chalcraft Lane	Standard Roundabout	1,2,3,4	6.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	1 - Lower Bognor Road N

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Road N		ONE HOUR	✓	580	100.000
2 - Chalcraft Lane		ONE HOUR	✓	587	100.000
3 - Lower Bognor Road S		ONE HOUR	✓	258	100.000
4 - Hewarts Lane		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	2	252	291	35
	2 - Chalcraft Lane	101	1	123	362
	3 - Lower Bognor Road S	110	62	2	84
	4 - Hewarts Lane	17	278	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	0	0	0
	2 - Chalcraft Lane	0	0	0	1
	3 - Lower Bognor Road S	1	0	0	0
	4 - Hewarts Lane	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

1 - Lower Bognor Road N	0.63	9.54	1.7	A	532	798
2 - Chalcraft Lane	0.50	5.50	1.0	A	539	808
3 - Lower Bognor Road S	0.27	4.57	0.4	A	237	355
4 - Hewarts Lane	0.34	4.55	0.5	A	332	498

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	437	109	307	1099	0.397	434	172	0.0	0.7	5.394	A
2 - Chalcraft Lane	442	110	297	1392	0.317	440	444	0.0	0.5	3.775	A
3 - Lower Bognor Road S	194	49	376	1179	0.165	193	362	0.0	0.2	3.647	A
4 - Hewarts Lane	273	68	208	1247	0.219	271	361	0.0	0.3	3.688	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	521	130	368	1064	0.490	520	207	0.7	0.9	6.608	A
2 - Chalcraft Lane	528	132	356	1353	0.390	527	532	0.5	0.6	4.352	A
3 - Lower Bognor Road S	232	58	450	1134	0.205	232	433	0.2	0.3	3.989	A
4 - Hewarts Lane	325	81	250	1223	0.266	325	432	0.3	0.4	4.010	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	639	160	451	1016	0.629	636	253	0.9	1.6	9.399	A
2 - Chalcraft Lane	646	162	435	1301	0.497	645	651	0.6	1.0	5.472	A
3 - Lower Bognor Road S	284	71	550	1072	0.265	284	530	0.3	0.4	4.565	A
4 - Hewarts Lane	399	100	306	1190	0.335	398	528	0.4	0.5	4.542	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	639	160	451	1016	0.629	639	253	1.6	1.7	9.540	A
2 - Chalcraft Lane	646	162	437	1300	0.497	646	653	1.0	1.0	5.503	A
3 - Lower Bognor Road S	284	71	552	1071	0.265	284	532	0.4	0.4	4.573	A
4 - Hewarts Lane	399	100	306	1190	0.335	399	530	0.5	0.5	4.549	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	521	130	369	1063	0.490	524	207	1.7	1.0	6.711	A
2 - Chalcraft Lane	528	132	359	1352	0.390	529	535	1.0	0.6	4.381	A
3 - Lower Bognor Road S	232	58	452	1133	0.205	232	436	0.4	0.3	4.000	A
4 - Hewarts Lane	325	81	250	1222	0.266	326	434	0.5	0.4	4.020	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	437	109	309	1098	0.398	438	173	1.0	0.7	5.463	A
2 - Chalcraft Lane	442	110	300	1391	0.318	443	447	0.6	0.5	3.802	A
3 - Lower Bognor Road S	194	49	378	1178	0.165	194	364	0.3	0.2	3.660	A
4 - Hewarts Lane	273	68	210	1246	0.219	273	363	0.4	0.3	3.699	A

2022 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Lower Bognor Road jw Chalcraft Lane	Standard Roundabout	1,2,3,4	5.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	53	4 - Hewarts Lane

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	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Road N		ONE HOUR	✓	221	100.000
2 - Chalcraft Lane		ONE HOUR	✓	445	100.000
3 - Lower Bognor Road S		ONE HOUR	✓	313	100.000
4 - Hewarts Lane		ONE HOUR	✓	543	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	104	109	8
	2 - Chalcraft Lane	116	1	57	271
	3 - Lower Bognor Road S	146	104	2	61
	4 - Hewarts Lane	21	458	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	5	2	0
	2 - Chalcraft Lane	2	0	2	1
	3 - Lower Bognor Road S	1	2	50	0
	4 - Hewarts Lane	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

1 - Lower Bognor Road N	0.29	5.95	0.4	A	203	304
2 - Chalcraft Lane	0.34	3.78	0.5	A	408	613
3 - Lower Bognor Road S	0.31	4.59	0.4	A	287	431
4 - Hewarts Lane	0.53	6.68	1.1	A	498	747

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	166	42	471	972	0.171	166	212	0.0	0.2	4.458	A
2 - Chalcraft Lane	335	84	137	1484	0.226	334	500	0.0	0.3	3.128	A
3 - Lower Bognor Road S	236	59	297	1214	0.194	235	174	0.0	0.2	3.672	A
4 - Hewarts Lane	409	102	277	1214	0.337	407	255	0.0	0.5	4.450	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	199	50	565	920	0.216	198	254	0.2	0.3	4.989	A
2 - Chalcraft Lane	400	100	164	1466	0.273	400	599	0.3	0.4	3.377	A
3 - Lower Bognor Road S	281	70	356	1178	0.239	281	208	0.2	0.3	4.011	A
4 - Hewarts Lane	488	122	331	1181	0.413	487	305	0.5	0.7	5.182	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	243	61	691	849	0.286	243	311	0.3	0.4	5.929	A
2 - Chalcraft Lane	490	122	201	1441	0.340	489	733	0.4	0.5	3.781	A
3 - Lower Bognor Road S	345	86	436	1130	0.305	344	255	0.3	0.4	4.580	A
4 - Hewarts Lane	598	149	406	1137	0.526	596	374	0.7	1.1	6.637	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	243	61	693	849	0.287	243	312	0.4	0.4	5.947	A
2 - Chalcraft Lane	490	122	201	1441	0.340	490	734	0.5	0.5	3.785	A
3 - Lower Bognor Road S	345	86	436	1129	0.305	345	255	0.4	0.4	4.587	A
4 - Hewarts Lane	598	149	406	1137	0.526	598	374	1.1	1.1	6.680	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	199	50	567	919	0.216	199	255	0.4	0.3	5.008	A
2 - Chalcraft Lane	400	100	165	1465	0.273	401	601	0.5	0.4	3.385	A
3 - Lower Bognor Road S	281	70	356	1178	0.239	282	209	0.4	0.3	4.021	A
4 - Hewarts Lane	488	122	332	1181	0.413	490	306	1.1	0.7	5.220	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	166	42	474	970	0.171	167	213	0.3	0.2	4.481	A
2 - Chalcraft Lane	335	84	138	1483	0.226	335	503	0.4	0.3	3.139	A
3 - Lower Bognor Road S	236	59	298	1213	0.194	236	175	0.3	0.2	3.683	A
4 - Hewarts Lane	409	102	278	1213	0.337	410	256	0.7	0.5	4.484	A

2022 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Lower Bognor Road jw Chalcraft Lane	Standard Roundabout	1,2,3,4	6.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	28	1 - Lower Bognor Road N

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Road N		ONE HOUR	✓	580	100.000
2 - Chalcraft Lane		ONE HOUR	✓	644	100.000
3 - Lower Bognor Road S		ONE HOUR	✓	261	100.000
4 - Hewarts Lane		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	2	252	291	35
	2 - Chalcraft Lane	101	1	130	412
	3 - Lower Bognor Road S	110	65	2	84
	4 - Hewarts Lane	17	312	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	0	0	0
	2 - Chalcraft Lane	0	0	0	1
	3 - Lower Bognor Road S	1	0	0	0
	4 - Hewarts Lane	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

1 - Lower Bognor Road N	0.64	10.17	1.8	B	532	798
2 - Chalcraft Lane	0.55	6.09	1.2	A	591	886
3 - Lower Bognor Road S	0.28	4.80	0.4	A	239	359
4 - Hewarts Lane	0.37	4.79	0.6	A	363	545

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	437	109	335	1083	0.403	434	172	0.0	0.7	5.526	A
2 - Chalcraft Lane	485	121	297	1392	0.348	483	472	0.0	0.5	3.951	A
3 - Lower Bognor Road S	196	49	413	1156	0.170	196	367	0.0	0.2	3.743	A
4 - Hewarts Lane	298	75	211	1246	0.239	297	398	0.0	0.3	3.790	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	521	130	401	1045	0.499	520	207	0.7	1.0	6.847	A
2 - Chalcraft Lane	579	145	356	1353	0.428	578	565	0.5	0.7	4.640	A
3 - Lower Bognor Road S	235	59	495	1106	0.212	234	440	0.2	0.3	4.128	A
4 - Hewarts Lane	356	89	252	1221	0.292	356	477	0.3	0.4	4.157	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	639	160	491	992	0.643	636	253	1.0	1.8	9.997	A
2 - Chalcraft Lane	709	177	435	1301	0.545	707	692	0.7	1.2	6.042	A
3 - Lower Bognor Road S	287	72	605	1038	0.277	287	537	0.3	0.4	4.787	A
4 - Hewarts Lane	436	109	309	1188	0.367	435	583	0.4	0.6	4.777	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	639	160	492	992	0.644	638	253	1.8	1.8	10.171	B
2 - Chalcraft Lane	709	177	437	1300	0.545	709	694	1.2	1.2	6.090	A
3 - Lower Bognor Road S	287	72	607	1037	0.277	287	539	0.4	0.4	4.799	A
4 - Hewarts Lane	436	109	309	1188	0.367	436	585	0.6	0.6	4.787	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	521	130	403	1044	0.499	524	207	1.8	1.0	6.972	A
2 - Chalcraft Lane	579	145	359	1351	0.428	581	568	1.2	0.8	4.680	A
3 - Lower Bognor Road S	235	59	497	1105	0.212	235	442	0.4	0.3	4.141	A
4 - Hewarts Lane	356	89	253	1221	0.292	357	479	0.6	0.4	4.170	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	437	109	337	1082	0.404	438	173	1.0	0.7	5.601	A
2 - Chalcraft Lane	485	121	300	1390	0.349	486	475	0.8	0.5	3.983	A
3 - Lower Bognor Road S	196	49	416	1155	0.170	197	370	0.3	0.2	3.760	A
4 - Hewarts Lane	298	75	212	1245	0.240	299	400	0.4	0.3	3.805	A

2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Lower Bognor Road jw Chalcraft Lane	Standard Roundabout	1,2,3,4	5.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	4 - Hewarts Lane

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	2027	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Road N		ONE HOUR	✓	229	100.000
2 - Chalcraft Lane		ONE HOUR	✓	438	100.000
3 - Lower Bognor Road S		ONE HOUR	✓	317	100.000
4 - Hewarts Lane		ONE HOUR	✓	493	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	108	112	9
	2 - Chalcraft Lane	126	1	59	252
	3 - Lower Bognor Road S	150	102	2	63
	4 - Hewarts Lane	22	404	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	5	2	0
	2 - Chalcraft Lane	2	0	2	1
	3 - Lower Bognor Road S	1	2	50	0
	4 - Hewarts Lane	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

1 - Lower Bognor Road N	0.29	5.74	0.4	A	210	315
2 - Chalcraft Lane	0.34	3.77	0.5	A	402	603
3 - Lower Bognor Road S	0.31	4.58	0.4	A	291	436
4 - Hewarts Lane	0.48	6.23	0.9	A	452	679

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	172	43	432	993	0.174	172	223	0.0	0.2	4.379	A
2 - Chalcraft Lane	330	82	142	1480	0.223	329	461	0.0	0.3	3.124	A
3 - Lower Bognor Road S	239	60	291	1218	0.196	238	180	0.0	0.2	3.668	A
4 - Hewarts Lane	371	93	286	1200	0.309	369	243	0.0	0.4	4.327	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	206	51	517	945	0.218	206	268	0.2	0.3	4.870	A
2 - Chalcraft Lane	394	98	171	1461	0.269	393	552	0.3	0.4	3.371	A
3 - Lower Bognor Road S	285	71	349	1183	0.241	285	215	0.2	0.3	4.007	A
4 - Hewarts Lane	443	111	342	1166	0.380	443	291	0.4	0.6	4.970	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	252	63	633	880	0.287	252	328	0.3	0.4	5.724	A
2 - Chalcraft Lane	482	121	209	1436	0.336	482	676	0.4	0.5	3.771	A
3 - Lower Bognor Road S	349	87	427	1135	0.307	349	264	0.3	0.4	4.574	A
4 - Hewarts Lane	543	136	419	1121	0.484	542	356	0.6	0.9	6.199	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	252	63	634	879	0.287	252	328	0.4	0.4	5.743	A
2 - Chalcraft Lane	482	121	209	1436	0.336	482	677	0.5	0.5	3.775	A
3 - Lower Bognor Road S	349	87	427	1135	0.308	349	264	0.4	0.4	4.581	A
4 - Hewarts Lane	543	136	419	1121	0.484	543	357	0.9	0.9	6.229	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	206	51	519	944	0.218	206	268	0.4	0.3	4.887	A
2 - Chalcraft Lane	394	98	171	1461	0.270	394	554	0.5	0.4	3.378	A
3 - Lower Bognor Road S	285	71	349	1182	0.241	285	216	0.4	0.3	4.016	A
4 - Hewarts Lane	443	111	343	1166	0.380	444	292	0.9	0.6	5.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	172	43	434	991	0.174	173	225	0.3	0.2	4.398	A
2 - Chalcraft Lane	330	82	143	1479	0.223	330	464	0.4	0.3	3.134	A
3 - Lower Bognor Road S	239	60	292	1217	0.196	239	181	0.3	0.2	3.682	A
4 - Hewarts Lane	371	93	287	1199	0.310	372	244	0.6	0.5	4.357	A

2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Lower Bognor Road jw Chalcraft Lane	Standard Roundabout	1,2,3,4	6.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	27	1 - Lower Bognor Road N

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Road N		ONE HOUR	✓	598	100.000
2 - Chalcraft Lane		ONE HOUR	✓	605	100.000
3 - Lower Bognor Road S		ONE HOUR	✓	267	100.000
4 - Hewarts Lane		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	2	260	300	36
	2 - Chalcraft Lane	104	1	127	373
	3 - Lower Bognor Road S	114	64	2	87
	4 - Hewarts Lane	17	287	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	0	0	0
	2 - Chalcraft Lane	0	0	0	1
	3 - Lower Bognor Road S	1	0	0	0
	4 - Hewarts Lane	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

1 - Lower Bognor Road N	0.65	10.30	1.9	B	549	823
2 - Chalcraft Lane	0.52	5.75	1.1	A	555	833
3 - Lower Bognor Road S	0.28	4.69	0.4	A	245	368
4 - Hewarts Lane	0.35	4.65	0.5	A	342	513

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	450	113	317	1093	0.412	447	178	0.0	0.7	5.550	A
2 - Chalcraft Lane	455	114	306	1386	0.329	454	458	0.0	0.5	3.852	A
3 - Lower Bognor Road S	201	50	387	1173	0.171	200	373	0.0	0.2	3.698	A
4 - Hewarts Lane	281	70	215	1243	0.226	280	372	0.0	0.3	3.732	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	538	134	380	1057	0.509	536	213	0.7	1.0	6.894	A
2 - Chalcraft Lane	544	136	367	1346	0.404	543	549	0.5	0.7	4.478	A
3 - Lower Bognor Road S	240	60	463	1126	0.213	240	447	0.2	0.3	4.063	A
4 - Hewarts Lane	335	84	258	1218	0.275	335	445	0.3	0.4	4.075	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	658	165	465	1008	0.653	655	260	1.0	1.8	10.118	B
2 - Chalcraft Lane	666	167	448	1293	0.515	665	672	0.7	1.0	5.715	A
3 - Lower Bognor Road S	294	73	567	1062	0.277	294	546	0.3	0.4	4.683	A
4 - Hewarts Lane	411	103	315	1184	0.347	410	545	0.4	0.5	4.650	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	658	165	466	1007	0.654	658	261	1.8	1.9	10.304	B
2 - Chalcraft Lane	666	167	450	1292	0.516	666	674	1.0	1.1	5.753	A
3 - Lower Bognor Road S	294	73	568	1061	0.277	294	548	0.4	0.4	4.692	A
4 - Hewarts Lane	411	103	316	1184	0.347	411	546	0.5	0.5	4.655	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	538	134	381	1056	0.509	541	214	1.9	1.1	7.026	A
2 - Chalcraft Lane	544	136	370	1345	0.404	545	552	1.1	0.7	4.513	A
3 - Lower Bognor Road S	240	60	465	1124	0.214	240	450	0.4	0.3	4.075	A
4 - Hewarts Lane	335	84	259	1217	0.275	336	447	0.5	0.4	4.088	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	450	113	319	1092	0.412	452	179	1.1	0.7	5.631	A
2 - Chalcraft Lane	455	114	309	1385	0.329	456	462	0.7	0.5	3.882	A
3 - Lower Bognor Road S	201	50	389	1171	0.172	201	376	0.3	0.2	3.712	A
4 - Hewarts Lane	281	70	216	1242	0.226	281	374	0.4	0.3	3.750	A

2027 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Lower Bognor Road jw Chalcraft Lane	Standard Roundabout	1,2,3,4	5.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	4 - Hewarts Lane

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Road N		ONE HOUR	✓	229	100.000
2 - Chalcraft Lane		ONE HOUR	✓	465	100.000
3 - Lower Bognor Road S		ONE HOUR	✓	322	100.000
4 - Hewarts Lane		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	108	112	9
	2 - Chalcraft Lane	126	1	59	279
	3 - Lower Bognor Road S	150	107	2	63
	4 - Hewarts Lane	22	470	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	5	2	0
	2 - Chalcraft Lane	2	0	2	1
	3 - Lower Bognor Road S	1	2	50	0
	4 - Hewarts Lane	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

1 - Lower Bognor Road N	0.30	6.17	0.4	A	210	315
2 - Chalcraft Lane	0.36	3.90	0.6	A	427	640
3 - Lower Bognor Road S	0.32	4.72	0.5	A	295	443
4 - Hewarts Lane	0.55	7.17	1.2	A	513	769

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	172	43	485	963	0.179	172	223	0.0	0.2	4.543	A
2 - Chalcraft Lane	350	88	142	1480	0.236	349	514	0.0	0.3	3.179	A
3 - Lower Bognor Road S	242	61	311	1206	0.201	241	180	0.0	0.3	3.730	A
4 - Hewarts Lane	421	105	289	1198	0.351	419	263	0.0	0.5	4.611	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	206	51	581	909	0.226	206	268	0.2	0.3	5.115	A
2 - Chalcraft Lane	418	105	171	1462	0.286	418	616	0.3	0.4	3.448	A
3 - Lower Bognor Road S	289	72	373	1168	0.248	289	215	0.3	0.3	4.095	A
4 - Hewarts Lane	503	126	347	1164	0.432	502	315	0.5	0.8	5.430	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	252	63	710	836	0.302	252	328	0.3	0.4	6.154	A
2 - Chalcraft Lane	512	128	209	1436	0.356	511	753	0.4	0.6	3.889	A
3 - Lower Bognor Road S	355	89	456	1117	0.317	354	264	0.3	0.5	4.716	A
4 - Hewarts Lane	615	154	424	1118	0.551	614	386	0.8	1.2	7.115	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	252	63	712	835	0.302	252	328	0.4	0.4	6.175	A
2 - Chalcraft Lane	512	128	209	1436	0.357	512	755	0.6	0.6	3.895	A
3 - Lower Bognor Road S	355	89	457	1117	0.318	355	264	0.5	0.5	4.723	A
4 - Hewarts Lane	615	154	425	1117	0.551	615	386	1.2	1.2	7.170	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	206	51	584	907	0.227	206	268	0.4	0.3	5.138	A
2 - Chalcraft Lane	418	105	171	1461	0.286	419	619	0.6	0.4	3.457	A
3 - Lower Bognor Road S	289	72	374	1168	0.248	290	216	0.5	0.3	4.104	A
4 - Hewarts Lane	503	126	348	1163	0.432	504	316	1.2	0.8	5.479	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	172	43	488	961	0.179	173	225	0.3	0.2	4.568	A
2 - Chalcraft Lane	350	88	143	1480	0.237	350	517	0.4	0.3	3.188	A
3 - Lower Bognor Road S	242	61	313	1205	0.201	243	181	0.3	0.3	3.742	A
4 - Hewarts Lane	421	105	291	1197	0.352	422	265	0.8	0.5	4.651	A

2027 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Lower Bognor Road jw Chalcraft Lane	Standard Roundabout	1,2,3,4	7.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	24	1 - Lower Bognor Road N

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Lower Bognor Road N		ONE HOUR	✓	598	100.000
2 - Chalcraft Lane		ONE HOUR	✓	662	100.000
3 - Lower Bognor Road S		ONE HOUR	✓	270	100.000
4 - Hewarts Lane		ONE HOUR	✓	407	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	2	260	300	36
	2 - Chalcraft Lane	104	1	134	423
	3 - Lower Bognor Road S	114	67	2	87
	4 - Hewarts Lane	17	321	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Lower Bognor Road N	2 - Chalcraft Lane	3 - Lower Bognor Road S	4 - Hewarts Lane
From	1 - Lower Bognor Road N	0	0	0	0
	2 - Chalcraft Lane	0	0	0	1
	3 - Lower Bognor Road S	1	0	0	0
	4 - Hewarts Lane	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

1 - Lower Bognor Road N	0.67	11.05	2.0	B	549	823
2 - Chalcraft Lane	0.56	6.40	1.3	A	607	911
3 - Lower Bognor Road S	0.29	4.93	0.4	A	248	372
4 - Hewarts Lane	0.38	4.90	0.6	A	373	560

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	450	113	345	1077	0.418	447	178	0.0	0.7	5.690	A
2 - Chalcraft Lane	498	125	306	1386	0.360	496	486	0.0	0.6	4.036	A
3 - Lower Bognor Road S	203	51	424	1150	0.177	202	378	0.0	0.2	3.797	A
4 - Hewarts Lane	306	77	217	1242	0.247	305	409	0.0	0.3	3.838	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	538	134	413	1038	0.518	536	213	0.7	1.1	7.156	A
2 - Chalcraft Lane	595	149	367	1346	0.442	594	582	0.6	0.8	4.781	A
3 - Lower Bognor Road S	243	61	508	1098	0.221	242	453	0.2	0.3	4.207	A
4 - Hewarts Lane	366	91	260	1216	0.301	365	490	0.3	0.4	4.228	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	658	165	506	984	0.669	655	260	1.1	2.0	10.811	B
2 - Chalcraft Lane	729	182	448	1293	0.564	727	712	0.8	1.3	6.340	A
3 - Lower Bognor Road S	297	74	621	1028	0.289	297	554	0.3	0.4	4.918	A
4 - Hewarts Lane	448	112	319	1183	0.379	447	600	0.4	0.6	4.891	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	658	165	506	984	0.669	658	261	2.0	2.0	11.046	B
2 - Chalcraft Lane	729	182	450	1291	0.564	729	714	1.3	1.3	6.398	A
3 - Lower Bognor Road S	297	74	623	1027	0.289	297	556	0.4	0.4	4.931	A
4 - Hewarts Lane	448	112	319	1182	0.379	448	601	0.6	0.6	4.903	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	538	134	414	1037	0.518	541	214	2.0	1.1	7.312	A
2 - Chalcraft Lane	595	149	370	1344	0.443	597	586	1.3	0.8	4.832	A
3 - Lower Bognor Road S	243	61	511	1096	0.221	243	456	0.4	0.3	4.223	A
4 - Hewarts Lane	366	91	261	1216	0.301	367	492	0.6	0.4	4.243	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Lower Bognor Road N	450	113	347	1076	0.418	452	179	1.1	0.7	5.779	A
2 - Chalcraft Lane	498	125	309	1384	0.360	499	490	0.8	0.6	4.072	A
3 - Lower Bognor Road S	203	51	427	1148	0.177	204	381	0.3	0.2	3.815	A
4 - Hewarts Lane	306	77	219	1241	0.247	307	412	0.4	0.3	3.855	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 Lower Bognor Road Pagham Road.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 06/01/2017 14:27:41

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022															
Stream B-C	0.2	0.5	3327.80	0.95	F	27.61	D	-13 % [Stream B-A]	0.0	~1	0.00	0.00	A	5.76	A	-3 % [Stream B-A]
Stream B-A	9.9	42.0	91.30	0.96	F				2.7	14.5	41.75	0.75	E			
Stream C-AB	0.0	200.2	4.17	0.00	A				0.0	0.5	6.33	0.02	A			
	2022 + CUMULATIVE															
Stream B-C	0.4	200.0	4181.03	1.13	F	55.91	F	-21 % [Stream B-A]	0.0	~1	0.00	0.00	A	13.91	B	-14 % [Stream B-A]
Stream B-A	27.8	80.5	233.47	1.11	F				7.6	31.4	117.36	0.94	F			
Stream C-AB	0.0	200.2	3.79	0.00	A				0.0	0.5	5.86	0.02	A			
	2027															
Stream B-C	0.3	0.5	3722.87	1.01	F	36.12	E	-16 % [Stream B-A]	0.0	~1	0.00	0.00	A	6.88	A	-6 % [Stream B-A]
Stream B-A	14.1	48.3	122.22	1.00	F				3.3	17.9	69.87	0.79	E			
Stream C-AB	0.0	200.2	4.13	0.00	A				0.0	0.5	6.32	0.02	A			
	2027 + CUMULATIVE															
Stream B-C	0.4	200.0	4364.57	1.19	F	71.82	F	-23 % [Stream B-A]	0.0	~1	0.00	0.00	A	19.22	C	-16 % [Stream B-A]
Stream B-A	37.0	89.9	300.95	1.16	F				11.2	36.5	151.51	1.00	F			
Stream C-AB	0.0	200.2	3.76	0.00	A				0.0	0.5	5.86	0.02	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15
D5	2027	AM	ONE HOUR	07:45	09:15	15
D6	2027	PM	ONE HOUR	16:45	18:15	15
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	27.61	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road South	7.50			95.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Lower Bognor Road	One lane plus flare	10.00	8.00	5.50	4.25	3.00	✓	2.00	105	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	635	0.108	0.273	0.172	0.391
1	B-C	666	0.095	0.241	-	-
1	C-B	629	0.228	0.228	-	-

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)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	383	100.000
B - Lower Bognor Road		✓	376	100.000

C - Pagham Road South		✓	593	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	199	184
	B - Lower Bognor Road	375	0	1
	C - Pagham Road South	592	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	2	5
	B - Lower Bognor Road	1	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.95	3537.89	0.2	0.5	F
B-A	0.95	31.30	9.9	42.0	F
C-AB	0.00	4.17	0.0	200.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	473	0.002	0.75	0.0	7.620	A
B-A	282	496	0.570	277	1.3	16.143	C
C-AB	2	865	0.002	2	0.0	4.168	A
C-A	445			445			
A-B	150			150			
A-C	139			139			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	357	0.003	0.90	0.0	10.115	B
B-A	337	470	0.718	333	2.3	25.517	D
C-AB	2	915	0.002	2	0.0	3.942	A
C-A	531			531			
A-B	179			179			
A-C	165			165			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	1	47	0.023	1	0.0	77.622	F
B-A	413	434	0.952	391	7.8	84.181	F
C-AB	3	986	0.003	3	0.0	3.660	A
C-A	650			650			
A-B	219			219			
A-C	203			203			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	1	1	0.948	0.24	0.2	2537.798	F
B-A	413	434	0.952	404	9.9	91.389	F
C-AB	3	986	0.003	3	0.0	3.665	A
C-A	650			650			
A-B	219			219			
A-C	203			203			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	286	0.003	2	0.0	12.728	B
B-A	337	470	0.718	365	2.8	40.828	E
C-AB	2	915	0.002	2	0.0	3.949	A
C-A	531			531			
A-B	179			179			
A-C	165			165			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	461	0.002	0.76	0.0	7.828	A
B-A	282	496	0.570	288	1.4	17.803	C
C-AB	2	865	0.002	2	0.0	4.172	A
C-A	445			445			
A-B	150			150			
A-C	139			139			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.27	0.56	1.15	1.57	1.79			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.25	0.45	0.48			N/A	N/A
B-A	2.33	0.09	1.38	5.40	7.50			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	7.75	0.14	3.40	19.96	28.07			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.00	0.00	0.24	0.24			N/A	N/A
B-A	9.87	0.09	2.55	27.81	41.99			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.83	0.04	0.40	7.64	14.38			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.38	0.03	0.30	2.00	6.83			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	5.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-3	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	1119	100.000
B - Lower Bognor Road		✓	226	100.000
C - Pagham Road South		✓	270	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	516	603
	B - Lower Bognor Road	226	0	0
	C - Pagham Road South	266	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	1	3
	B - Lower Bognor Road	0	0	0
	C - Pagham Road South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	~1	A
B-A	0.75	41.75	2.7	14.5	E
C-AB	0.02	6.33	0.0	0.5	A
C-A					
A-B					

A-C							

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	465	0.000	0	0.0	0.000	A
B-A	170	428	0.397	168	0.6	13.676	B
C-AB	5	584	0.008	5	0.0	6.215	A
C-A	199			199			
A-B	388			388			
A-C	454			454			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	422	0.000	0	0.0	0.000	A
B-A	203	388	0.523	202	1.1	19.112	C
C-AB	6	580	0.011	6	0.0	6.265	A
C-A	237			237			
A-B	464			464			
A-C	542			542			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	362	0.000	0	0.0	0.000	A
B-A	249	333	0.748	243	2.6	37.758	E
C-AB	9	578	0.016	9	0.0	6.318	A
C-A	288			288			
A-B	568			568			
A-C	664			664			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	359	0.000	0	0.0	0.000	A
B-A	249	333	0.748	248	2.7	41.748	E
C-AB	9	578	0.016	9	0.0	6.328	A
C-A	288			288			
A-B	568			568			
A-C	664			664			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	420	0.000	0	0.0	0.000	A
B-A	203	388	0.523	210	1.1	20.795	C
C-AB	6	580	0.011	6	0.0	6.284	A
C-A	237			237			
A-B	464			464			
A-C	542			542			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	463	0.000	0	0.0	0.000	A
B-A	170	428	0.397	172	0.7	14.146	B
C-AB	5	584	0.008	5	0.0	6.225	A
C-A	199			199			
A-B	388			388			
A-C	454			454			

Queue Variation Results for each time segment

16:45 - 17:00

	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly

Stream	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.64	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.05	0.10	0.98	1.71	2.01			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.56	0.04	0.37	6.60	13.41			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.73	0.03	0.33	5.21	14.47			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.15	0.04	0.42	2.85	4.65			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.68	0.03	0.33	1.50	3.02			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	55.81	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-21	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	466	100.000
B - Lower Bognor Road		✓	376	100.000
C - Pagham Road South		✓	783	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	199	267
	B - Lower Bognor Road	375	0	1
	C - Pagham Road South	782	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	2	3
	B - Lower Bognor Road	1	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	1.13	4161.03	0.4	200.9	F
B-A	1.11	203.47	27.8	80.5	F
C-AB	0.00	3.79	0.0	209.2	A
C-A					
A-B					

A-C							

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	432	0.002	0.75	0.0	8.341	A
B-A	282	454	0.622	276	1.6	19.615	C
C-AB	2	953	0.002	2	0.0	3.783	A
C-A	588			588			
A-B	150			150			
A-C	201			201			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	260	0.003	0.89	0.0	13.888	B
B-A	337	420	0.803	330	3.4	37.058	E
C-AB	3	1023	0.003	3	0.0	3.527	A
C-A	701			701			
A-B	179			179			
A-C	240			240			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	1	0.98	1.126	0.19	0.2	4181.624	F
B-A	413	373	1.107	359	16.8	125.081	F
C-AB	5	1122	0.004	5	0.0	3.220	A
C-A	857			857			
A-B	219			219			
A-C	294			294			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	1	2	0.698	0.57	0.4	1803.826	F
B-A	413	373	1.107	369	27.8	253.475	F
C-AB	5	1122	0.004	5	0.0	3.222	A
C-A	857			857			
A-B	219			219			
A-C	294			294			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	2	0.406	0.78	0.4	312.389	F
B-A	337	420	0.803	405	10.7	178.819	F
C-AB	3	1023	0.003	3	0.0	3.536	A
C-A	701			701			
A-B	179			179			
A-C	240			240			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	365	0.002	2	0.0	9.970	A
B-A	282	454	0.622	318	1.8	32.466	D
C-AB	2	953	0.002	2	0.0	3.789	A
C-A	588			588			
A-B	150			150			
A-C	201			201			

Queue Variation Results for each time segment

07:45 - 08:00

	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly

Stream	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-C	0.00	>199	>199	>199	>199			N/A	N/A
B-A	1.55	0.30	1.38	2.42	2.90			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.25	0.45	0.48			N/A	N/A
B-A	3.39	0.11	1.42	8.20	11.41			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.03	0.25	0.46	0.48			N/A	N/A
B-A	16.82	2.94	13.91	31.34	37.97			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.37	0.03	0.26	0.46	0.49			N/A	N/A
B-A	27.79	6.08	23.81	50.50	60.51			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.39	0.03	0.30	1.22	1.71			N/A	N/A
B-A	10.70	0.37	6.41	25.16	33.51			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.76	0.03	0.29	1.76	7.47			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	13.91	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	1282	100.000
B - Lower Bognor Road		✓	226	100.000
C - Pagham Road South		✓	375	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	516	766
	B - Lower Bognor Road	226	0	0
	C - Pagham Road South	371	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	1	2
	B - Lower Bognor Road	0	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	~1	A
B-A	0.34	117.36	7.6	31.4	F
C-AB	0.02	5.86	0.0	0.5	A
C-A					
A-B					

A-C							

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	433	0.000	0	0.0	0.000	A
B-A	170	382	0.446	167	0.8	16.532	C
C-AB	5	621	0.009	5	0.0	5.850	A
C-A	277			277			
A-B	388			388			
A-C	577			577			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	382	0.000	0	0.0	0.000	A
B-A	203	333	0.611	200	1.5	26.668	D
C-AB	8	627	0.012	8	0.0	5.805	A
C-A	329			329			
A-B	464			464			
A-C	689			689			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	307	0.000	0	0.0	0.000	A
B-A	249	265	0.940	231	5.9	81.604	F
C-AB	12	641	0.019	12	0.0	5.721	A
C-A	401			401			
A-B	568			568			
A-C	843			843			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	303	0.000	0	0.0	0.000	A
B-A	249	265	0.940	242	7.6	117.384	F
C-AB	12	641	0.019	12	0.0	5.726	A
C-A	401			401			
A-B	568			568			
A-C	843			843			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	373	0.000	0	0.0	0.000	A
B-A	203	333	0.611	227	1.7	40.020	E
C-AB	8	627	0.012	8	0.0	5.819	A
C-A	329			329			
A-B	464			464			
A-C	689			689			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	430	0.000	0	0.0	0.000	A
B-A	170	382	0.446	174	0.8	17.563	C
C-AB	5	621	0.009	6	0.0	5.859	A
C-A	277			277			
A-B	388			388			
A-C	577			577			

Queue Variation Results for each time segment

16:45 - 17:00

	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly

Stream	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.78	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.46	0.07	1.01	3.09	4.33			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	5.94	0.14	2.68	14.89	20.76			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	7.64	0.09	2.18	21.11	31.39			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.70	0.04	0.36	4.31	8.66			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.83	0.03	0.29	1.19	3.54			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	36.12	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-16	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	396	100.000
B - Lower Bognor Road		✓	388	100.000
C - Pagham Road South		✓	612	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	206	190
	B - Lower Bognor Road	387	0	1
	C - Pagham Road South	611	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	2	5
	B - Lower Bognor Road	1	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	1.01	3722.07	0.3	0.5	F
B-A	1.00	122.22	14.1	48.3	F
C-AB	0.00	4.13	0.0	209.2	A
C-A					
A-B					

A-C							

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	459	0.002	0.75	0.0	7.855	A
B-A	291	491	0.593	286	1.4	17.100	C
C-AB	2	873	0.002	2	0.0	4.130	A
C-A	459			459			
A-B	155			155			
A-C	143			143			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	326	0.003	0.89	0.0	11.076	B
B-A	348	464	0.749	343	2.7	28.403	D
C-AB	2	925	0.002	2	0.0	3.900	A
C-A	548			548			
A-B	185			185			
A-C	171			171			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	1	1	1.012	0.20	0.2	3722.071	F
B-A	426	427	0.997	396	10.1	78.614	F
C-AB	3	998	0.003	3	0.0	3.615	A
C-A	670			670			
A-B	227			227			
A-C	209			209			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	1	2	0.598	0.63	0.3	2561.868	F
B-A	426	427	0.997	410	14.1	122.216	F
C-AB	3	998	0.003	3	0.0	3.620	A
C-A	670			670			
A-B	227			227			
A-C	209			209			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	203	0.004	2	0.0	18.035	C
B-A	348	464	0.749	390	3.5	61.197	F
C-AB	2	925	0.002	2	0.0	3.906	A
C-A	548			548			
A-B	185			185			
A-C	171			171			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	442	0.002	0.76	0.0	8.157	A
B-A	291	491	0.593	299	1.5	19.425	C
C-AB	2	873	0.002	2	0.0	4.133	A
C-A	459			459			
A-B	155			155			
A-C	143			143			

Queue Variation Results for each time segment

07:45 - 08:00

	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly

Stream	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.39	0.57	1.29	1.78	1.93			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.25	0.45	0.48			N/A	N/A
B-A	2.67	0.09	1.50	6.33	8.81			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.03	0.25	0.46	0.48			N/A	N/A
B-A	10.12	0.38	6.15	23.58	31.29			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.35	0.03	0.26	0.46	0.49			N/A	N/A
B-A	14.09	0.28	7.51	35.25	48.26			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	3.47	0.04	0.42	9.57	17.68			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.53	0.03	0.30	1.89	7.28			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	6.88	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	1153	100.000
B - Lower Bognor Road		✓	233	100.000
C - Pagham Road South		✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	532	621
	B - Lower Bognor Road	233	0	0
	C - Pagham Road South	274	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	1	2
	B - Lower Bognor Road	0	0	0
	C - Pagham Road South	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	~1	A
B-A	0.79	48.87	3.3	17.9	E
C-AB	0.02	6.32	0.0	0.5	A
C-A					
A-B					

A-C							

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	459	0.000	0	0.0	0.000	A
B-A	175	423	0.414	173	0.7	14.206	B
C-AB	5	584	0.008	5	0.0	6.213	A
C-A	205			205			
A-B	401			401			
A-C	468			468			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	416	0.000	0	0.0	0.000	A
B-A	209	382	0.548	208	1.2	20.378	C
C-AB	6	581	0.011	6	0.0	6.260	A
C-A	244			244			
A-B	478			478			
A-C	558			558			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	353	0.000	0	0.0	0.000	A
B-A	257	325	0.788	249	3.0	43.355	E
C-AB	9	579	0.016	9	0.0	6.308	A
C-A	297			297			
A-B	586			586			
A-C	684			684			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	350	0.000	0	0.0	0.000	A
B-A	257	325	0.788	255	3.3	49.686	E
C-AB	9	579	0.016	9	0.0	6.318	A
C-A	297			297			
A-B	586			586			
A-C	684			684			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	412	0.000	0	0.0	0.000	A
B-A	209	382	0.548	218	1.3	22.826	C
C-AB	6	581	0.011	6	0.0	6.280	A
C-A	244			244			
A-B	478			478			
A-C	558			558			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	458	0.000	0	0.0	0.000	A
B-A	175	423	0.414	178	0.7	14.771	B
C-AB	5	584	0.008	5	0.0	6.224	A
C-A	205			205			
A-B	401			401			
A-C	468			468			

Queue Variation Results for each time segment

16:45 - 17:00

	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly

Stream	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.69	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.16	0.09	1.01	1.94	2.65			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	3.05	0.04	0.43	8.43	15.28			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	3.32	0.04	0.35	7.60	17.89			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.27	0.04	0.40	3.28	5.59			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.73	0.03	0.32	1.51	3.50			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2027 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	71.62	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-23	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	479	100.000
B - Lower Bognor Road		✓	388	100.000
C - Pagham Road South		✓	802	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	206	273
	B - Lower Bognor Road	387	0	1
	C - Pagham Road South	801	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	2	4
	B - Lower Bognor Road	1	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	1.19	4364.57	0.4	200.0	F
B-A	1.18	360.95	37.9	89.9	F
C-AB	0.00	3.76	0.0	206.2	A
C-A					
A-B					

A-C							

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	414	0.002	0.75	0.0	8.720	A
B-A	291	449	0.649	284	1.7	21.071	C
C-AB	2	961	0.002	2	0.0	3.751	A
C-A	602			602			
A-B	155			155			
A-C	206			206			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	213	0.004	0.89	0.0	16.936	C
B-A	348	414	0.840	338	4.1	42.858	E
C-AB	3	1033	0.003	3	0.0	3.493	A
C-A	718			718			
A-B	185			185			
A-C	245			245			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	1	0.92	1.191	0.18	0.2	4234.583	F
B-A	426	366	1.164	357	21.5	152.858	F
C-AB	5	1135	0.004	5	0.0	3.184	A
C-A	878			878			
A-B	227			227			
A-C	301			301			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	1	1	0.755	0.54	0.4	1819.357	F
B-A	426	366	1.164	364	37.0	396.946	F
C-AB	5	1135	0.004	5	0.0	3.186	A
C-A	878			878			
A-B	227			227			
A-C	301			301			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.90	2	0.448	0.75	0.4	916.770	F
B-A	348	414	0.840	403	28.2	270.471	F
C-AB	3	1032	0.003	3	0.0	3.502	A
C-A	718			718			
A-B	185			185			
A-C	245			245			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0.75	221	0.003	2	0.0	16.571	C
B-A	291	449	0.649	376	2.1	60.383	F
C-AB	2	961	0.002	2	0.0	3.757	A
C-A	602			602			
A-B	155			155			
A-C	206			206			

Queue Variation Results for each time segment

07:45 - 08:00

	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly

Stream	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-C	0.00	>199	>199	>199	>199			N/A	N/A
B-A	1.73	0.18	1.43	2.98	3.84			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.25	0.45	0.48			N/A	N/A
B-A	4.08	0.13	1.87	9.82	13.54			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.03	0.25	0.46	0.48			N/A	N/A
B-A	21.46	5.84	18.84	36.81	43.35			N/A	N/A
C-AB	0.00	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.38	0.03	0.26	0.46	0.49			N/A	N/A
B-A	37.02	12.82	33.71	60.43	69.90			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.41	0.03	0.29	1.15	1.82			N/A	N/A
B-A	23.15	5.52	20.02	41.02	48.80			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.09	0.03	0.30	2.09	9.11			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2027 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	19.22	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-16	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road North		✓	1316	100.000
B - Lower Bognor Road		✓	233	100.000
C - Pagham Road South		✓	383	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	532	784
	B - Lower Bognor Road	233	0	0
	C - Pagham Road South	379	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Pagham Road North	B - Lower Bognor Road	C - Pagham Road South
From	A - Pagham Road North	0	1	2
	B - Lower Bognor Road	0	0	0
	C - Pagham Road South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	~1	A
B-A	1.00	161.51	11.2	38.5	F
C-AB	0.02	5.86	0.0	0.5	A
C-A					
A-B					

A-C							

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	426	0.000	0	0.0	0.000	A
B-A	175	376	0.467	172	0.8	17.405	C
C-AB	6	620	0.009	6	0.0	5.854	A
C-A	283			283			
A-B	401			401			
A-C	590			590			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	374	0.000	0	0.0	0.000	A
B-A	209	325	0.644	206	1.7	29.418	D
C-AB	8	627	0.013	8	0.0	5.807	A
C-A	336			336			
A-B	478			478			
A-C	705			705			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	298	0.000	0	0.0	0.000	A
B-A	257	256	1.003	232	7.9	101.481	F
C-AB	13	642	0.020	13	0.0	5.719	A
C-A	409			409			
A-B	586			586			
A-C	863			863			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	298	0.000	0	0.0	0.000	A
B-A	257	256	1.003	243	11.2	181.507	F
C-AB	13	642	0.020	13	0.0	5.726	A
C-A	409			409			
A-B	586			586			
A-C	863			863			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	359	0.000	0	0.0	0.000	A
B-A	209	325	0.644	246	2.0	59.291	F
C-AB	8	627	0.013	8	0.0	5.821	A
C-A	336			336			
A-B	478			478			
A-C	705			705			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	423	0.000	0	0.0	0.000	A
B-A	175	376	0.467	180	0.9	18.774	C
C-AB	6	620	0.009	6	0.0	5.863	A
C-A	283			283			
A-B	401			401			
A-C	590			590			

Queue Variation Results for each time segment

16:45 - 17:00

	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly

Stream	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.84	0.51	0.98	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.66	0.07	1.02	3.78	5.34			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	7.90	0.40	4.95	17.79	23.35			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	11.25	0.32	6.44	27.12	36.52			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.02	0.04	0.36	5.07	10.53			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.91	0.03	0.28	0.91	3.37			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 1616 Vinnetrow Road B2166.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 21/12/2016 23:47:14

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022															
Arm 1	0.6	2.8	6.48	0.39	A	6.90	A	35 % [Arm 2]	2.7	12.9	19.89	0.74	C	11.63	B	8 % [Arm 1]
Arm 2	2.1	3.5	7.71	0.68	A				0.7	2.5	4.24	0.42	A			
Arm 3	0.1	0.5	5.92	0.10	A				0.0	0.5	4.07	0.04	A			
Arm 4	0.9	1.9	5.88	0.49	A				3.3	14.0	12.32	0.77	B			
	2022 + CUMULATIVE															
Arm 1	0.8	2.9	7.61	0.45	A	10.29	B	14 % [Arm 2]	5.6	30.2	40.39	0.87	E	21.59	C	-2 % [Arm 1]
Arm 2	4.2	38.2	13.17	0.81	B				1.0	1.5	4.90	0.50	A			
Arm 3	0.1	0.5	7.41	0.12	A				0.0	0.5	4.42	0.04	A			
Arm 4	1.2	1.5	6.94	0.56	A				7.1	37.3	24.25	0.89	C			
	2027															
Arm 1	0.7	2.9	6.75	0.40	A	7.35	A	30 % [Arm 2]	3.3	16.6	23.71	0.78	C	13.23	B	5 % [Arm 1]
Arm 2	2.3	4.8	8.37	0.70	A				0.8	2.4	4.35	0.43	A			
Arm 3	0.1	0.5	6.15	0.10	A				0.0	0.5	4.14	0.04	A			
Arm 4	1.0	1.7	6.11	0.50	A				3.7	17.5	13.77	0.79	B			
	2027 + CUMULATIVE															
Arm 1	0.9	2.9	7.98	0.47	A	11.48	B	11 % [Arm 2]	7.7	39.6	58.54	0.91	F	27.29	D	-4 % [Arm 1]
Arm 2	5.0	25.4	15.17	0.84	C				1.0	1.5	5.05	0.51	A			
Arm 3	0.1	0.5	7.76	0.12	A				0.0	0.5	4.50	0.04	A			
Arm 4	1.3	1.5	7.26	0.57	A				8.8	48.5	29.73	0.91	D			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/11/2016
Version	

Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15
D5	2027	AM	ONE HOUR	07:45	09:15	15
D6	2027	PM	ONE HOUR	16:45	18:15	15
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	6.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	Arm 2

Arms

Arms

Arm	Name	Description
1	Vinnetrow Road	
2	B2166 E	
3	Mill Lane	
4	B2166 W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	6.00	5.0	30.0	30.0	35.0	
2	4.00	6.00	12.0	30.0	30.0	30.0	
3	3.00	7.00	8.0	20.0	30.0	30.0	
4	3.50	6.00	6.0	20.0	30.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.559	1219
2	0.649	1633
3	0.591	1375
4	0.593	1385

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	317	100.000
2		✓	891	100.000
3		✓	60	100.000

4		✓	527	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	162	8	147
	2	184	0	7	700
	3	13	13	0	34
	4	117	402	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	11	5
	2	6	0	0	4
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.39	6.48	0.6	2.8	A
2	0.68	7.71	2.1	3.5	A
3	0.10	5.92	0.1	0.5	A
4	0.49	5.88	0.9	1.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	239	317	988	0.242	237	0.3	4.791	A
2	671	122	1485	0.452	668	0.8	4.386	A
3	45	772	898	0.050	45	0.1	4.220	A
4	397	157	1237	0.321	395	0.5	4.266	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	285	380	952	0.299	285	0.4	5.387	A
2	801	146	1469	0.545	800	1.2	5.363	A
3	54	925	803	0.067	54	0.1	4.803	A
4	474	188	1218	0.389	473	0.6	4.827	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	349	465	905	0.386	348	0.6	6.458	A
2	981	179	1448	0.678	978	2.0	7.598	A
3	66	1131	676	0.098	66	0.1	5.899	A
4	580	230	1193	0.486	579	0.9	5.851	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS

1	349	466	904	0.386	349	0.6	6.482	A
2	981	179	1448	0.678	981	2.1	7.709	A
3	66	1135	674	0.098	66	0.1	5.924	A
4	580	231	1193	0.487	580	0.9	5.878	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	285	381	952	0.299	286	0.4	5.414	A
2	801	147	1469	0.545	804	1.2	5.445	A
3	54	931	800	0.067	54	0.1	4.828	A
4	474	190	1218	0.389	475	0.6	4.856	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	239	319	986	0.242	239	0.3	4.821	A
2	671	123	1485	0.452	672	0.8	4.440	A
3	45	778	894	0.051	45	0.1	4.239	A
4	397	158	1236	0.321	397	0.5	4.296	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2	0.82	0.55	1.00	1.40	1.45			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.47	0.00	0.00	0.47	0.47			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2	1.18	0.06	0.82	2.48	3.45			N/A	N/A
3	0.07	0.03	0.25	0.45	0.48			N/A	N/A
4	0.63	0.11	0.86	1.37	1.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.62	0.03	0.25	0.62	0.62			N/A	N/A
2	2.05	0.03	0.27	2.05	2.88			N/A	N/A
3	0.11	0.03	0.26	0.47	0.49			N/A	N/A
4	0.94	0.03	0.26	0.94	0.94			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.62	0.03	0.29	1.20	2.80			N/A	N/A
2	2.08	0.03	0.27	2.08	2.08			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4	0.94	0.03	0.27	0.94	1.88			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.43	0.00	0.00	0.43	0.43			N/A	N/A
2	1.21	0.09	1.03	2.10	2.82			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.64	0.21	0.93	1.39	1.44			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2	0.83	0.05	0.56	1.63	2.22			N/A	N/A

3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.48	0.04	0.41	1.24	1.37			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	11.63	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	8	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	459	100.000
2		✓	560	100.000
3		✓	30	100.000
4		✓	884	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	305	23	131
	2	119	0	5	436
	3	4	12	0	14
	4	66	803	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

				Max 95th	

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	percentile Queue (Veh)	Max LOS
1	0.74	19.89	2.7	12.9	C
2	0.42	4.24	0.7	2.5	A
3	0.04	4.07	0.0	0.5	A
4	0.77	12.32	3.3	14.0	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	346	621	848	0.407	343	0.7	7.085	A
2	422	126	1504	0.280	420	0.4	3.318	A
3	23	514	1063	0.021	22	0.0	3.458	A
4	666	101	1293	0.515	661	1.0	5.665	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	413	744	779	0.529	411	1.1	9.725	A
2	503	151	1488	0.338	503	0.5	3.653	A
3	27	616	1002	0.027	27	0.0	3.693	A
4	795	121	1281	0.621	792	1.6	7.340	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	505	908	688	0.735	499	2.6	18.561	C
2	617	184	1467	0.420	616	0.7	4.223	A
3	33	753	918	0.036	33	0.0	4.066	A
4	973	148	1264	0.770	967	3.2	11.860	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	505	914	685	0.738	505	2.7	19.891	C
2	617	186	1466	0.421	617	0.7	4.237	A
3	33	755	917	0.036	33	0.0	4.072	A
4	973	149	1264	0.770	973	3.3	12.319	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	413	752	775	0.532	419	1.2	10.272	B
2	503	154	1486	0.339	504	0.5	3.671	A
3	27	619	999	0.027	27	0.0	3.704	A
4	795	122	1281	0.621	801	1.7	7.603	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	346	627	845	0.409	347	0.7	7.264	A
2	422	128	1502	0.281	422	0.4	3.332	A
3	23	517	1061	0.021	23	0.0	3.468	A
4	666	102	1292	0.515	668	1.1	5.788	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.68	0.55	1.00	1.40	1.45			N/A	N/A
2	0.39	0.00	0.00	0.39	0.39			N/A	N/A

3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.05	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.10	0.07	0.87	2.01	2.83			N/A	N/A
2	0.51	0.51	1.00	1.40	1.45			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.60	0.06	0.78	3.87	5.73			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.57	0.03	0.31	3.86	12.94			N/A	N/A
2	0.72	0.03	0.25	0.72	0.72			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	3.17	0.03	0.30	3.17	13.98			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.70	0.03	0.29	2.70	10.72			N/A	N/A
2	0.72	0.03	0.28	0.72	2.51			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.25	0.03	0.28	3.25	6.41			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.17	0.05	0.52	2.72	3.99			N/A	N/A
2	0.52	0.52	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.67	0.06	0.74	4.12	6.17			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.70	0.04	0.35	1.65	2.89			N/A	N/A
2	0.39	0.00	0.00	0.39	0.39			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.08	0.04	0.39	2.71	4.60			N/A	N/A

2022 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	10.29	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	358	100.000
2		✓	1081	100.000
3		✓	60	100.000
4		✓	588	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	203	8	147
	2	224	0	7	850
	3	13	13	0	34
	4	117	463	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	11	5
	2	5	0	0	3
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

				Max 95th	

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	percentile Queue (Veh)	Max LOS
1	0.45	7.61	0.8	2.9	A
2	0.81	13.17	4.2	20.2	B
3	0.12	7.41	0.1	0.5	A
4	0.56	6.94	1.2	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	270	363	963	0.280	268	0.4	5.170	A
2	814	122	1499	0.543	809	1.2	5.181	A
3	45	914	815	0.055	45	0.1	4.673	A
4	443	187	1219	0.363	440	0.6	4.613	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	322	434	922	0.349	321	0.5	5.982	A
2	972	146	1483	0.655	969	1.9	6.963	A
3	54	1095	704	0.077	54	0.1	5.534	A
4	529	224	1197	0.442	528	0.8	5.375	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	394	531	868	0.454	393	0.8	7.560	A
2	1190	179	1462	0.814	1181	4.1	12.452	B
3	66	1335	557	0.119	66	0.1	7.324	A
4	647	273	1167	0.555	646	1.2	6.876	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	394	533	867	0.455	394	0.8	7.609	A
2	1190	179	1461	0.814	1190	4.2	13.172	B
3	66	1344	552	0.120	66	0.1	7.411	A
4	647	275	1166	0.555	647	1.2	6.936	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	322	437	921	0.349	323	0.5	6.028	A
2	972	147	1483	0.655	981	1.9	7.301	A
3	54	1107	697	0.077	54	0.1	5.603	A
4	529	227	1195	0.442	530	0.8	5.430	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	270	365	961	0.280	270	0.4	5.215	A
2	814	123	1499	0.543	817	1.2	5.302	A
3	45	922	810	0.056	45	0.1	4.709	A
4	443	189	1218	0.364	444	0.6	4.657	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.39	0.00	0.00	0.39	0.39			N/A	N/A
2	1.17	0.55	1.00	1.40	1.45			N/A	N/A

3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.57	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.53	0.53	1.00	1.40	1.45			N/A	N/A
2	1.86	0.05	0.57	4.85	7.57			N/A	N/A
3	0.08	0.03	0.25	0.45	0.48			N/A	N/A
4	0.78	0.10	0.87	1.43	1.50			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.82	0.03	0.26	0.82	0.82			N/A	N/A
2	4.09	0.03	0.32	5.73	20.24			N/A	N/A
3	0.13	0.03	0.26	0.47	0.49			N/A	N/A
4	1.22	0.03	0.26	1.22	1.22			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.83	0.03	0.28	0.83	2.89			N/A	N/A
2	4.23	0.03	0.28	4.23	11.34			N/A	N/A
3	0.14	0.03	0.25	0.45	0.48			N/A	N/A
4	1.24	0.03	0.27	1.24	1.36			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.54	0.07	0.73	1.35	1.42			N/A	N/A
2	1.94	0.05	0.58	5.10	7.97			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.80	0.16	0.92	1.41	1.47			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.39	0.03	0.28	0.68	1.09			N/A	N/A
2	1.20	0.04	0.37	3.01	5.71			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.58	0.06	0.60	1.33	1.42			N/A	N/A

2022 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	21.59	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	481	100.000
2		✓	665	100.000
3		✓	30	100.000
4		✓	1006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	327	23	131
	2	143	0	5	517
	3	4	12	0	14
	4	66	925	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

				Max 95th	

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	percentile Queue (Veh)	Max LOS
1	0.87	40.33	5.6	30.2	E
2	0.50	4.90	1.0	1.5	A
3	0.04	4.42	0.0	0.5	A
4	0.83	24.25	7.1	37.3	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	362	711	797	0.454	359	0.8	8.153	A
2	501	126	1504	0.333	499	0.5	3.574	A
3	23	593	1015	0.022	22	0.0	3.625	A
4	757	119	1282	0.591	752	1.4	6.714	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	432	852	719	0.602	430	1.5	12.353	B
2	598	151	1488	0.402	597	0.7	4.042	A
3	27	710	944	0.029	27	0.0	3.924	A
4	904	143	1268	0.713	900	2.4	9.683	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	530	1033	618	0.857	516	4.8	32.030	D
2	732	182	1469	0.499	731	1.0	4.872	A
3	33	866	849	0.039	33	0.0	4.410	A
4	1108	175	1249	0.887	1091	6.5	20.907	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	530	1046	610	0.868	527	5.6	40.294	E
2	732	185	1466	0.499	732	1.0	4.902	A
3	33	870	847	0.039	33	0.0	4.423	A
4	1108	175	1249	0.887	1105	7.1	24.254	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	432	873	707	0.611	448	1.6	14.668	B
2	598	157	1484	0.403	599	0.7	4.075	A
3	27	717	940	0.029	27	0.0	3.944	A
4	904	143	1268	0.713	922	2.6	10.912	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	362	721	792	0.457	365	0.9	8.497	A
2	501	128	1502	0.333	501	0.5	3.601	A
3	23	597	1013	0.022	23	0.0	3.635	A
4	757	120	1282	0.591	762	1.5	6.977	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.82	0.55	1.00	1.40	1.45			N/A	N/A
2	0.50	0.00	0.00	0.50	0.50			N/A	N/A

3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.42	0.58	1.30	1.75	1.88			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.46	0.06	0.79	3.43	4.94			N/A	N/A
2	0.67	0.10	0.84	1.37	1.44			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	2.40	0.06	0.75	6.44	9.96			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.79	0.05	0.47	13.63	24.20			N/A	N/A
2	0.98	0.03	0.26	0.98	0.98			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	6.51	0.04	0.43	17.92	34.70			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	5.55	0.04	0.38	13.60	30.16			N/A	N/A
2	0.99	0.03	0.27	0.99	1.34			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	7.05	0.03	0.34	12.61	37.35			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.63	0.04	0.41	4.34	7.56			N/A	N/A
2	0.68	0.55	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	2.58	0.04	0.43	7.11	12.49			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.86	0.03	0.30	1.45	4.22			N/A	N/A
2	0.50	0.05	0.48	1.29	1.40			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.47	0.03	0.33	3.09	7.63			N/A	N/A

2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	7.35	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	30	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	329	100.000
2		✓	920	100.000
3		✓	60	100.000
4		✓	545	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	168	9	152
	2	190	0	8	722
	3	13	13	0	34
	4	121	415	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	11	5
	2	6	0	0	4
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

				Max 95th	

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	percentile Queue (Veh)	Max LOS
1	0.40	6.75	0.7	2.9	A
2	0.70	8.37	2.3	4.8	A
3	0.10	6.15	0.1	0.5	A
4	0.50	6.11	1.0	1.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	248	327	982	0.252	246	0.3	4.887	A
2	693	127	1482	0.467	689	0.9	4.522	A
3	45	797	883	0.051	45	0.1	4.296	A
4	410	162	1234	0.332	408	0.5	4.348	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	296	392	945	0.313	295	0.5	5.535	A
2	827	153	1465	0.564	825	1.3	5.612	A
3	54	955	785	0.069	54	0.1	4.923	A
4	490	194	1215	0.403	489	0.7	4.954	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	362	480	896	0.404	361	0.7	6.720	A
2	1013	187	1443	0.702	1009	2.3	8.219	A
3	66	1167	654	0.101	66	0.1	6.121	A
4	600	237	1189	0.505	599	1.0	6.083	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	362	481	896	0.404	362	0.7	6.749	A
2	1013	187	1443	0.702	1013	2.3	8.368	A
3	66	1171	651	0.101	66	0.1	6.151	A
4	600	238	1189	0.505	600	1.0	6.115	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	296	394	944	0.313	297	0.5	5.564	A
2	827	153	1465	0.565	831	1.3	5.718	A
3	54	961	781	0.069	54	0.1	4.953	A
4	490	195	1214	0.403	491	0.7	4.989	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	248	330	980	0.253	248	0.3	4.921	A
2	693	128	1481	0.468	694	0.9	4.585	A
3	45	803	879	0.051	45	0.1	4.318	A
4	410	163	1234	0.333	411	0.5	4.380	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2	0.87	0.55	1.00	1.40	1.45			N/A	N/A

3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.49	0.00	0.00	0.49	0.49			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2	1.28	0.06	0.79	2.82	3.98			N/A	N/A
3	0.07	0.03	0.25	0.46	0.48			N/A	N/A
4	0.67	0.12	0.86	1.37	1.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.67	0.03	0.25	0.67	0.67			N/A	N/A
2	2.29	0.03	0.28	2.29	4.79			N/A	N/A
3	0.11	0.03	0.26	0.47	0.49			N/A	N/A
4	1.01	0.03	0.26	1.01	1.01			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.67	0.03	0.29	1.08	2.85			N/A	N/A
2	2.32	0.03	0.27	2.32	2.32			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4	1.01	0.03	0.27	1.01	1.70			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	1.32	0.08	1.02	2.60	3.49			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.68	0.21	0.93	1.39	1.44			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2	0.89	0.05	0.48	1.86	2.75			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.50	0.05	0.47	1.29	1.39			N/A	N/A

2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	13.23	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	473	100.000
2		✓	577	100.000
3		✓	30	100.000
4		✓	910	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	314	24	135
	2	123	0	5	449
	3	4	12	0	14
	4	68	827	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

				Max 95th	

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	percentile Queue (Veh)	Max LOS
1	0.78	23.71	3.3	16.6	C
2	0.43	4.35	0.8	2.4	A
3	0.04	4.14	0.0	0.5	A
4	0.79	13.77	3.7	17.5	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	356	639	838	0.425	353	0.7	7.378	A
2	434	130	1501	0.289	433	0.4	3.365	A
3	23	530	1054	0.021	22	0.0	3.490	A
4	685	104	1291	0.531	681	1.1	5.858	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	425	765	767	0.554	423	1.2	10.401	B
2	519	156	1485	0.349	518	0.5	3.721	A
3	27	635	990	0.027	27	0.0	3.736	A
4	818	125	1279	0.640	816	1.7	7.734	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	521	933	674	0.773	513	3.1	21.512	C
2	635	189	1464	0.434	634	0.8	4.334	A
3	33	775	905	0.037	33	0.0	4.130	A
4	1002	153	1262	0.794	994	3.6	13.107	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	521	940	670	0.777	520	3.3	23.715	C
2	635	191	1463	0.434	635	0.8	4.351	A
3	33	778	903	0.037	33	0.0	4.138	A
4	1002	153	1262	0.794	1001	3.7	13.772	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	425	775	762	0.558	433	1.3	11.192	B
2	519	159	1483	0.350	520	0.5	3.743	A
3	27	639	988	0.027	27	0.0	3.749	A
4	818	125	1278	0.640	826	1.8	8.082	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	356	645	835	0.427	358	0.8	7.591	A
2	434	132	1500	0.290	435	0.4	3.380	A
3	23	533	1051	0.021	23	0.0	3.500	A
4	685	105	1291	0.531	688	1.1	6.000	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.73	0.55	1.00	1.40	1.45			N/A	N/A
2	0.41	0.00	0.00	0.41	0.41			N/A	N/A

3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.12	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.21	0.07	0.85	2.53	3.50			N/A	N/A
2	0.53	0.53	1.00	1.40	1.45			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.74	0.06	0.76	4.35	6.51			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.09	0.03	0.34	6.44	16.59			N/A	N/A
2	0.76	0.03	0.25	0.76	0.76			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	3.61	0.03	0.31	4.73	17.53			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.29	0.03	0.30	3.40	15.04			N/A	N/A
2	0.76	0.03	0.28	0.76	2.35			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.73	0.03	0.28	3.73	9.73			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.29	0.05	0.46	3.22	5.01			N/A	N/A
2	0.54	0.54	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.82	0.05	0.60	4.72	7.26			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.03	0.33	1.73	3.47			N/A	N/A
2	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.15	0.04	0.37	2.89	5.25			N/A	N/A

2027 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	11.48	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	11	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	370	100.000
2		✓	1110	100.000
3		✓	60	100.000
4		✓	606	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	209	9	152
	2	230	0	8	872
	3	13	13	0	34
	4	121	476	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	11	5
	2	5	0	0	3
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

				Max 95th	

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	percentile Queue (Veh)	Max LOS
1	0.47	7.98	0.9	2.9	A
2	0.84	15.17	5.0	25.4	C
3	0.12	7.76	0.1	0.5	A
4	0.57	7.26	1.3	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	279	373	957	0.291	277	0.4	5.283	A
2	836	127	1496	0.559	831	1.2	5.373	A
3	45	938	800	0.056	45	0.1	4.766	A
4	456	192	1216	0.375	454	0.6	4.709	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	333	447	915	0.363	332	0.6	6.166	A
2	998	153	1479	0.675	995	2.0	7.385	A
3	54	1124	686	0.079	54	0.1	5.691	A
4	545	229	1194	0.456	544	0.8	5.532	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	407	547	859	0.474	406	0.9	7.919	A
2	1222	187	1457	0.839	1211	4.8	14.065	B
3	66	1369	536	0.123	66	0.1	7.652	A
4	667	279	1164	0.573	665	1.3	7.192	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	407	548	858	0.475	407	0.9	7.978	A
2	1222	187	1456	0.839	1221	5.0	15.174	C
3	66	1380	530	0.125	66	0.1	7.765	A
4	667	282	1162	0.574	667	1.3	7.265	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	333	449	914	0.364	334	0.6	6.221	A
2	998	153	1479	0.675	1009	2.1	7.846	A
3	54	1139	677	0.080	54	0.1	5.782	A
4	545	233	1192	0.457	547	0.9	5.599	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	279	376	955	0.292	279	0.4	5.332	A
2	836	128	1495	0.559	839	1.3	5.513	A
3	45	948	794	0.057	45	0.1	4.807	A
4	456	193	1215	0.375	457	0.6	4.756	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.41	0.00	0.00	0.41	0.41			N/A	N/A
2	1.25	0.56	1.08	1.25	1.62			N/A	N/A

3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.60	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.56	0.09	0.81	1.36	1.43			N/A	N/A
2	2.02	0.05	0.54	5.39	8.49			N/A	N/A
3	0.08	0.03	0.25	0.45	0.48			N/A	N/A
4	0.83	0.10	0.87	1.44	1.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.89	0.03	0.26	0.89	0.89			N/A	N/A
2	4.76	0.03	0.34	9.01	25.42			N/A	N/A
3	0.14	0.03	0.26	0.47	0.49			N/A	N/A
4	1.32	0.03	0.26	1.32	1.32			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.90	0.03	0.28	0.90	2.85			N/A	N/A
2	4.97	0.03	0.29	4.97	17.70			N/A	N/A
3	0.14	0.03	0.25	0.45	0.48			N/A	N/A
4	1.33	0.03	0.27	1.33	1.33			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.58	0.09	0.79	1.36	1.43			N/A	N/A
2	2.13	0.05	0.48	5.76	9.32			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.85	0.15	0.93	1.19	1.19			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.03	0.32	1.05	1.28			N/A	N/A
2	1.28	0.04	0.35	3.13	6.39			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.61	0.06	0.61	1.35	1.44			N/A	N/A

2027 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	27.29	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	495	100.000
2		✓	682	100.000
3		✓	30	100.000
4		✓	1032	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	336	24	135
	2	147	0	5	530
	3	4	12	0	14
	4	68	949	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

				Max 95th	

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	percentile Queue (Veh)	Max LOS
1	0.91	54.54	7.7	39.6	F
2	0.51	5.05	1.0	1.5	A
3	0.04	4.50	0.0	0.5	A
4	0.81	29.73	8.8	48.5	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	373	729	787	0.473	369	0.9	8.537	A
2	513	130	1501	0.342	511	0.5	3.629	A
3	23	608	1006	0.022	22	0.0	3.660	A
4	777	122	1281	0.607	771	1.5	6.985	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	445	873	707	0.630	442	1.6	13.436	B
2	613	155	1485	0.413	612	0.7	4.121	A
3	27	728	933	0.029	27	0.0	3.974	A
4	928	146	1266	0.733	923	2.6	10.365	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	545	1055	605	0.900	527	6.2	38.158	E
2	751	185	1466	0.512	750	1.0	5.014	A
3	33	888	836	0.040	33	0.0	4.483	A
4	1136	179	1246	0.912	1115	7.9	24.283	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	545	1071	596	0.914	539	7.7	54.535	F
2	751	190	1464	0.513	751	1.0	5.050	A
3	33	892	833	0.040	33	0.0	4.498	A
4	1136	179	1246	0.912	1133	8.8	29.726	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	445	900	692	0.643	468	1.9	17.595	C
2	613	164	1480	0.414	614	0.7	4.169	A
3	27	738	927	0.029	27	0.0	3.998	A
4	928	147	1266	0.733	951	2.9	12.243	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	373	740	782	0.477	376	0.9	8.969	A
2	513	132	1500	0.342	514	0.5	3.655	A
3	23	613	1003	0.023	23	0.0	3.671	A
4	777	123	1280	0.607	782	1.6	7.303	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.88	0.55	1.00	1.40	1.45			N/A	N/A
2	0.52	0.52	1.00	1.40	1.45			N/A	N/A

3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.51	0.59	1.44	1.85	1.96			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.64	0.06	0.77	3.98	5.92			N/A	N/A
2	0.70	0.10	0.84	1.38	1.44			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	2.63	0.06	0.80	7.12	11.08			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	6.19	0.06	1.36	17.73	28.11			N/A	N/A
2	1.04	0.03	0.26	1.04	1.04			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	7.89	0.05	0.75	22.86	39.72			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	7.70	0.05	0.50	22.14	39.60			N/A	N/A
2	1.05	0.03	0.27	1.05	1.13			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	8.80	0.04	0.38	21.18	48.47			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.88	0.04	0.40	5.02	9.18			N/A	N/A
2	0.71	0.46	0.97	1.39	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	2.87	0.04	0.42	7.91	14.29			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.93	0.03	0.30	1.08	4.36			N/A	N/A
2	0.52	0.05	0.58	1.32	1.41			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.57	0.03	0.32	2.99	8.18			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 1616 B2145 B2166.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Cumultaive Impact\Modelling
Report generation date: 21/12/2016 23:48:41

»2022, AM
»2022, PM
»2022 + CUMULATIVE, AM
»2022 + CUMULATIVE, PM
»2027, AM
»2027, PM
»2027 + CUMULATIVE, AM
»2027 + CUMULATIVE, PM

Summary of junction performance

	AM								PM							
	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022															
Arm 1	0.8	2.4	4.80	0.44	A	7.86	A	20 % [Arm 2]	3.2	12.8	11.05	0.77	B	7.57	A	18 % [Arm 1]
Arm 2	3.0	10.8	10.44	0.75	B				1.1	1.7	5.82	0.52	A			
Arm 3	1.5	1.7	6.87	0.60	A				0.8	2.1	4.09	0.45	A			
	2022 + CUMULATIVE															
Arm 1	0.9	1.9	5.15	0.48	A	12.15	B	7 % [Arm 2]	5.5	28.5	17.47	0.85	C	10.80	B	8 % [Arm 1]
Arm 2	5.9	30.4	18.30	0.86	C				1.4	1.6	6.69	0.58	A			
Arm 3	1.9	2.9	8.79	0.66	A				0.9	1.8	4.45	0.48	A			
	2027															
Arm 1	0.8	2.2	4.98	0.46	A	8.69	A	16 % [Arm 2]	3.8	17.3	12.63	0.80	B	8.38	A	14 % [Arm 1]
Arm 2	3.5	14.9	11.82	0.78	B				1.2	1.5	6.12	0.54	A			
Arm 3	1.7	2.0	7.48	0.63	A				0.9	1.9	4.20	0.47	A			
	2027 + CUMULATIVE															
Arm 1	1.0	1.7	5.41	0.50	A	14.57	B	4 % [Arm 2]	6.6	33.6	20.66	0.88	C	12.34	B	5 % [Arm 1]
Arm 2	7.5	38.7	22.95	0.89	C				1.5	1.8	7.09	0.60	A			
Arm 3	2.2	5.2	9.78	0.69	A				1.0	1.6	4.58	0.49	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	

Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	14:45	16:15	15
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2022 + CUMULATIVE	PM	ONE HOUR	14:45	16:15	15
D5	2027	AM	ONE HOUR	07:45	09:15	15
D6	2027	PM	ONE HOUR	14:45	16:15	15
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D8	2027 + CUMULATIVE	PM	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	7.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	20	Arm 2

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.30	7.10	11.4	46.0	15.0	8.0	
2	3.20	7.80	16.0	24.0	15.0	37.0	
3	4.10	7.70	9.0	65.0	15.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.703	1719
2	0.654	1668
3	0.740	1898

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	543	100.000
2		✓	951	100.000
3		✓	723	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	1	2	3
1	0	252	291
2	612	0	339
3	384	339	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1	2	3
1	0	7	8
2	4	0	3
3	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.44	4.80	0.8	2.4	A
2	0.75	10.44	3.0	10.8	B
3	0.60	6.87	1.5	1.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	409	254	1427	0.286	407	0.4	3.524	A
2	716	218	1461	0.490	712	1.0	4.786	A
3	544	458	1478	0.368	542	0.6	3.837	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	488	304	1394	0.350	488	0.5	3.970	A
2	855	261	1431	0.597	853	1.5	6.200	A
3	650	549	1411	0.461	649	0.8	4.714	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	598	372	1348	0.443	597	0.8	4.786	A
2	1047	320	1391	0.753	1041	2.9	10.114	B
3	796	670	1322	0.602	793	1.5	6.775	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	598	373	1347	0.444	598	0.8	4.802	A
2	1047	320	1391	0.753	1047	3.0	10.436	B
3	796	674	1320	0.603	796	1.5	6.871	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	488	306	1393	0.351	489	0.5	3.988	A
2	855	262	1431	0.598	861	1.5	6.378	A
3	650	554	1408	0.462	653	0.9	4.782	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	409	256	1426	0.287	409	0.4	3.540	A
2	716	219	1460	0.490	718	1.0	4.866	A
3	544	462	1475	0.369	545	0.6	3.877	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.40	0.00	0.00	0.40	0.40			N/A	N/A
2	0.95	0.55	1.00	1.40	1.45			N/A	N/A
3	0.58	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.54	0.54	1.00	1.40	1.45			N/A	N/A
2	1.46	0.05	0.68	3.53	5.22			N/A	N/A
3	0.85	0.08	0.81	1.28	1.72			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.79	0.03	0.25	0.79	0.79			N/A	N/A
2	2.91	0.03	0.29	2.91	10.79			N/A	N/A
3	1.49	0.03	0.26	1.49	1.49			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.79	0.03	0.28	0.79	2.44			N/A	N/A
2	2.98	0.03	0.27	2.98	4.04			N/A	N/A
3	1.50	0.03	0.27	1.50	1.50			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.54	0.54	1.00	1.40	1.45			N/A	N/A
2	1.51	0.06	0.87	3.50	4.97			N/A	N/A
3	0.87	0.14	0.93	1.33	1.33			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.40	0.00	0.00	0.40	0.40			N/A	N/A
2	0.97	0.04	0.41	2.37	3.82			N/A	N/A
3	0.59	0.05	0.53	1.35	1.45			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	7.57	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	18	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	974	100.000
2		✓	607	100.000
3		✓	659	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	496	478
	2	277	0	330
	3	292	367	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	2
	2	4	0	1
	3	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.77	11.05	3.2	12.8	B

2	0.52	5.82	1.1	1.7	A
3	0.45	4.09	0.8	2.1	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	733	275	1486	0.493	729	1.0	4.734	A
2	457	358	1396	0.327	455	0.5	3.817	A
3	496	208	1677	0.296	494	0.4	3.039	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	876	330	1449	0.604	873	1.5	6.234	A
2	546	429	1350	0.404	545	0.7	4.468	A
3	592	249	1647	0.360	592	0.6	3.410	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1072	403	1398	0.767	1066	3.1	10.645	B
2	668	523	1289	0.519	667	1.1	5.776	A
3	726	304	1606	0.452	725	0.8	4.080	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1072	404	1397	0.768	1072	3.2	11.045	B
2	668	526	1287	0.519	668	1.1	5.822	A
3	726	305	1605	0.452	726	0.8	4.092	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	876	330	1448	0.605	882	1.6	6.434	A
2	546	433	1347	0.405	547	0.7	4.509	A
3	592	250	1646	0.360	593	0.6	3.425	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	733	277	1485	0.494	736	1.0	4.815	A
2	457	361	1394	0.328	458	0.5	3.848	A
3	496	209	1676	0.296	497	0.4	3.052	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.96	0.55	1.00	1.40	1.45			N/A	N/A
2	0.48	0.00	0.00	0.48	0.48			N/A	N/A
3	0.42	0.00	0.00	0.42	0.42			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.50	0.05	0.62	3.71	5.60			N/A	N/A
2	0.67	0.10	0.83	1.37	1.44			N/A	N/A
3	0.56	0.08	0.76	1.35	1.43			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.14	0.03	0.29	3.14	12.83			N/A	N/A
2	1.06	0.03	0.26	1.06	1.06			N/A	N/A
3	0.82	0.03	0.25	0.82	0.82			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.22	0.03	0.27	3.22	5.38			N/A	N/A
2	1.07	0.03	0.27	1.07	1.68			N/A	N/A
3	0.82	0.03	0.27	0.82	2.10			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.56	0.06	0.81	3.72	5.44			N/A	N/A
2	0.69	0.23	0.94	1.39	1.44			N/A	N/A
3	0.57	0.55	1.00	1.40	1.45			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.99	0.04	0.39	2.44	4.06			N/A	N/A
2	0.49	0.04	0.44	1.27	1.39			N/A	N/A
3	0.42	0.00	0.00	0.42	0.42			N/A	N/A

2022 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	12.15	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	589	100.000
2		✓	1101	100.000
3		✓	733	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	304	285
	2	748	0	353
	3	384	349	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	6	8
	2	3	0	3
	3	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.48	5.15	0.9	1.9	A

2	0.86	18.30	5.9	30.4	C
3	0.66	8.79	1.9	2.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	443	262	1430	0.310	442	0.4	3.636	A
2	829	214	1473	0.563	824	1.3	5.503	A
3	552	560	1408	0.392	549	0.6	4.181	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	529	313	1395	0.380	529	0.6	4.153	A
2	990	256	1444	0.685	986	2.1	7.807	A
3	659	670	1327	0.496	658	1.0	5.364	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	648	383	1348	0.481	647	0.9	5.126	A
2	1212	313	1405	0.863	1198	5.6	16.451	C
3	807	814	1222	0.660	803	1.9	8.519	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	648	384	1347	0.481	648	0.9	5.152	A
2	1212	314	1404	0.863	1211	5.9	18.303	C
3	807	823	1216	0.664	807	1.9	8.787	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	529	316	1394	0.380	531	0.6	4.179	A
2	990	257	1443	0.686	1004	2.2	8.459	A
3	659	682	1318	0.500	663	1.0	5.522	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	443	263	1429	0.310	444	0.5	3.660	A
2	829	215	1472	0.563	833	1.3	5.663	A
3	552	566	1403	0.393	553	0.7	4.241	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2	1.27	0.56	1.12	1.49	1.75			N/A	N/A
3	0.64	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.61	0.10	0.82	1.36	1.43			N/A	N/A
2	2.12	0.05	0.50	5.70	9.04			N/A	N/A
3	0.97	0.07	0.79	1.80	2.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.92	0.03	0.26	0.92	0.92			N/A	N/A
2	5.56	0.04	0.37	13.15	30.40			N/A	N/A
3	1.89	0.03	0.27	1.89	2.90			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.92	0.03	0.27	0.92	1.92			N/A	N/A
2	5.89	0.03	0.31	5.89	26.56			N/A	N/A
3	1.94	0.03	0.27	1.94	2.33			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.62	0.55	1.00	1.40	1.45			N/A	N/A
2	2.24	0.05	0.45	6.14	10.32			N/A	N/A
3	1.01	0.09	0.93	1.67	1.98			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.45	0.03	0.35	1.14	1.32			N/A	N/A
2	1.31	0.03	0.33	2.93	6.67			N/A	N/A
3	0.65	0.05	0.46	1.06	1.68			N/A	N/A

2022 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	10.80	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	8	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 + CUMULATIVE	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1073	100.000
2		✓	688	100.000
3		✓	676	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	601	472
	2	346	0	342
	3	292	384	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	2
	2	3	0	1
	3	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.85	17.47	5.5	28.5	C

2	0.58	6.69	1.4	1.6	A
3	0.48	4.45	0.9	1.8	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	808	288	1477	0.547	803	1.2	5.307	A
2	518	353	1404	0.369	516	0.6	4.041	A
3	509	259	1642	0.310	507	0.4	3.163	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	965	345	1437	0.671	961	2.0	7.511	A
2	618	423	1359	0.455	618	0.8	4.852	A
3	608	311	1604	0.379	607	0.6	3.608	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1181	422	1384	0.854	1169	5.2	15.835	C
2	758	514	1299	0.583	755	1.4	6.595	A
3	744	380	1553	0.479	743	0.9	4.437	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1181	423	1384	0.854	1180	5.5	17.465	C
2	758	519	1296	0.585	757	1.4	6.686	A
3	744	381	1552	0.479	744	0.9	4.454	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	965	346	1437	0.671	978	2.1	8.074	A
2	618	430	1354	0.457	621	0.8	4.924	A
3	608	312	1603	0.379	609	0.6	3.624	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	808	289	1476	0.547	811	1.2	5.445	A
2	518	357	1402	0.369	519	0.6	4.083	A
3	509	261	1641	0.310	510	0.5	3.186	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.19	0.56	1.00	1.19	1.50			N/A	N/A
2	0.58	0.55	1.00	1.40	1.45			N/A	N/A
3	0.45	0.00	0.00	0.45	0.45			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.99	0.05	0.49	5.31	8.44			N/A	N/A
2	0.83	0.08	0.84	1.04	1.57			N/A	N/A
3	0.61	0.09	0.81	1.36	1.43			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	5.21	0.04	0.36	11.68	28.47			N/A	N/A
2	1.38	0.03	0.26	1.38	1.38			N/A	N/A
3	0.91	0.03	0.26	0.91	0.91			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	5.49	0.03	0.30	5.49	23.50			N/A	N/A
2	1.39	0.03	0.27	1.39	1.39			N/A	N/A
3	0.92	0.03	0.27	0.92	1.77			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.09	0.05	0.46	5.69	9.41			N/A	N/A
2	0.85	0.16	0.94	1.03	1.03			N/A	N/A
3	0.61	0.55	1.00	1.40	1.45			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.23	0.03	0.33	2.80	6.20			N/A	N/A
2	0.59	0.05	0.58	1.34	1.43			N/A	N/A
3	0.45	0.00	0.00	0.45	0.45			N/A	N/A

2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	8.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	560	100.000
2		✓	982	100.000
3		✓	747	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	260	300
	2	632	0	350
	3	397	350	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	7	8
	2	4	0	3
	3	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.46	4.98	0.8	2.2	A

2	0.78	11.82	3.5	14.9	B
3	0.63	7.48	1.7	2.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	422	262	1422	0.297	420	0.4	3.586	A
2	739	225	1456	0.508	735	1.0	4.966	A
3	562	473	1467	0.383	560	0.6	3.958	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	503	314	1387	0.363	503	0.6	4.068	A
2	883	269	1426	0.619	880	1.6	6.574	A
3	672	567	1398	0.480	670	0.9	4.937	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	617	384	1340	0.460	615	0.8	4.961	A
2	1081	330	1385	0.781	1074	3.4	11.334	B
3	822	691	1307	0.629	819	1.7	7.343	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	617	385	1339	0.460	617	0.8	4.981	A
2	1081	330	1384	0.781	1081	3.5	11.822	B
3	822	696	1304	0.631	822	1.7	7.479	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	503	316	1386	0.363	505	0.6	4.089	A
2	883	270	1425	0.619	890	1.7	6.813	A
3	672	573	1394	0.482	675	0.9	5.025	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	422	264	1421	0.297	422	0.4	3.606	A
2	739	226	1455	0.508	742	1.0	5.062	A
3	562	477	1464	0.384	564	0.6	4.005	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2	1.02	0.55	1.00	1.40	1.45			N/A	N/A
3	0.62	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.57	0.08	0.79	1.36	1.43			N/A	N/A
2	1.60	0.05	0.62	3.97	6.03			N/A	N/A
3	0.91	0.07	0.81	1.59	1.96			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.84	0.03	0.25	0.84	0.84			N/A	N/A
2	3.37	0.03	0.30	3.37	14.92			N/A	N/A
3	1.66	0.03	0.27	1.66	1.66			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.85	0.03	0.27	0.85	2.23			N/A	N/A
2	3.47	0.03	0.28	3.47	6.86			N/A	N/A
3	1.69	0.03	0.27	1.69	1.69			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.57	0.55	1.00	1.40	1.45			N/A	N/A
2	1.66	0.06	0.74	4.08	6.11			N/A	N/A
3	0.94	0.12	0.94	1.34	1.73			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2	1.04	0.04	0.38	2.63	4.57			N/A	N/A
3	0.63	0.05	0.51	1.23	1.23			N/A	N/A

2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	8.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1004	100.000
2		✓	625	100.000
3		✓	679	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	511	493
	2	285	0	340
	3	301	378	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	2
	2	4	0	1
	3	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.80	12.63	3.8	17.3	B

2	0.54	6.12	1.2	1.5	A
3	0.47	4.20	0.9	1.9	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	756	284	1481	0.511	752	1.0	4.912	A
2	471	369	1389	0.339	468	0.5	3.902	A
3	511	214	1680	0.304	509	0.4	3.072	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	903	339	1442	0.626	900	1.6	6.614	A
2	562	442	1341	0.419	561	0.7	4.608	A
3	610	256	1649	0.370	610	0.6	3.463	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1105	416	1389	0.796	1097	3.7	12.011	B
2	688	539	1278	0.538	686	1.1	6.064	A
3	748	313	1606	0.466	746	0.9	4.183	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1105	416	1389	0.796	1105	3.8	12.630	B
2	688	543	1276	0.539	688	1.2	6.125	A
3	748	314	1605	0.466	748	0.9	4.196	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	903	340	1441	0.626	911	1.7	6.891	A
2	562	447	1338	0.420	564	0.7	4.660	A
3	610	257	1648	0.370	612	0.6	3.479	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	756	285	1480	0.511	758	1.1	5.009	A
2	471	372	1387	0.339	471	0.5	3.937	A
3	511	215	1679	0.304	512	0.4	3.085	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.03	0.55	1.00	1.40	1.45			N/A	N/A
2	0.51	0.51	1.00	1.40	1.45			N/A	N/A
3	0.44	0.00	0.00	0.44	0.44			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.64	0.05	0.56	4.18	6.45			N/A	N/A
2	0.71	0.09	0.83	1.39	1.46			N/A	N/A
3	0.58	0.09	0.79	1.36	1.43			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.66	0.03	0.31	4.25	17.28			N/A	N/A
2	1.15	0.03	0.26	1.15	1.15			N/A	N/A
3	0.86	0.03	0.25	0.86	0.86			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.77	0.03	0.28	3.77	9.06			N/A	N/A
2	1.16	0.03	0.27	1.16	1.53			N/A	N/A
3	0.87	0.03	0.27	0.87	1.88			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.71	0.05	0.65	4.34	6.60			N/A	N/A
2	0.73	0.21	0.93	1.39	1.44			N/A	N/A
3	0.59	0.55	1.00	1.40	1.45			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.06	0.04	0.37	2.65	4.79			N/A	N/A
2	0.52	0.05	0.49	1.30	1.40			N/A	N/A
3	0.44	0.00	0.00	0.44	0.44			N/A	N/A

2027 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	14.57	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	4	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	606	100.000
2		✓	1132	100.000
3		✓	757	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	312	294
	2	768	0	364
	3	397	360	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	6	9
	2	3	0	3
	3	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.50	5.41	1.0	1.7	A

2	0.89	22.95	7.5	39.7	C
3	0.69	9.78	2.2	5.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	456	270	1418	0.322	454	0.5	3.730	A
2	852	220	1467	0.581	847	1.4	5.755	A
3	570	574	1397	0.408	567	0.7	4.325	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	545	323	1382	0.394	544	0.6	4.291	A
2	1018	264	1437	0.708	1014	2.4	8.429	A
3	681	688	1314	0.518	679	1.1	5.651	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	667	394	1334	0.500	666	1.0	5.376	A
2	1246	323	1396	0.893	1228	6.9	19.614	C
3	833	833	1208	0.690	829	2.2	9.382	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	667	396	1333	0.501	667	1.0	5.408	A
2	1246	324	1395	0.893	1244	7.5	22.946	C
3	833	844	1201	0.694	833	2.2	9.781	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	545	326	1380	0.395	546	0.7	4.322	A
2	1018	265	1436	0.709	1038	2.5	9.459	A
3	681	704	1303	0.522	685	1.1	5.869	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	456	272	1417	0.322	457	0.5	3.753	A
2	852	222	1466	0.581	857	1.4	5.950	A
3	570	581	1392	0.409	572	0.7	4.397	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.47	0.00	0.00	0.47	0.47			N/A	N/A
2	1.37	0.57	1.25	1.72	1.87			N/A	N/A
3	0.68	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.65	0.10	0.83	1.37	1.43			N/A	N/A
2	2.35	0.05	0.51	6.42	10.30			N/A	N/A
3	1.06	0.06	0.76	2.06	2.91			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.99	0.03	0.26	0.99	0.99			N/A	N/A
2	6.92	0.04	0.43	19.03	37.01			N/A	N/A
3	2.15	0.03	0.28	2.15	5.20			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.00	0.03	0.27	1.00	1.71			N/A	N/A
2	7.51	0.03	0.34	13.37	39.74			N/A	N/A
3	2.22	0.03	0.27	2.22	3.19			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.66	0.27	0.95	1.39	1.45			N/A	N/A
2	2.51	0.04	0.43	6.91	12.10			N/A	N/A
3	1.11	0.08	0.93	1.95	2.69			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.48	0.04	0.41	1.25	1.37			N/A	N/A
2	1.41	0.03	0.32	2.83	7.30			N/A	N/A
3	0.70	0.04	0.43	1.43	2.00			N/A	N/A

2027 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	12.34	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 + CUMULATIVE	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1103	100.000
2		✓	706	100.000
3		✓	696	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	616	487
	2	354	0	352
	3	301	395	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	2
	2	3	0	1
	3	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.88	20.66	6.6	33.6	C

2	0.60	7.09	1.5	1.8	A
3	0.49	4.58	1.0	1.6	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	830	296	1479	0.561	825	1.3	5.466	A
2	532	364	1397	0.380	529	0.6	4.136	A
3	524	265	1644	0.319	522	0.5	3.202	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	992	355	1438	0.689	988	2.2	7.928	A
2	635	436	1350	0.470	634	0.9	5.018	A
3	626	318	1606	0.390	625	0.6	3.669	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1214	434	1383	0.878	1198	6.2	18.083	C
2	777	529	1289	0.603	775	1.5	6.966	A
3	766	389	1553	0.493	765	1.0	4.559	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1214	435	1383	0.878	1213	6.6	20.656	C
2	777	535	1285	0.605	777	1.5	7.086	A
3	766	390	1552	0.494	766	1.0	4.578	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	992	356	1438	0.690	1009	2.3	8.718	A
2	635	445	1344	0.472	637	0.9	5.112	A
3	626	319	1604	0.390	627	0.6	3.690	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	830	298	1478	0.562	834	1.3	5.627	A
2	532	368	1394	0.381	533	0.6	4.184	A
3	524	267	1643	0.319	525	0.5	3.222	A

Queue Variation Results for each time segment

14:45 - 15:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.26	0.56	1.13	1.53	1.77			N/A	N/A
2	0.61	0.55	1.00	1.40	1.45			N/A	N/A
3	0.47	0.00	0.00	0.47	0.47			N/A	N/A

15:00 - 15:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.16	0.05	0.49	5.84	9.40			N/A	N/A
2	0.88	0.08	0.84	1.37	1.78			N/A	N/A
3	0.63	0.09	0.81	1.36	1.43			N/A	N/A

15:15 - 15:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	6.18	0.04	0.40	16.01	33.57			N/A	N/A
2	1.49	0.03	0.26	1.49	1.49			N/A	N/A
3	0.96	0.03	0.26	0.96	0.96			N/A	N/A

15:30 - 15:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	6.62	0.03	0.32	9.19	32.74			N/A	N/A
2	1.51	0.03	0.27	1.51	1.51			N/A	N/A
3	0.97	0.03	0.27	0.97	1.56			N/A	N/A

15:45 - 16:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.29	0.04	0.44	6.28	10.77			N/A	N/A
2	0.90	0.14	0.95	1.01	1.53			N/A	N/A
3	0.64	0.55	1.00	1.40	1.45			N/A	N/A

16:00 - 16:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.30	0.03	0.32	2.72	6.68			N/A	N/A
2	0.62	0.05	0.58	1.37	1.47			N/A	N/A
3	0.47	0.04	0.38	1.21	1.36			N/A	N/A

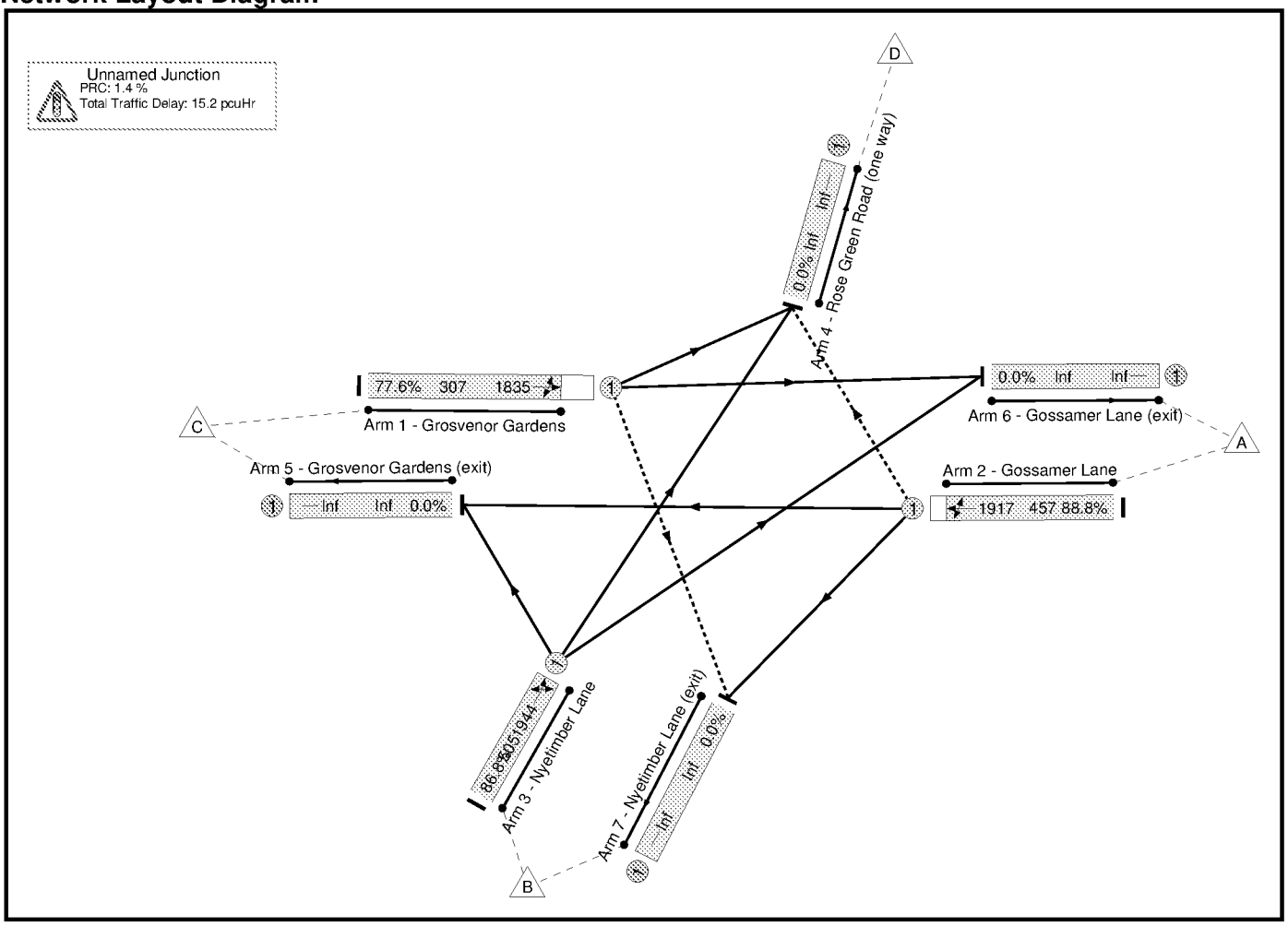
Basic Results Summary

User and Project Details

Project:	**Land West of Hook Lane, Pagham**
Title:	**Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd**
Location:	Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd, Bognor Regis
File name:	1616 Nyetimber Lane Gossamer Lane.lsg3x
Author:	F Bennett
Company:	Highgate Transportation Ltd
Address:	42 Trianlge West, Park Street, Bristol
Notes:	

Scenario 1: '2022 AM ' (FG1: '2022 AM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

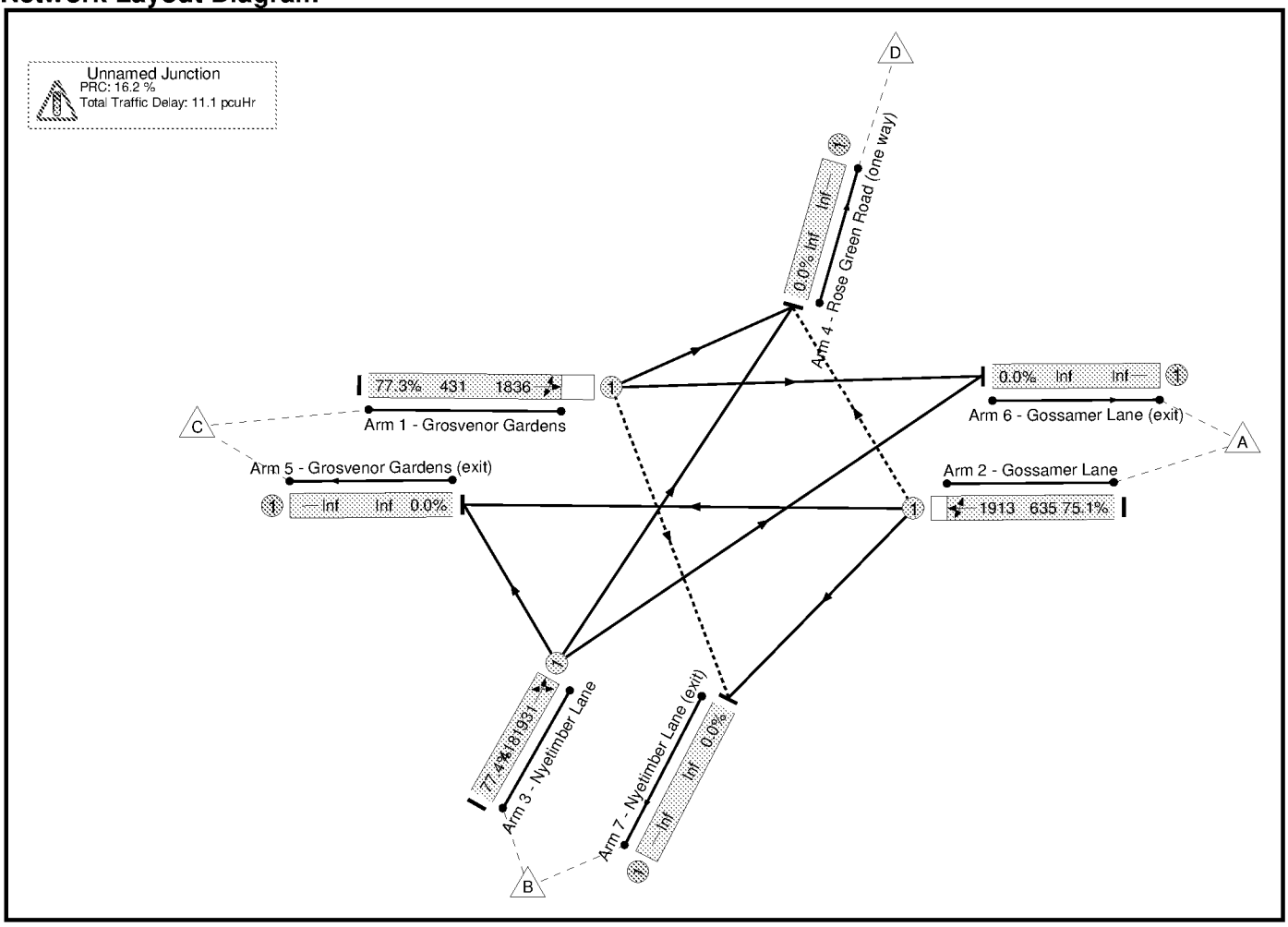
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**88.8%**	**64**	**0**	**18**	**15.2**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**88.8%**	**64**	**0**	**18**	**15.2**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	32	-	238	1835	307	77.6%	31	0	15	2.8	42.7	5.9
2/1	Gossamer Lane Right Ahead Left	O	B		2	32	-	406	1917	457	88.8%	33	0	3	6.8	59.9	10.8
3/1	Nyetimber Lane Ahead Left Right	U	C		2	25	-	438	1944	505	86.8%	-	-	-	5.6	46.1	11.4

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 15.19 Cycle Time (s): 104
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 15.19

Basic Results Summary

Scenario 2: '2022 PM ' (FG2: '2022 PM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

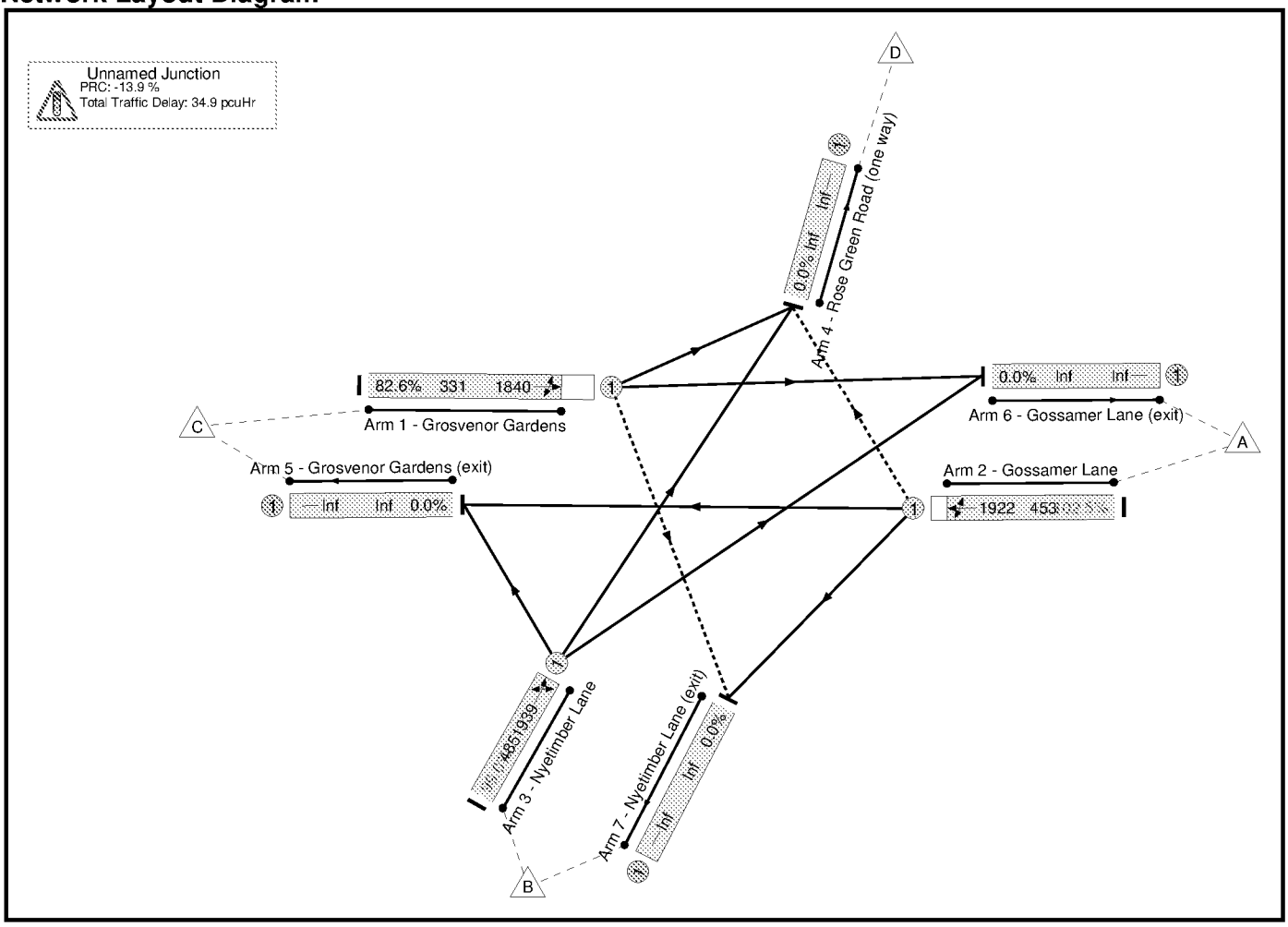
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**77.4%**	**99**	**0**	**17**	**11.1**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**77.4%**	**99**	**0**	**17**	**11.1**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	49	-	333	1836	431	77.3%	64	0	16	3.6	38.6	8.0
2/1	Gossamer Lane Right Ahead Left	O	B		2	49	-	477	1913	635	75.1%	35	0	1	3.7	27.8	10.4
3/1	Nyetimber Lane Ahead Left Right	U	C		2	24	-	324	1931	418	77.4%	-	-	-	3.8	42.5	8.2

C1 PRC for Signalled Lanes (%): 16.2 Total Delay for Signalled Lanes (pcuHr): 11.08 Cycle Time (s): 120
PRC Over All Lanes (%): 16.2 Total Delay Over All Lanes(pcuHr): 11.08

Basic Results Summary

Scenario 3: '2022 + Cumulative AM ' (FG3: '2022 + Cumulative AM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**102.5%**	**64**	**0**	**24**	**34.9**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**102.5%**	**64**	**0**	**24**	**34.9**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	33	-	273	1840	331	82.6%	34	0	19	3.6	46.9	7.1
2/1	Gossamer Lane Right Ahead Left	O	B		2	33	-	464	1922	453	102.5%	30	0	5	18.5	143.9	23.6
3/1	Nyetimber Lane Ahead Left Right	U	C		2	24	-	480	1939	485	99.0%	-	-	-	12.8	96.0	19.3

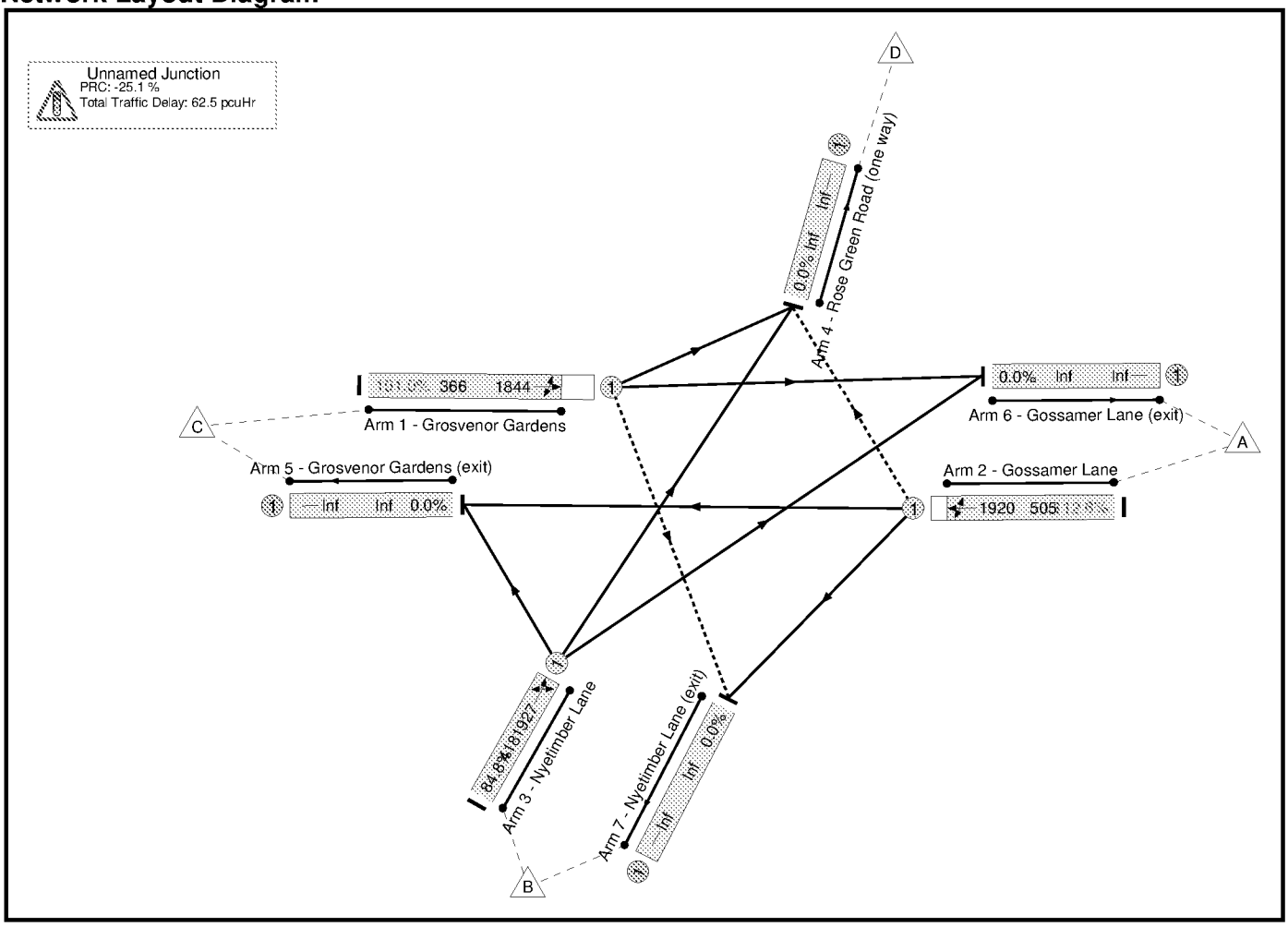
C1 PRC for Signalled Lanes (%): -13.9 Total Delay for Signalled Lanes (pcuHr): 34.91 Cycle Time (s): 104

PRC Over All Lanes (%): -13.9 Total Delay Over All Lanes(pcuHr): 34.91

Basic Results Summary

Scenario 4: '2022 + Cumulative PM ' (FG4: '2022 + Cumulative PM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**112.6%**	**92**	**0**	**24**	**62.5**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**112.6%**	**92**	**0**	**24**	**62.5**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	49	-	369	1844	366	101.0%	62	0	21	12.7	124.2	17.7
2/1	Gossamer Lane Right Ahead Left	O	B		2	49	-	569	1920	505	112.6%	29	0	3	44.7	282.6	51.3
3/1	Nyetimber Lane Ahead Left Right	U	C		2	24	-	354	1927	418	84.8%	-	-	-	5.1	51.7	10.2

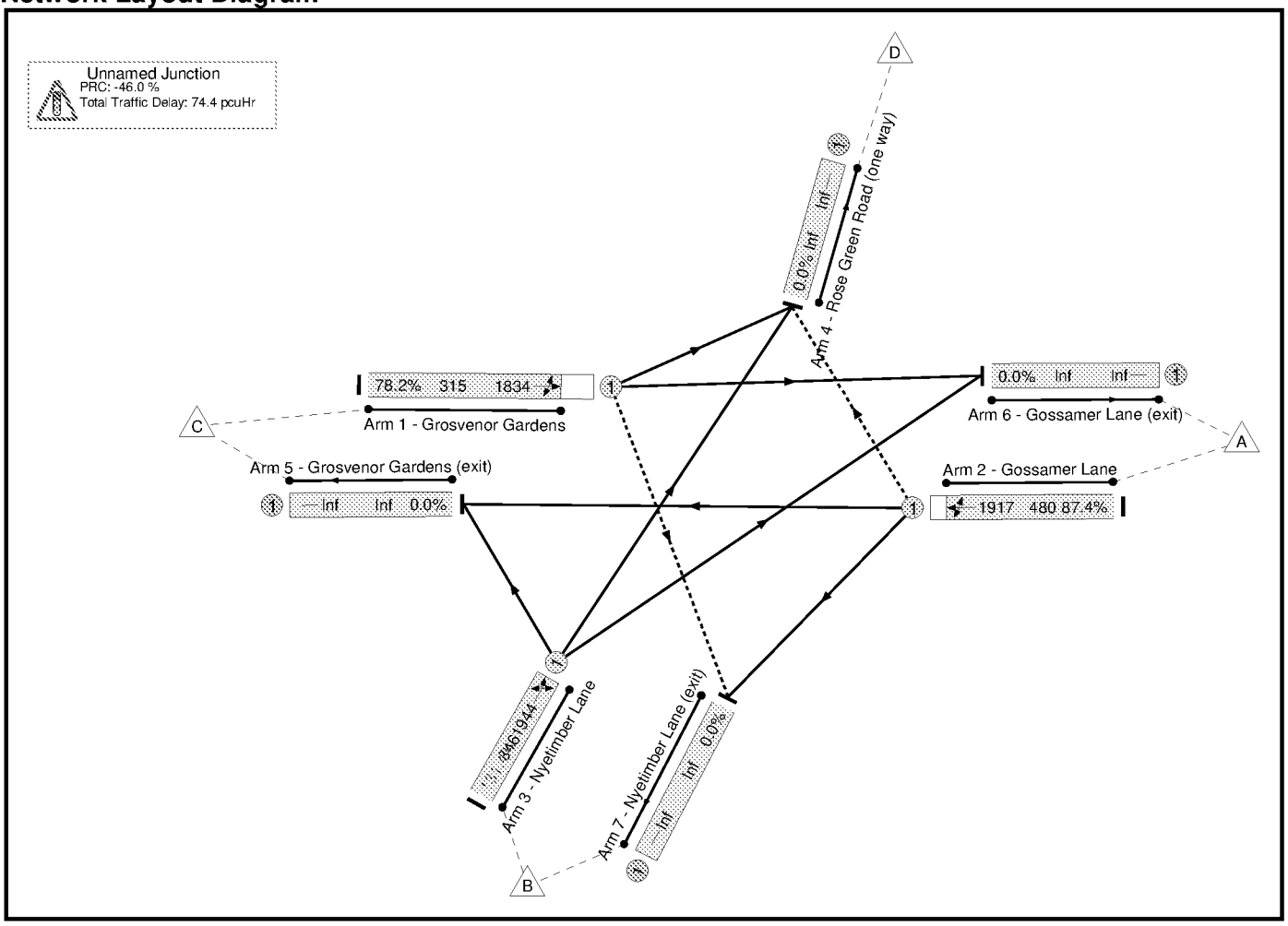
C1 PRC for Signalled Lanes (%): -25.1 Total Delay for Signalled Lanes (pcuHr): 62.48 Cycle Time (s): 120

PRC Over All Lanes (%): -25.1 Total Delay Over All Lanes(pcuHr): 62.48

Basic Results Summary

Scenario 5: '2027 AM' (FG5: '2027 AM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**131.4%**	**68**	**0**	**17**	**74.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**131.4%**	**68**	**0**	**17**	**74.4**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	29	-	246	1834	315	78.2%	33	0	15	2.7	39.7	5.1
2/1	Gossamer Lane Right Ahead Left	O	B		2	29	-	419	1917	480	87.4%	35	0	2	6.0	51.9	10.6
3/1	Nyetimber Lane Ahead Left Right	U	C		2	14	-	454	1944	346	131.4%	-	-	-	65.6	520.2	69.7

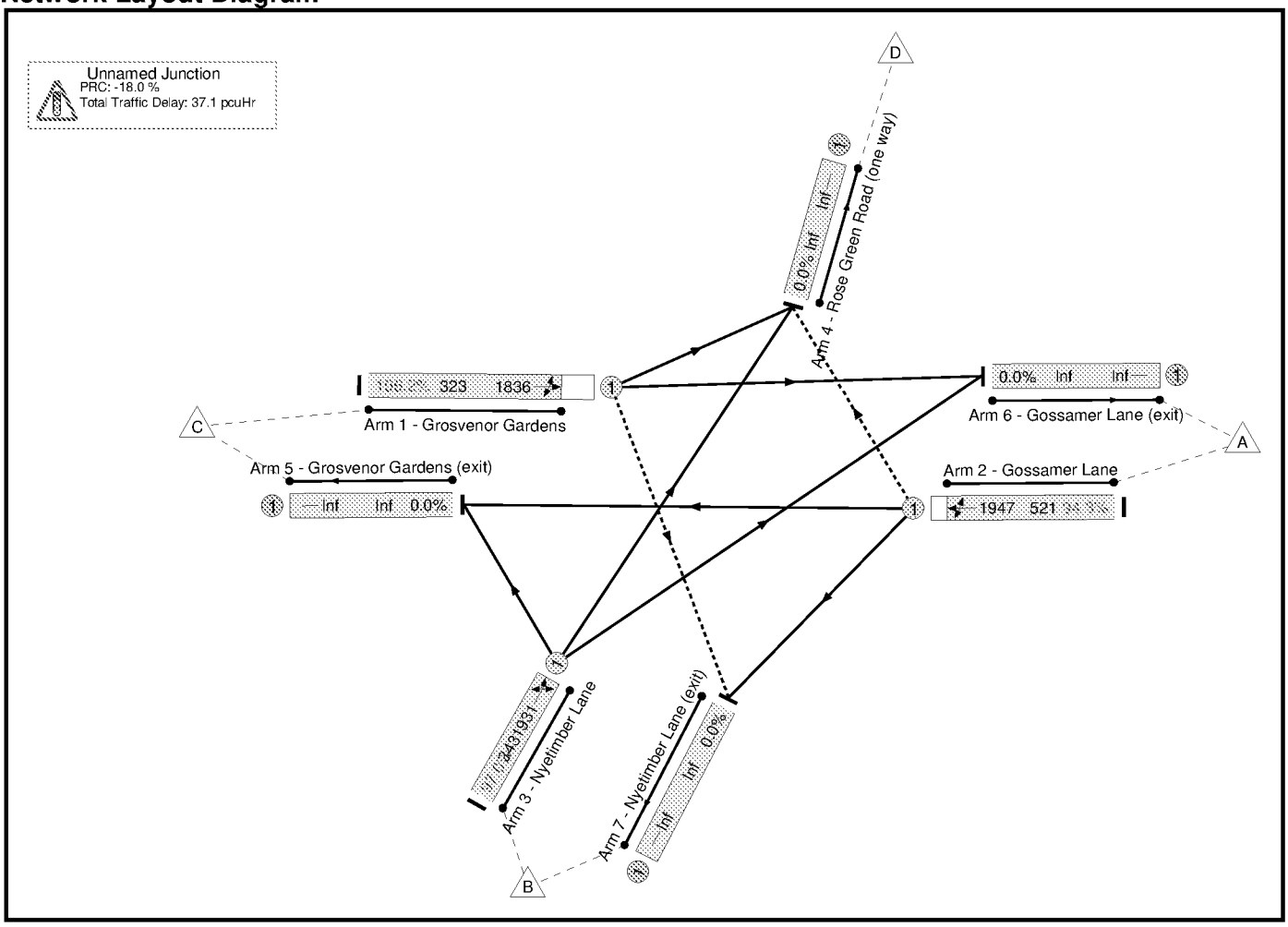
C1 PRC for Signalled Lanes (%): -46.0 Total Delay for Signalled Lanes (pcuHr): 74.36 Cycle Time (s): 90

PRC Over All Lanes (%): -46.0 Total Delay Over All Lanes(pcuHr): 74.36

Basic Results Summary

Scenario 6: '2027 PM' (FG6: '2027 PM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**106.2%**	**81**	**0**	**33**	**37.1**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**106.2%**	**81**	**0**	**33**	**37.1**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	29	-	343	1836	323	106.2%	48	0	29	18.3	192.2	21.6
2/1	Gossamer Lane Right Ahead Left	O	B		2	29	-	491	1947	521	94.3%	33	0	4	9.3	68.2	14.7
3/1	Nyetimber Lane Ahead Left Right	U	C		2	14	-	333	1931	343	97.0%	-	-	-	9.5	102.2	12.8

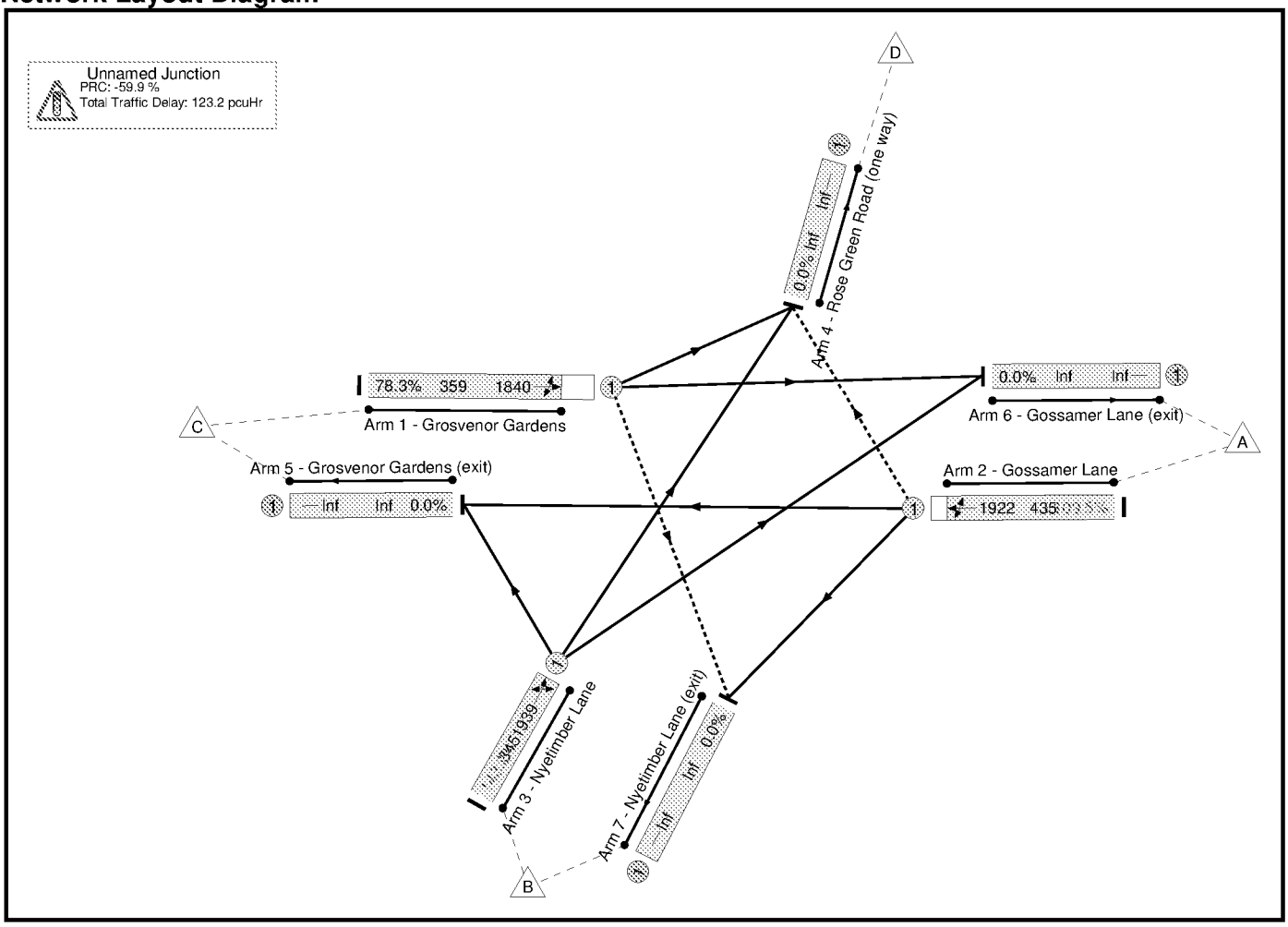
C1 PRC for Signalled Lanes (%): -18.0 Total Delay for Signalled Lanes (pcuHr): 37.06 Cycle Time (s): 90

PRC Over All Lanes (%): -18.0 Total Delay Over All Lanes(pcuHr): 37.06

Basic Results Summary

Scenario 7: '2027 + Cumulative AM' (FG7: '2027 + Cumulative AM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**143.9%**	**72**	**0**	**17**	**123.2**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**143.9%**	**72**	**0**	**17**	**123.2**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	29	-	281	1840	359	78.3%	42	0	13	3.0	38.6	5.6
2/1	Gossamer Lane Right Ahead Left	O	B		2	29	-	477	1922	435	109.5%	30	0	4	30.9	233.2	35.8
3/1	Nyetimber Lane Ahead Left Right	U	C		2	14	-	496	1939	345	143.9%	-	-	-	89.3	648.0	99.6

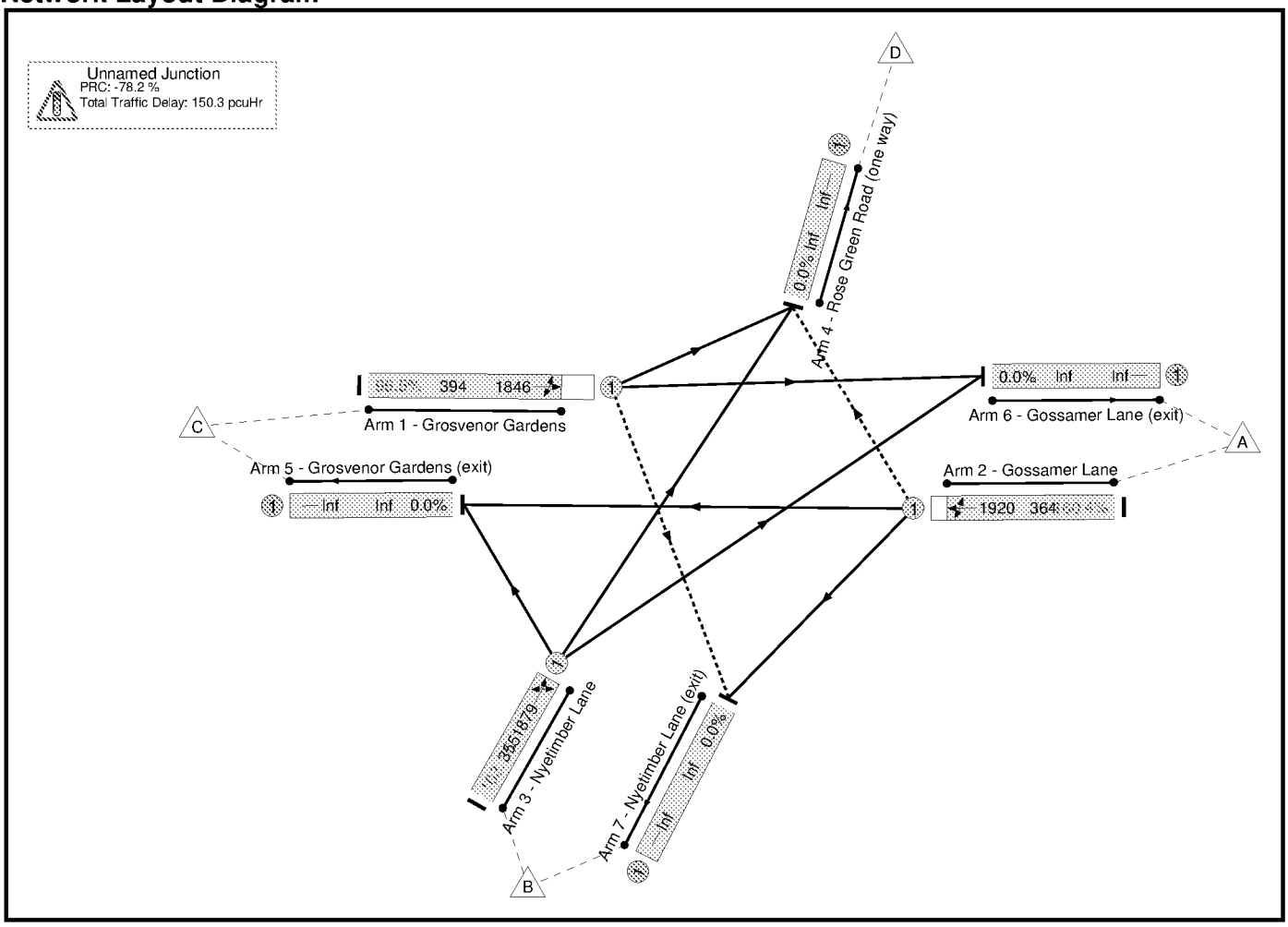
C1 PRC for Signalled Lanes (%): -59.9 Total Delay for Signalled Lanes (pcuHr): 123.20 Cycle Time (s): 90

PRC Over All Lanes (%): -59.9 Total Delay Over All Lanes(pcuHr): 123.20

Basic Results Summary

Scenario 8: '2027 + Cumulative PM' (FG8: '2027 + Cumulative PM', Plan 2: 'Double Cycle')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	-		-	-	-	-	-	-	**160.4%**	**78**	**0**	**30**	**150.3**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**160.4%**	**78**	**0**	**30**	**150.3**	-	-
1/1	Grosvenor Gardens Left Ahead Right	O	A		2	28	-	380	1846	394	96.5%	60	0	25	9.0	85.2	12.7
2/1	Gossamer Lane Right Ahead Left	O	B		2	28	-	583	1920	364	160.4%	18	0	5	125.5	774.8	130.9
3/1	Nyetimber Lane Ahead Left Right	U	C		2	15	-	366	1879	355	103.1%	-	-	-	15.8	155.5	19.3

C1 PRC for Signalled Lanes (%): -78.2 Total Delay for Signalled Lanes (pcuHr): 150.28 Cycle Time (s): 90
PRC Over All Lanes (%): -78.2 Total Delay Over All Lanes(pcuHr): 150.28