

APPENDIX I

TRICS Output

Calculation Reference: AUDIT-152301-150507-0516

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

03 SOUTH WEST	
CW CORNWALL	1 days
GS GLOUCESTERSHIRE	1 days
WL WILTSHIRE	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
NF NORFOLK	1 days
SF SUFFOLK	2 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
NT NOTTINGHAMSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	3 days
08 NORTH WEST	
CH CHESHIRE	2 days
LC LANCASHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days
TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 52 to 174 (units:)
 Range Selected by User: 52 to 174 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 22/10/12

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

Selected survey days:

Monday	4 days
Tuesday	8 days
Wednesday	3 days
Friday	2 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	10

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

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

Filtering Stage 3 selection:

Use Class:

C3

17 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	7 days
10,001 to 15,000	3 days
15,001 to 20,000	6 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
100,001 to 125,000	4 days
125,001 to 250,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	8 days

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

Travel Plan:

Not Known	2 days
No	15 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-01	SEMI D./TERRACED		CAMBRIDGESHIRE
	FALLOWFIELD			
	CHESTERTON			
	CAMBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	124		
	Survey date: <i>TUESDAY</i>	06/02/01		Survey Type: <i>MANUAL</i>
2	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: <i>FRIDAY</i>	24/04/09		Survey Type: <i>MANUAL</i>
3	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	174		
	Survey date: <i>TUESDAY</i>	14/10/08		Survey Type: <i>MANUAL</i>
4	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: <i>TUESDAY</i>	14/10/08		Survey Type: <i>MANUAL</i>
5	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: <i>TUESDAY</i>	18/09/07		Survey Type: <i>MANUAL</i>
6	GS-03-A-01	SEMI D./TERRACED		GLOUCESTERSHIRE
	KINGSHOLM ROAD			
	KINGSHOLM			
	GLOUCESTER			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	73		
	Survey date: <i>TUESDAY</i>	25/05/04		Survey Type: <i>MANUAL</i>
7	LC-03-A-22	BUNGALOWS		LANCASHIRE
	CLIFTON DRIVE NORTH			
	BLACKPOOL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: <i>TUESDAY</i>	18/10/05		Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	LN-03-A-01	MIXED HOUSES		LINCOLNSHIRE
	BRANT ROAD			
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	150		
	Survey date: <i>TUESDAY</i>	15/05/07		Survey Type: <i>MANUAL</i>
9	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: <i>MONDAY</i>	22/10/12		Survey Type: <i>MANUAL</i>
10	NT-03-A-03	SEMI DETACHED		NOTTINGHAMSHIRE
	B6018 SUTTON ROAD			
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	166		
	Survey date: <i>WEDNESDAY</i>	28/06/06		Survey Type: <i>MANUAL</i>
11	NY-03-A-01	MIXED HOUSES		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: <i>TUESDAY</i>	25/09/07		Survey Type: <i>MANUAL</i>
12	NY-03-A-05	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: <i>MONDAY</i>	22/09/08		Survey Type: <i>MANUAL</i>
13	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: <i>FRIDAY</i>	14/10/11		Survey Type: <i>MANUAL</i>
14	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	77		
	Survey date: <i>WEDNESDAY</i>	23/05/07		Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	SF-03-A-03	MIXED HOUSES	SUFFOLK
	BARTON HILL		
	FORNHAM ST MARTIN		
	BURY ST EDMUNDS		
	Edge of Town		
	Out of Town		
	Total Number of dwellings:	101	
	Survey date: MONDAY	15/05/06	Survey Type: MANUAL
16	TW-03-A-01	SEMI DETACHED	TYNE & WEAR
	LEECHMERE ROAD		
	HILLVIEW		
	SUNDERLAND		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	81	
	Survey date: WEDNESDAY	18/09/02	Survey Type: MANUAL
17	WL-03-A-01	SEMI D./TERRACED W. BASSETT	WILTSHIRE
	MAPLE DRIVE		
	WOOTTON BASSETT		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	99	
	Survey date: MONDAY	02/10/06	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-A-01	not previously surveyed
BD-03-A-02	not previously surveyed
GM-03-A-07	not previously surveyed
HF-03-A-01	not previously surveyed
SC-03-A-03	not previously surveyed
SH-03-A-04	not previously surveyed
WM-03-A-01	not previously surveyed
WM-03-A-03	not previously surveyed
WO-03-A-03	not previously surveyed

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	104	0.068	17	104	0.263	17	104	0.331
08:00 - 09:00	17	104	0.134	17	104	0.370	17	104	0.504
09:00 - 10:00	17	104	0.169	17	104	0.207	17	104	0.376
10:00 - 11:00	17	104	0.159	17	104	0.179	17	104	0.338
11:00 - 12:00	17	104	0.189	17	104	0.186	17	104	0.375
12:00 - 13:00	17	104	0.209	17	104	0.188	17	104	0.397
13:00 - 14:00	17	104	0.192	17	104	0.176	17	104	0.368
14:00 - 15:00	17	104	0.201	17	104	0.190	17	104	0.391
15:00 - 16:00	17	104	0.288	17	104	0.208	17	104	0.496
16:00 - 17:00	17	104	0.309	17	104	0.200	17	104	0.509
17:00 - 18:00	17	104	0.347	17	104	0.203	17	104	0.550
18:00 - 19:00	17	104	0.233	17	104	0.206	17	104	0.439
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.498			2.576			5.074

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

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

Parameter summary

Trip rate parameter range selected: 52 - 174 (units:)
 Survey date range: 01/01/01 - 22/10/12
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	104	0.002	17	104	0.003	17	104	0.005
08:00 - 09:00	17	104	0.003	17	104	0.002	17	104	0.005
09:00 - 10:00	17	104	0.006	17	104	0.003	17	104	0.009
10:00 - 11:00	17	104	0.005	17	104	0.007	17	104	0.012
11:00 - 12:00	17	104	0.002	17	104	0.002	17	104	0.004
12:00 - 13:00	17	104	0.003	17	104	0.003	17	104	0.006
13:00 - 14:00	17	104	0.002	17	104	0.003	17	104	0.005
14:00 - 15:00	17	104	0.003	17	104	0.005	17	104	0.008
15:00 - 16:00	17	104	0.001	17	104	0.001	17	104	0.002
16:00 - 17:00	17	104	0.002	17	104	0.001	17	104	0.003
17:00 - 18:00	17	104	0.003	17	104	0.003	17	104	0.006
18:00 - 19:00	17	104	0.001	17	104	0.003	17	104	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.036			0.069

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

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Parameter summary

Trip rate parameter range selected: 52 - 174 (units:)
 Survey date range: 01/01/01 - 22/10/12
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	104	0.000	17	104	0.000	17	104	0.000
08:00 - 09:00	17	104	0.002	17	104	0.002	17	104	0.004
09:00 - 10:00	17	104	0.001	17	104	0.001	17	104	0.002
10:00 - 11:00	17	104	0.001	17	104	0.001	17	104	0.002
11:00 - 12:00	17	104	0.001	17	104	0.001	17	104	0.002
12:00 - 13:00	17	104	0.000	17	104	0.000	17	104	0.000
13:00 - 14:00	17	104	0.001	17	104	0.001	17	104	0.002
14:00 - 15:00	17	104	0.000	17	104	0.000	17	104	0.000
15:00 - 16:00	17	104	0.002	17	104	0.002	17	104	0.004
16:00 - 17:00	17	104	0.001	17	104	0.001	17	104	0.002
17:00 - 18:00	17	104	0.000	17	104	0.000	17	104	0.000
18:00 - 19:00	17	104	0.000	17	104	0.000	17	104	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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 Number of Saturdays: 0
 Number of Sundays: 0
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VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	104	0.014	17	104	0.020	17	104	0.034
08:00 - 09:00	17	104	0.012	17	104	0.036	17	104	0.048
09:00 - 10:00	17	104	0.010	17	104	0.009	17	104	0.019
10:00 - 11:00	17	104	0.009	17	104	0.011	17	104	0.020
11:00 - 12:00	17	104	0.009	17	104	0.006	17	104	0.015
12:00 - 13:00	17	104	0.015	17	104	0.010	17	104	0.025
13:00 - 14:00	17	104	0.006	17	104	0.006	17	104	0.012
14:00 - 15:00	17	104	0.010	17	104	0.007	17	104	0.017
15:00 - 16:00	17	104	0.028	17	104	0.012	17	104	0.040
16:00 - 17:00	17	104	0.024	17	104	0.017	17	104	0.041
17:00 - 18:00	17	104	0.032	17	104	0.015	17	104	0.047
18:00 - 19:00	17	104	0.012	17	104	0.008	17	104	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.181			0.157			0.338

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 Number of Sundays: 0
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APPENDIX J

Census Data

Method of Travel to Work (QS701EW)

					Arun	South East	England
					Non-Metropolitan District	Region	Country
Arun 019 Super Output Area Middle Layer							
All Usual R Count	Persons	Mar-11	6361	3606	106071	6274341	38881374
Work Main Count	Persons	Mar-11	221		4133	279656	1349568
Undergrou Count	Persons	Mar-11	7	0%	94	15338	1027625
Train Count	Persons	Mar-11	57	2%	3101	311895	1343684
Bus, Minibi Count	Persons	Mar-11	147	4%	1646	189926	1886539
Taxi Count	Persons	Mar-11	14	0%	239	16750	131465
Motorcycle Count	Persons	Mar-11	50	1%	608	36467	206550
Driving a C Count	Persons	Mar-11	2777	77%	43621	2590701	14345882
Passenger i Count	Persons	Mar-11	234	6%	4199	200386	1264553
Bicycle Count	Persons	Mar-11	119	3%	2497	127614	742675
On Foot Count	Persons	Mar-11	184	5%	6848	463662	2701453
Other Metl Count	Persons	Mar-11	17	0%	457	28328	162727
Not in Emp Count	Persons	Mar-11	2534		38628	2013618	13718653
Method of LastUpdate 30-Jan-13				100%			
Method of Source Office for National Statistics							
Method of National Statistics							

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APPENDIX K

Summer Lane / Pagham Road Junction Turning Count Data

K&M TRAFFIC SURVEYS

DATE : TUESDAY 3RD JUNE 2014

LOCATION : PAGHAM ROAD, BOGNOR REGIS, WEST SUSSEX

PAGHAM ROAD / BARTON CLOSE / SUMMER LANE CROSSROADS

	BARTON CLOSE				BARTON CLOSE				BARTON CLOSE				BARTON CLOSE				BARTON CLOSE			
	OUT LEFT TO PAGHAM RD SOUTH				OUT AHEAD TO SUMMER LANE				OUT RIGHT TO PAGHAM RD NORTH				RIGHT TURN IN FROM PAGHAM RD S				LEFT TURN IN FROM PAGHAM RD N			
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	0					0		0					5							0
0715-0730	1					0		0					1							1
0730-0745	1					0		0					1							0
0745-0800	0					0		0					2							0
0800-0815	0					0		0					0							0
0815-0830	0					0		0					0							0
0830-0845	0					0		0					1							0
0845-0900	0					0		0					2							2
0900-0915	0					0		0					1							0
0915-0930	1					0		0					1							0
0930-0945	0					0		0					2							2
0945-1000	1					0		0					0							2
0700-1000	4	0	0	0	0	4		0	0	0	0	0	16	0	0	0	0	0	7	7
0700-0800	2	0	0	0	0	2		0	0	0	0	0	9	0	0	0	0	0	0	1
0715-0815	2	0	0	0	0	2		0	0	0	0	0	4	0	0	0	0	0	0	1
0730-0830	1	0	0	0	0	1		0	0	0	0	0	3	0	0	0	0	0	0	0
0745-0845	0	0	0	0	0	0		0	0	0	0	0	3	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0		0	0	0	0	0	3	0	0	0	0	0	0	2
0815-0915	0	0	0	0	0	0		0	0	0	0	0	4	0	0	0	0	0	0	2
0830-0930	1	0	0	0	0	1		0	0	0	0	0	5	0	0	0	0	0	0	2
0845-0945	1	0	0	0	0	1		0	0	0	0	0	6	0	0	0	0	0	0	4
0900-1000	2	0	0	0	0	2		0	0	0	0	0	4	0	0	0	0	0	0	4

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : TUESDAY 3RD JUNE 2014

LOCATION : PAGHAM ROAD, BOGNOR REGIS, WEST SUSSEX

PAGHAM ROAD / BARTON CLOSE / SUMMER LANE CROSSROADS

	BARTON CLOSE					BARTON CLOSE					BARTON CLOSE					BARTON CLOSE					BARTON CLOSE				
	OUT LEFT TO PAGHAM RD SOUTH					OUT AHEAD TO SUMMER LANE					OUT RIGHT TO PAGHAM RD NORTH					RIGHT TURN IN FROM PAGHAM RD S					LEFT TURN IN FROM PAGHAM RD N				
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	0					0	0					7							0					2	
1615-1630	1					1	0					2							1					3	
1630-1645	2					2	0					1							1					1	
1645-1700	1					1	0					2							1					0	
1700-1715	0					0	0					4							0					6	
1715-1730	0					0	0					1							1					3	
1730-1745	1					1	0					0							0					1	
1745-1800	0					0	0					5							0					4	
1800-1815	0					0	0					3							1					4	
1815-1830	0					0	1					1							0					3	
1830-1845	1					1	0					0							0					4	
1845-1900	0					0	0					1							0					2	
1600-1900	6	0	0	0	0	6	1	0	0	0	0	27	0	0	0	0	0	5	33	0	0	0	0	33	
1600-1700	4	0	0	0	0	4	0	0	0	0	0	12	0	0	0	0	0	3	0	0	0	0	0	6	
1615-1715	4	0	0	0	0	4	0	0	0	0	0	9	0	0	0	0	0	3	0	0	0	0	0	10	
1630-1730	3	0	0	0	0	3	0	0	0	0	0	8	0	0	0	0	0	3	0	0	0	0	0	10	
1645-1745	2	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	0	2	0	0	0	0	0	10	
1700-1800	1	0	0	0	0	1	0	0	0	0	0	10	0	0	0	0	0	1	0	0	0	0	0	14	
1715-1815	1	0	0	0	0	1	0	0	0	0	0	9	0	0	0	0	0	2	0	0	0	0	0	12	
1730-1830	1	0	0	0	0	1	1	0	0	0	0	9	0	0	0	0	0	1	0	0	0	0	0	12	
1745-1845	1	0	0	0	0	1	1	0	0	0	0	9	0	0	0	0	0	1	0	0	0	0	0	15	
1800-1900	1	0	0	0	0	1	1	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	13	

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : TUESDAY 3RD JUNE 2014

LOCATION : PAGHAM ROAD, BOGNOR REGIS, WEST SUSSEX

PAGHAM ROAD / BARTON CLOSE / SUMMER LANE CROSSROADS

	BARTON CL - U TURNS AT BUS STOP PAGHAM RD NORTH to NORTH						PAGHAM ROAD STRAIGHT AHEAD NORTHBOUND						PAGHAM ROAD STRAIGHT AHEAD SOUTHBOUND						SUMMER LANE OUT LEFT TO PAGHAM RD NORTH																				
	CAR		HGV		BUS		MCY		PCY		TOT		CAR		HGV		BUS		MCY		PCY		TOT		CAR		HGV		BUS		MCY		PCY		TOT				
0700-0715	1										40	1	1	1	1	42	10	1						11										0	0				
0715-0730	1										54	1	1	1	1	58	21	1	1					23										0	0				
0730-0745	3										57	1	1	1	2	61	24	1	1					26										0	0				
0745-0800	2										58	1	1	1	1	61	22		2					24										1	1				
0800-0815	1										60	2	2	2	1	65	24		2					26										2	2				
0815-0830	0										67	1	2	1		71	29	1	1					31										3	3				
0830-0845	0										63	2	1			66	35	1		1				38										1	1				
0845-0900	1										45	1	1	1	1	49	56	3	2		2			63										0	0				
0900-0915	5										43	1				44	37		2					39										0	0				
0915-0930	0										40		1		1	42	34	1	1					36										2	2				
0930-0945	4										39	2	1		1	43	19	1	2		1			23										0	0				
0945-1000	0										54	3	2			59	50	5						55										5	1	6			
0700-1000	18	0	0	0	0	0	0	0	0	18	620	14	14	4	9	681	361	15	14	1	4			395										14	1	0	0	0	15
0700-0800	7	0	0	0	0	0					209	2	4	2	5	222	77	3	4	0	0			84										1	0	0	0	0	1
0715-0815	7	0	0	0	0	0					229	4	5	2	5	245	91	2	6	0	0			99										3	0	0	0	0	3
0730-0830	6	0	0	0	0	0					242	4	6	2	4	258	99	2	6	0	0			107										6	0	0	0	0	6
0745-0845	3	0	0	0	0	0					248	6	6	1	2	263	110	2	5	1	1			119										7	0	0	0	0	7
0800-0900	2	0	0	0	0	0					235	6	6	2	2	251	144	5	5	1	3			158										6	0	0	0	0	6
0815-0915	6	0	0	0	0	0					218	5	4	2	1	230	157	5	5	1	3			171										4	0	0	0	0	4
0830-0930	6	0	0	0	0	0					191	4	3	1	2	201	162	5	5	1	3			176										3	0	0	0	0	3
0845-0945	10	0	0	0	0	0					167	4	3	1	3	178	146	5	7	0	3			181										2	0	0	0	0	2
0900-1000	9	0	0	0	0	0					176	6	4	0	2	188	140	7	5	0	1			153										7	1	0	0	0	8

Left in & out right not included
in these numbers

K&M TRAFFIC SURVEYS

DATE : TUESDAY 3RD JUNE 2014

LOCATION : PAGHAM ROAD, BOGNOR REGIS, WEST SUSSEX

PAGHAM ROAD / BARTON CLOSE / SUMMER LANE CROSSROADS

	BARTON CL - U TURNS AT BUS STOP PAGHAM RD NORTH to NORTH					PAGHAM ROAD STRAIGHT AHEAD NORTHBOUND					PAGHAM ROAD STRAIGHT AHEAD SOUTHBOUND					SUMMER LANE OUT LEFT TO PAGHAM RD NORTH								
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	1					1	44	1				45	75	1	1	1			0					0
1615-1630	3					3	31	1	1			33	52		2				3					3
1630-1645	0					0	28	2	1		1	32	62		2	1	1		1					1
1645-1700	1					1	29			1	1	31	73		1				1					1
1700-1715	2					2	41	1	2			44	79		1	1	1		1					1
1715-1730	1					1	27		1	1		29	65			1	2		2					2
1730-1745	1					1	30		1		1	32	63				2		1					2
1745-1800	2					2	31		1		1	33	66	1	2				3					3
1800-1815	1					1	45		1			46	65	1	1				1					1
1815-1830	1					1	29		1			30	64		1	2			4					4
1830-1845	0					0	27		1		1	29	31				1		1					1
1845-1900	0					0	27		1			28	30		1	1			1					1
1900-1900	13	0	0	0	0	13	389	3	12	3	5	412	725	3	12	6	8	754	19	0	0	0	1	20
1600-1700	5	0	0	0	0	5	132	2	3	2	2	141	262	1	6	1	2	272	5	0	0	0	0	5
1615-1715	6	0	0	0	0	6	129	3	4	2	2	140	266	0	6	2	2	276	6	0	0	0	0	6
1630-1730	4	0	0	0	0	4	125	3	4	2	2	136	279	0	4	3	4	290	5	0	0	0	0	5
1645-1745	5	0	0	0	0	5	127	1	4	2	2	136	280	0	2	2	5	289	5	0	0	0	1	6
1700-1800	6	0	0	0	0	6	129	1	5	1	2	138	273	1	3	2	5	284	7	0	0	0	1	8
1715-1815	5	0	0	0	0	5	133	0	4	1	2	140	259	2	3	1	4	269	7	0	0	0	1	8
1730-1830	5	0	0	0	0	5	135	0	4	0	2	141	258	2	4	2	2	268	9	0	0	0	1	10
1745-1845	4	0	0	0	0	4	132	0	4	0	2	138	226	2	4	2	1	235	9	0	0	0	0	9
1800-1900	2	0	0	0	0	2	128	0	4	0	1	133	190	1	3	3	1	198	7	0	0	0	0	7

Left in & out right not included
in these numbers

K&M TRAFFIC SURVEYS

DATE : TUESDAY 3RD JUNE 2014

LOCATION : PAGHAM ROAD, BOGNOR REGIS, WEST SUSSEX

PAGHAM ROAD / BARTON CLOSE / SUMMER LANE CROSSROADS

	SUMMER LANE						SUMMER LANE						SUMMER LANE					
	OUT AHEAD TO BARTON CLOSE						OUT RIGHT TO PAGHAM RD						RIGHT TURN IN FROM PAGHAM RD N					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	0					0	1					1	0					0
0715-0730	1					1	0					0	1					1
0730-0745	0					0	0	1				1	0	1				1
0745-0800	0					0	0					0	1					1
0800-0815	0					0	1					1	0					1
0815-0830	0					0	0					0	0					0
0830-0845	0					0	0					0	2					2
0845-0900	0					0	1					1	1					1
0900-0915	0					0	0					0	0					0
0915-0930	0					0	0					0	1					1
0930-0945	0					0	0					0	1					1
0945-1000	0					0	0					0	1	0				1
0700-1000	1	0	0	0	0	1	3	1	0	0	0	4	8	1	0	0	1	10
0700-0800	1	0	0	0	0	1	1	1	0	0	0	2	2	1	0	0	0	3
0715-0815	1	0	0	0	0	1	1	1	0	0	0	2	2	1	0	0	1	4
0730-0830	0	0	0	0	0	0	1	1	0	0	0	1	1	1	0	0	1	3
0745-0845	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	1	4
0800-0900	0	0	0	0	0	0	2	0	0	0	0	2	3	0	0	0	1	4
0815-0915	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	3
0830-0930	0	0	0	0	0	0	1	0	0	0	0	1	4	0	0	0	0	4
0845-0945	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	3
0900-1000	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : TUESDAY 3RD JUNE 2014

LOCATION : PAGHAM ROAD, BOGNOR REGIS, WEST SUSSEX

PAGHAM ROAD / BARTON CLOSE / SUMMER LANE CROSSROADS

	SUMMER LANE OUT AHEAD TO BARTON CLOSE						SUMMER LANE OUT RIGHT TO PAGHAM RD						SUMMER LANE RIGHT TURN IN FROM PAGHAM RD N						SUMMER LANE LEFT TURN IN FROM PAGHAM RD S					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	0					0	0					2	0						0					0
1615-1630	0					0	0					1	0						0					0
1630-1645	0					0	1					3	0						0					0
1645-1700	0					0	0					0	0						0					0
1700-1715	0					0	1					0	0						0					0
1715-1730	0					0	0					3	0						0					0
1730-1745	0					0	0					0	0						0					0
1745-1800	0					0	1					1	0						0					0
1800-1815	0					0	0					4	0						0					0
1815-1830	0					0	0					1	1						1					1
1830-1845	0					0	1					0	0						1					1
1845-1900	0					0	0					1	0						0					0
1600-1900	0	0	0	0	0	0	4	0	0	0	0	16	0	0	0	0	0	0	2	0	0	0	0	2
1600-1700	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
1615-1715	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
1630-1730	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
1645-1745	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
1715-1815	0	0	0	0	0	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
1730-1830	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	1
1745-1845	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	2
1800-1900	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	2

NO QUEUES AT JUNCTION

APPENDIX L

Junction Capacity Testing Output

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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

Filename: Existing Pagham Road-Barton Close-Summer Lane Junction.arc8

Path: X:\Projects\120000\120843 - Summer Lane, Pagham\MODELLING

Report generation date: 14/04/2015 18:01:37

- » (Default Analysis Set) - Observed AM Peak, AM
- » (Default Analysis Set) - Observed PM Peak, PM
- » (Default Analysis Set) - 2020 Base AM Peak, AM
- » (Default Analysis Set) - 2020 Base PM Peak, PM

Summary of junction performance

AM				
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - Observed AM Peak				
Stream B-C	0.00	0.00	0.00	A
Stream B-AD	0.00	0.00	0.00	A
Stream A-BCD	0.01	5.30	0.01	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream D-A	0.01	6.34	0.01	A
Stream D-BC	0.01	8.98	0.01	A
Stream C-ABD	0.00	0.00	0.00	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-

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

D1 - Observed AM Peak, AM model duration: 07:45 - 09:15

D2 - Observed PM Peak, PM model duration: 16:45 - 18:15

D3 - 2020 Base AM Peak, AM model duration: 07:45 - 09:15

D4 - 2020 Base PM Peak, PM model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 14/04/2015 18:01:33

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	13/06/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - Observed AM Peak, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	DemandSets	D1 - Observed AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - Observed PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	DemandSets	D3 - 2020 Base AM Peak, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D4 - 2020 Base PM Peak, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Observed AM Peak, AM	Observed AM Peak	AM		ONE HOUR	07:45	08:15	30	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		5.34	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Pagham Road (N)		Major
B	Barton Close		Minor
C	Pagham Road (S)		Major
D	Summer Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	8.40		0.00		2.20	135.00	✓	0.00
C	9.20		0.00		2.20	130.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	4.90	3.80	2.90	2.80	✓	1.00	27	22
D	One lane plus flare				7.90	2.70	2.70	2.80	2.50	✓	1.00	21	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

As shown, the junction is a T-junction.

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	652.143	-	-	-	0.228	0.228	0.228	-	0.228	-	-
1	B-AD	532.977	0.084	0.211	-	-	-	0.133	0.302	0.133	0.084	0.211
1	B-C	683.742	0.090	0.228	-	-	-	-	-	-	0.090	0.228
1	C-B	649.248	0.217	0.217	-	-	-	-	-	-	0.217	0.217
1	D-A	639.721	-	-	-	0.222	0.088	0.222	-	0.088	-	-
1	D-BC	486.877	0.126	0.126	0.267	0.201	0.079	0.201	-	0.079	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	164.00	100.000
B	ONE HOUR	✓	3.00	100.000
C	ONE HOUR	✓	251.00	100.000
D	ONE HOUR	✓	8.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	158.000	4.000
	B	3.000	0.000	0.000	0.000
	C	251.000	0.000	0.000	0.000
	D	8.000	0.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.01	0.96	0.02
	B	1.00	0.00	0.00	0.00
	C	1.00	0.00	0.00	0.00
	D	0.75	0.00	0.25	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.070	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	7.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	?	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-AD	0.00	0.00	0.00	?	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.01	5.30	0.01	?	A	4.66	6.98	0.85	5.55	0.01	0.85	5.55
A-B	-	-	-	-	-	1.82	2.73	-	-	-	-	-
A-C	-	-	-	-	-	144.01	216.01	-	-	-	-	-
D-A	0.01	6.34	0.01	?	A	5.51	8.28	0.85	6.19	0.01	0.85	6.19
D-BC	0.01	6.98	0.01	?	A	1.84	2.75	0.40	3.65	0.03	0.40	3.65
C-ABD	0.00	0.00	0.00	?	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-D	-	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	-	230.32	345.48	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	654.24	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	479.04	0.000	0.00	0.00	0.000	A
A-BCD	3.64	0.91	3.61	0.00	683.66	0.005	0.00	0.01	5.293	A
A-B	1.50	0.37	1.50	0.00	-	-	-	-	-	-
A-C	118.33	29.58	118.33	0.00	-	-	-	-	-	-
D-A	4.52	1.13	4.49	0.00	594.74	0.008	0.00	0.01	6.098	A
D-BC	1.51	0.38	1.48	0.00	429.54	0.004	0.00	0.00	8.410	A
C-ABD	0.00	0.00	0.00	0.00	611.86	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	188.97	47.24	188.97	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	648.51	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	468.56	0.000	0.00	0.00	0.000	A
A-BCD	4.51	1.13	4.51	0.00	690.35	0.007	0.01	0.01	5.243	A
A-B	1.79	0.45	1.79	0.00	-	-	-	-	-	-
A-C	141.14	35.28	141.14	0.00	-	-	-	-	-	-
D-A	5.39	1.35	5.39	0.00	585.99	0.009	0.01	0.01	6.199	A
D-BC	1.80	0.45	1.79	0.00	418.41	0.004	0.00	0.00	8.640	A
C-ABD	0.00	0.00	0.00	0.00	606.46	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	225.64	56.41	225.64	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	648.59	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	454.09	0.000	0.00	0.00	0.000	A
A-BCD	5.82	1.45	5.81	0.00	699.89	0.008	0.01	0.01	5.180	A
A-B	2.18	0.55	2.18	0.00	-	-	-	-	-	-
A-C	172.56	43.14	172.56	0.00	-	-	-	-	-	-
D-A	6.61	1.65	6.60	0.00	573.90	0.012	0.01	0.01	6.345	A
D-BC	2.20	0.55	2.20	0.00	403.02	0.005	0.00	0.01	8.981	A
C-ABD	0.00	0.00	0.00	0.00	599.00	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	276.36	69.09	276.36	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	640.59	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	454.03	0.000	0.00	0.00	0.000	A
A-BCD	5.82	1.46	5.82	0.00	699.88	0.003	0.01	0.01	5.186	A
A-B	2.18	0.55	2.18	0.00	-	-	-	-	-	-
A-C	172.56	43.14	172.56	0.00	-	-	-	-	-	-
D-A	6.61	1.65	6.61	0.00	573.90	0.012	0.01	0.01	6.345	A
D-BC	2.20	0.55	2.20	0.00	493.61	0.005	0.01	0.01	8.981	A
C-ABD	0.00	0.00	0.00	0.00	599.00	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	276.36	69.09	276.36	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	648.51	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	468.56	0.000	0.00	0.00	0.000	A
A-BCD	4.51	1.13	4.52	0.00	690.31	0.007	0.01	0.01	5.256	A
A-B	1.79	0.45	1.79	0.00	-	-	-	-	-	-
A-C	141.13	35.28	141.13	0.00	-	-	-	-	-	-
D-A	5.39	1.35	5.40	0.00	585.99	0.009	0.01	0.01	6.200	A
D-BC	1.80	0.45	1.80	0.00	418.40	0.004	0.01	0.00	8.641	A
C-ABD	0.00	0.00	0.00	0.00	606.46	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	225.64	56.41	225.64	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	654.23	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	479.63	0.000	0.00	0.00	0.000	A
A-BCD	3.64	0.91	3.65	0.00	683.61	0.005	0.01	0.01	5.302	A
A-B	1.50	0.37	1.50	0.00	-	-	-	-	-	-
A-C	118.33	29.58	118.33	0.00	-	-	-	-	-	-
D-A	4.52	1.13	4.52	0.00	594.73	0.008	0.01	0.01	6.101	A
D-BC	1.51	0.38	1.51	0.00	429.53	0.004	0.00	0.00	8.410	A
C-ABD	0.00	0.00	0.00	0.00	611.85	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	188.97	47.24	188.97	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.08	0.01	5.293	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.11	0.01	5.098	A	A
D-BC	0.05	0.00	6.410	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.10	0.01	5.243	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.14	0.01	5.199	A	A
D-BC	0.06	0.00	6.540	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.13	0.01	5.180	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.17	0.01	5.345	A	A
D-BC	0.08	0.01	6.981	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.14	0.01	5.186	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.17	0.01	6.345	A	A
D-BC	0.08	0.01	8.981	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.11	0.01	5.256	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.14	0.01	6.200	A	A
D-BC	0.07	0.00	8.641	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.08	0.01	5.302	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.12	0.01	6.181	A	A
D-BC	0.05	0.00	8.410	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - Observed PM Peak, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	DemandSets	D1 - Observed AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - Observed PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	DemandSets	D3 - 2020 Base AM Peak, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D4 - 2020 Base PM Peak, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Observed PM Peak, PM	Observed PM Peak	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		6.77	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Pagham Road (N)		Major
B	Barton Close		Minor
C	Pagham Road (S)		Major
D	Summer Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	8.40		0.00		2.20	135.00	✓	0.00
C	9.20		0.00		2.20	130.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	4.90	3.80	2.90	2.60	✓	1.00	27	22
D	One lane plus flare				7.90	2.70	2.70	2.60	2.50	✓	1.00	21	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	652.143	-	-	-	0.228	0.228	0.228	-	0.228	-	-
1	B-AD	534.266	0.084	0.212	-	-	-	0.133	0.302	0.133	0.084	0.212
1	B-C	619.775	0.082	0.207	-	-	-	-	-	-	0.082	0.207
1	C-B	649.248	0.217	0.217	-	-	-	-	-	-	0.217	0.217
1	D-A	639.721	-	-	-	0.222	0.088	0.222	-	0.088	-	-
1	D-BC	486.877	0.126	0.126	0.287	0.201	0.079	0.201	-	0.079	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	302.00	100.000
B	ONE HOUR	✓	11.00	100.000
C	ONE HOUR	✓	139.00	100.000
D	ONE HOUR	✓	10.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	14.000	284.000	4.000
	B	10.000	0.000	1.000	0.000
	C	138.000	1.000	0.000	0.000
	D	8.000	0.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.00	0.05	0.94	0.01
	B	0.91	0.00	0.09	0.00
	C	0.99	0.01	0.00	0.00
	D	0.80	0.00	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	1.000	1.000	1.021	1.000
	B	1.000	1.000	1.000	1.000
	C	1.051	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		A	B	C	D
	A	0.000	0.000	2.100	0.000
	B	0.000	0.000	0.000	0.000
	C	5.100	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	6.57	0.00	?	A	0.92	1.38	0.15	6.41	0.00	0.15	6.41
B-AD	0.02	8.33	0.03	?	A	9.18	13.76	1.83	7.99	0.02	1.83	7.99
A-BCD	0.01	4.71	0.01	?	A	5.49	8.24	0.66	4.83	0.01	0.66	4.83
A-B	-	-	-	-	-	12.76	19.14	-	-	-	-	-
A-C	-	-	-	-	-	258.87	388.30	-	-	-	-	-
D-A	0.01	6.08	0.01	?	A	7.34	11.01	1.10	5.97	0.01	1.10	5.97
D-BC	0.01	8.65	0.01	?	A	1.64	2.75	0.39	8.54	0.00	0.39	8.54
C-ABD	0.00	5.41	0.00	?	A	1.13	1.70	0.15	5.44	0.00	0.15	5.44
C-D	-	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	-	126.42	189.63	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.75	0.19	0.75	0.00	571.19	0.001	0.00	0.00	6.310	A
B-AD	7.53	1.83	7.46	0.00	472.07	0.015	0.00	0.02	7.747	A
A-BCD	4.17	1.04	4.15	0.00	768.63	0.005	0.00	0.01	4.708	A
A-B	10.49	2.82	10.49	0.00	-	-	-	-	-	-
A-C	212.71	53.18	212.71	0.00	-	-	-	-	-	-
D-A	6.02	1.51	5.98	0.00	613.28	0.010	0.00	0.01	5.927	A
D-BC	1.51	0.38	1.49	0.00	433.68	0.003	0.00	0.00	8.329	A
C-ABD	0.89	0.22	0.88	0.00	665.78	0.001	0.00	0.00	5.405	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	103.78	25.94	103.78	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.90	0.22	0.90	0.00	561.69	0.002	0.00	0.00	6.418	A
B-AD	8.99	2.25	6.98	0.00	460.02	0.020	0.02	0.02	7.981	A
A-BCD	5.29	1.32	5.28	0.00	791.06	0.007	0.01	0.01	4.579	A
A-B	12.51	3.13	12.51	0.00	-	-	-	-	-	-
A-C	253.70	63.42	253.70	0.00	-	-	-	-	-	-
D-A	7.19	1.80	7.18	0.00	608.12	0.012	0.01	0.01	5.990	A
D-BC	1.80	0.45	1.79	0.00	423.34	0.004	0.00	0.00	8.539	A
C-ABD	1.10	0.27	1.10	0.00	670.75	0.002	0.00	0.00	5.372	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	123.86	30.97	123.86	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	1.10	0.28	1.10	0.00	548.59	0.002	0.00	0.00	6.574	A
B-AD	11.01	2.75	10.99	0.00	443.31	0.025	0.02	0.03	8.327	A
A-BCD	7.01	1.75	7.00	0.00	821.75	0.009	0.01	0.01	4.416	A
A-B	15.29	3.82	15.29	0.00	-	-	-	-	-	-
A-C	310.21	77.55	310.21	0.00	-	-	-	-	-	-
D-A	8.81	2.20	8.80	0.00	600.99	0.015	0.01	0.01	6.078	A
D-BC	2.20	0.55	2.20	0.00	409.05	0.005	0.00	0.01	8.847	A
C-ABD	1.41	0.35	1.41	0.00	676.55	0.002	0.00	0.00	5.327	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	151.63	37.91	151.63	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	1.10	0.28	1.10	0.00	548.57	0.002	0.00	0.00	6.574	A
B-AD	11.01	2.75	11.01	0.00	443.31	0.025	0.03	0.03	8.327	A
A-BCD	7.01	1.75	7.01	0.00	821.74	0.009	0.01	0.01	4.416	A
A-B	15.29	3.82	15.29	0.00	-	-	-	-	-	-
A-C	310.21	77.55	310.21	0.00	-	-	-	-	-	-
D-A	8.81	2.20	8.81	0.00	600.99	0.015	0.01	0.01	6.078	A
D-BC	2.20	0.55	2.20	0.00	409.05	0.005	0.01	0.01	8.848	A
C-ABD	1.41	0.35	1.41	0.00	676.54	0.002	0.00	0.00	5.333	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	151.63	37.91	151.63	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.90	0.22	0.90	0.00	561.67	0.002	0.00	0.00	6.421	A
B-AD	8.99	2.25	9.01	0.00	466.60	0.020	0.03	0.02	7.982	A
A-BCD	5.29	1.32	5.30	0.00	791.95	0.007	0.01	0.01	4.583	A
A-B	12.51	3.13	12.51	0.00	-	-	-	-	-	-
A-C	253.70	63.42	253.70	0.00	-	-	-	-	-	-
D-A	7.19	1.80	7.20	0.00	608.16	0.012	0.01	0.01	5.990	A
D-BC	1.80	0.45	1.80	0.00	423.33	0.004	0.01	0.00	8.541	A
C-ABD	1.10	0.27	1.10	0.00	670.72	0.002	0.00	0.00	5.381	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	123.86	30.97	123.86	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.75	0.19	0.75	0.00	571.14	0.001	0.00	0.00	6.313	A
B-AD	7.53	1.88	7.54	0.00	472.07	0.016	0.02	0.02	7.751	A
A-BCD	4.18	1.04	4.18	0.00	768.60	0.005	0.01	0.01	4.713	A
A-B	10.49	2.62	10.49	0.00	-	-	-	-	-	-
A-C	212.70	53.17	212.70	0.00	-	-	-	-	-	-
D-A	6.02	1.51	6.03	0.00	613.25	0.010	0.01	0.01	5.928	A
D-BC	1.51	0.38	1.51	0.00	433.66	0.003	0.00	0.00	8.331	A
C-ABD	0.89	0.22	0.89	0.00	686.72	0.001	0.00	0.00	5.412	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	103.78	25.94	103.78	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.310	A	A
B-AD	0.23	0.02	7.747	A	A
A-BCD	0.08	0.01	4.708	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.14	0.01	5.927	A	A
D-BC	0.05	0.00	8.329	A	A
C-ABD	0.02	0.00	5.405	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.310	A	A
B-AD	0.23	0.02	7.747	A	A
A-BCD	0.08	0.01	4.708	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.14	0.01	5.927	A	A
D-BC	0.05	0.00	8.329	A	A
C-ABD	0.02	0.00	5.405	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.418	A	A
B-AD	0.29	0.02	7.981	A	A
A-BCD	0.11	0.01	4.578	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.18	0.01	5.990	A	A
D-BC	0.06	0.00	8.539	A	A
C-ABD	0.02	0.00	5.372	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.574	A	A
B-AD	0.37	0.02	8.327	A	A
A-BCD	0.14	0.01	4.416	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.22	0.01	6.078	A	A
D-BC	0.08	0.01	8.847	A	A
C-ABD	0.03	0.00	5.327	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.574	A	A
B-AD	0.38	0.03	8.327	A	A
A-BCD	0.14	0.01	4.418	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.22	0.01	6.078	A	A
D-BC	0.08	0.01	8.848	A	A
C-ABD	0.03	0.00	5.333	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.421	A	A
B-AD	0.31	0.02	7.982	A	A
A-BCD	0.11	0.01	4.583	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.18	0.01	5.990	A	A
D-BC	0.07	0.00	8.541	A	A
C-ABD	0.03	0.00	5.381	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.313	A	A
B-AD	0.25	0.02	7.751	A	A
A-BCD	0.09	0.01	4.713	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.15	0.01	5.928	A	A
D-BC	0.05	0.00	8.331	A	A
C-ABD	0.02	0.00	5.412	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2020 Base AM Peak, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	DemandSets	D1 - Observed AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - Observed PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	DemandSets	D3 - 2020 Base AM Peak, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D4 - 2020 Base PM Peak, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Base AM Peak, AM	2020 Base AM Peak	AM		ONE HOUR	07:45	09:15	90	15				☒		

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK-RL Stagger)	Two-way	A,B,C,D		9.38	A

Driving Side	Lighting
Left	Normal/unknown

Arms

Arm	Name	Description	Arm Type
A	Pagham Road (N)		Major
B	Barton Close		Minor
C	Pagham Road (S)		Major
D	Summer Lane		Minor

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	3.40		0.00		2.20	135.00	✓	0.00
C	9.20		0.00		2.20	130.00	✓	0.00

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

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	4.50	3.50	2.90	2.50	✓	1.00	27	22
D	One lane plus flare				7.90	2.70	2.70	2.50	2.50	✓	1.00	21	15

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	652.143	-	-	-	0.226	0.226	0.226	-	0.226	-	-
1	B-AD	532.977	0.084	0.211	-	-	-	0.133	0.302	0.133	0.084	0.211
1	B-C	683.742	0.090	0.228	-	-	-	-	-	-	0.090	0.228
1	C-B	649.248	0.217	0.217	-	-	-	-	-	-	0.217	0.217
1	D-A	639.721	-	-	-	0.222	0.088	0.222	-	0.088	-	-
1	D-BC	486.877	0.126	0.126	0.287	0.201	0.079	0.201	-	0.079	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	173.00	100.000
B	ONE HOUR	✓	3.00	100.000
C	ONE HOUR	✓	273.00	100.000
D	ONE HOUR	✓	9.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	172.000	4.000
	B	3.000	0.000	0.000	0.000
	C	273.000	0.000	0.000	0.000
	D	7.000	0.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.01	0.97	0.02
	B	1.00	0.00	0.00	0.00
	C	1.00	0.00	0.00	0.00
	D	0.78	0.00	0.22	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.070	1.000
	B	1.000	1.000	1.000	1.000
	C	1.056	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	7.000	0.000
	B	0.000	0.000	0.000	0.000
	C	5.500	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.00	?	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-AD	0.00	0.00	0.00	?	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.01	5.28	0.01	?	A	4.78	7.13	0.68	5.53	0.01	0.68	5.53
A-B	-	-	-	-	-	1.82	2.73	-	-	-	-	-
A-C	-	-	-	-	-	156.75	225.14	-	-	-	-	-
D-A	0.01	6.42	0.01	?	A	6.42	9.64	1.00	6.25	0.01	1.00	6.25
D-BC	0.01	9.14	0.01	?	A	1.84	2.75	0.40	8.77	0.00	0.40	8.77
C-ABD	0.00	0.00	0.00	?	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-D	-	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	-	250.51	375.76	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	651.67	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	474.43	0.000	0.00	0.00	0.000	A
A-BCD	3.70	0.92	3.67	0.00	688.03	0.005	0.00	0.01	5.269	A
A-B	1.50	0.37	1.50	0.00	-	-	-	-	-	-
A-C	128.81	32.20	128.81	0.00	-	-	-	-	-	-
D-A	5.27	1.32	5.23	0.00	591.02	0.009	0.00	0.01	6.145	A
D-BC	1.51	0.38	1.49	0.00	424.76	0.004	0.00	0.00	8.505	A
C-ABD	0.00	0.00	0.00	0.00	610.05	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	205.53	51.38	205.53	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	645.44	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	463.06	0.000	0.00	0.00	0.000	A
A-BCD	4.60	1.15	4.60	0.00	694.23	0.007	0.01	0.01	5.214	A
A-B	1.79	0.45	1.79	0.00	-	-	-	-	-	-
A-C	153.63	38.41	153.63	0.00	-	-	-	-	-	-
D-A	6.29	1.57	6.29	0.00	581.55	0.011	0.01	0.01	6.257	A
D-BC	1.80	0.45	1.79	0.00	412.69	0.004	0.00	0.00	8.761	A
C-ABD	0.00	0.00	0.00	0.00	604.18	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	245.42	61.36	245.42	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	636.83	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	447.35	0.000	0.00	0.00	0.000	A
A-BCD	5.97	1.49	5.96	0.00	704.77	0.008	0.01	0.01	5.144	A
A-B	2.18	0.55	2.18	0.00	-	-	-	-	-	-
A-C	187.83	46.98	187.83	0.00	-	-	-	-	-	-
D-A	7.71	1.93	7.70	0.00	568.46	0.014	0.01	0.01	6.419	A
D-BC	2.20	0.55	2.20	0.00	398.02	0.006	0.00	0.01	9.140	A
C-ABD	0.00	0.00	0.00	0.00	596.07	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	636.83	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	447.35	0.000	0.00	0.00	0.000	A
A-BCD	5.97	1.49	5.97	0.00	704.75	0.008	0.01	0.01	5.151	A
A-B	2.18	0.55	2.18	0.00	-	-	-	-	-	-
A-C	187.63	46.96	187.63	0.00	-	-	-	-	-	-
D-A	7.71	1.93	7.71	0.00	568.46	0.014	0.01	0.01	6.419	A
D-BC	2.20	0.55	2.20	0.00	396.02	0.006	0.01	0.01	9.140	A
C-ABD	0.00	0.00	0.00	0.00	596.07	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	645.43	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	463.06	0.000	0.00	0.00	0.000	A
A-BCD	4.60	1.15	4.61	0.00	694.19	0.007	0.01	0.01	5.230	A
A-B	1.79	0.45	1.79	0.00	-	-	-	-	-	-
A-C	153.63	38.41	153.63	0.00	-	-	-	-	-	-
D-A	6.29	1.57	6.30	0.00	581.55	0.011	0.01	0.01	6.257	A
D-BC	1.80	0.45	1.80	0.00	412.69	0.004	0.01	0.00	8.762	A
C-ABD	0.00	0.00	0.00	0.00	604.18	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	245.42	61.36	245.42	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	651.66	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	474.43	0.000	0.00	0.00	0.000	A
A-BCD	3.70	0.93	3.71	0.00	686.78	0.005	0.01	0.01	5.278	A
A-B	1.50	0.37	1.50	0.00	-	-	-	-	-	-
A-C	126.81	32.20	126.81	0.00	-	-	-	-	-	-
D-A	5.27	1.32	5.28	0.00	591.01	0.009	0.01	0.01	6.145	A
D-BC	1.51	0.38	1.51	0.00	424.75	0.004	0.00	0.00	8.507	A
C-ABD	0.00	0.00	0.00	0.00	616.95	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	205.53	51.38	205.53	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.08	0.01	5.269	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.13	0.01	5.145	A	A
D-BC	0.05	0.00	6.505	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.11	0.01	5.214	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.16	0.01	6.257	A	A
D-BC	0.06	0.00	8.761	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.14	0.01	5.144	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.20	0.01	6.419	A	A
D-BC	0.08	0.01	9.140	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.14	0.01	5.151	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.21	0.01	6.419	A	A
D-BC	0.08	0.01	9.140	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.11	0.01	5.230	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.17	0.01	6.257	A	A
D-BC	0.07	0.00	8.782	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.09	0.01	5.278	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.14	0.01	6.145	A	A
D-BC	0.06	0.00	8.507	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2020 Base PM Peak, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	DemandSets	D1 - Observed AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - Observed PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	DemandSets	D3 - 2020 Base AM Peak, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D4 - 2020 Base PM Peak, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Base PM Peak, PM	2020 Base PM Peak	PM		ONE HOUR	18:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		6.68	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Pagham Road (N)		Major
B	Barton Close		Minor
C	Pagham Road (S)		Major
D	Summer Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	8.40		0.00		2.28	135.00	✓	0.00
C	9.20		0.00		2.28	130.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	4.90	3.80	2.90	2.80	✓	1.00	27	22
D	One lane plus flare				7.90	2.70	2.70	2.80	2.50	✓	1.00	21	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	652.143	-	-	-	0.228	0.228	0.228	-	0.228	-	-
1	B-AD	534.635	0.084	0.212	-	-	-	0.133	0.303	0.133	0.084	0.212
1	B-C	616.591	0.082	0.206	-	-	-	-	-	-	0.082	0.206
1	C-B	649.248	0.217	0.217	-	-	-	-	-	-	0.217	0.217
1	D-A	639.721	-	-	-	0.222	0.088	0.222	-	0.088	-	-
1	D-BC	488.877	0.126	0.126	0.287	0.201	0.079	0.201	-	0.079	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	329.00	100.000
B	ONE HOUR	✓	12.00	100.000
C	ONE HOUR	✓	152.00	100.000
D	ONE HOUR	✓	11.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	15.000	310.000	4.000
	B	11.000	0.000	1.000	0.000
	C	151.000	1.000	0.000	0.000
	D	9.000	0.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.05	0.94	0.01
	B	0.92	0.00	0.08	0.00
	C	0.99	0.01	0.00	0.00
	D	0.82	0.00	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.021	1.000
	B	1.000	1.000	1.000	1.000
	C	1.051	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	2.100	0.000
	B	0.000	0.000	0.000	0.000
	C	5.100	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	6.67	0.00	?	A	0.92	1.38	0.15	6.49	0.00	0.15	6.49
B-AD	0.03	8.51	0.03	?	A	10.09	15.14	2.05	8.13	0.02	2.05	8.13
A-BCD	0.01	4.65	0.01	?	A	5.68	8.52	0.68	4.76	0.01	0.68	4.76
A-B	-	-	-	-	-	13.67	20.51	-	-	-	-	-
A-C	-	-	-	-	-	262.55	423.82	-	-	-	-	-
D-A	0.02	6.13	0.02	?	A	6.26	12.39	1.24	6.01	0.01	1.24	6.01
D-BC	0.01	6.60	0.01	?	A	1.84	2.75	0.40	6.67	0.00	0.40	6.67
C-ABD	0.00	5.40	0.00	?	A	1.16	1.73	0.18	5.42	0.00	0.18	5.42
C-D	-	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	-	138.32	207.48	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.75	0.19	0.75	0.00	565.68	0.001	0.00	0.00	6.371	A
B-AD	8.28	2.07	8.21	0.00	466.73	0.018	0.00	0.02	7.850	A
A-BCD	4.29	1.07	4.26	0.00	779.04	0.006	0.00	0.01	4.646	A
A-B	11.23	2.81	11.23	0.00	-	-	-	-	-	-
A-C	232.17	58.04	232.17	0.00	-	-	-	-	-	-
D-A	6.78	1.69	6.73	0.00	610.82	0.011	0.00	0.01	5.959	A
D-BC	1.51	0.38	1.49	0.00	428.85	0.004	0.00	0.00	8.423	A
C-ABD	0.90	0.23	0.90	0.00	668.88	0.001	0.00	0.00	5.388	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	113.53	28.38	113.53	0.00	-	-	-	-	-	-

Flow in the southbound direction

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.90	0.22	0.90	0.00	555.33	0.002	0.00	0.00	6.492	A
B-AD	9.89	2.47	9.87	0.00	453.55	0.022	0.02	0.02	8.113	A
A-BCD	5.46	1.37	5.45	0.00	803.38	0.007	0.01	0.01	4.509	A
A-B	13.40	3.35	13.40	0.00	-	-	-	-	-	-
A-C	276.91	69.23	276.91	0.00	-	-	-	-	-	-
D-A	8.09	2.02	8.08	0.00	605.18	0.013	0.01	0.01	6.028	A
D-BC	1.80	0.45	1.79	0.00	417.56	0.004	0.00	0.00	2.658	A
C-ABD	1.12	0.28	1.12	0.00	673.37	0.002	0.00	0.00	5.350	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	135.53	33.88	135.53	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	1.10	0.28	1.10	0.00	541.04	0.002	0.00	0.00	6.666	A
B-AD	12.11	3.03	12.09	0.00	435.33	0.028	0.02	0.03	8.505	A
A-BCD	7.28	1.82	7.27	0.00	836.59	0.009	0.01	0.01	4.338	A
A-B	16.38	4.10	16.38	0.00	-	-	-	-	-	-
A-C	338.57	84.64	338.57	0.00	-	-	-	-	-	-
D-A	9.91	2.48	9.90	0.00	597.40	0.017	0.01	0.02	6.127	A
D-BC	2.20	0.55	2.20	0.00	401.98	0.005	0.00	0.01	9.004	A
C-ABD	1.44	0.36	1.44	0.00	679.93	0.002	0.00	0.00	5.300	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	165.91	41.48	165.91	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	1.10	0.28	1.10	0.00	541.03	0.002	0.00	0.00	6.666	A
B-AD	12.11	3.03	12.11	0.00	435.33	0.028	0.03	0.03	8.505	A
A-BCD	7.28	1.82	7.28	0.00	836.58	0.009	0.01	0.01	4.340	A
A-B	16.38	4.10	16.38	0.00	-	-	-	-	-	-
A-C	338.57	84.64	338.57	0.00	-	-	-	-	-	-
D-A	9.91	2.48	9.91	0.00	597.39	0.017	0.02	0.02	6.127	A
D-BC	2.20	0.55	2.20	0.00	401.98	0.005	0.01	0.01	9.004	A
C-ABD	1.44	0.36	1.44	0.00	679.91	0.002	0.00	0.00	5.305	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	165.91	41.48	165.91	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.90	0.22	0.90	0.00	555.30	0.002	0.00	0.00	6.492	A
B-AD	9.89	2.47	9.91	0.00	453.55	0.022	0.03	0.02	8.116	A
A-BCD	5.46	1.37	5.47	0.00	803.36	0.007	0.01	0.01	4.514	A
A-B	13.40	3.35	13.40	0.00	-	-	-	-	-	-
A-C	276.90	69.23	276.90	0.00	-	-	-	-	-	-
D-A	8.09	2.02	8.10	0.00	605.17	0.013	0.02	0.01	6.031	A
D-BC	1.80	0.45	1.80	0.00	417.55	0.004	0.01	0.00	8.658	A
C-ABD	1.12	0.28	1.12	0.00	673.34	0.002	0.00	0.00	5.363	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	135.53	33.88	135.53	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.75	0.19	0.75	0.00	565.62	0.001	0.00	0.00	6.374	A
B-AD	8.28	2.07	8.30	0.00	456.73	0.018	0.02	0.02	7.654	A
A-BCD	4.29	1.07	4.30	0.00	779.01	0.006	0.01	0.01	4.648	A
A-B	11.23	2.81	11.23	0.00	-	-	-	-	-	-
A-C	232.16	58.04	232.16	0.00	-	-	-	-	-	-
D-A	6.78	1.69	6.79	0.00	610.80	0.011	0.01	0.01	5.961	A
D-BC	1.51	0.38	1.51	0.00	428.82	0.004	0.00	0.00	8.424	A
C-ABD	0.90	0.23	0.91	0.00	668.83	0.001	0.00	0.00	5.395	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	113.53	28.38	113.53	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.371	A	A
B-AD	0.26	0.02	7.850	A	A
A-BCD	0.09	0.01	4.648	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.16	0.01	5.959	A	A
D-BC	0.05	0.00	8.423	A	A
C-ABD	0.02	0.00	5.388	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Summary of the Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.492	A	A
B-AD	0.32	0.02	8.113	A	A
A-BCD	0.11	0.01	4.509	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.20	0.01	8.028	A	A
D-BC	0.06	0.00	8.658	A	A
C-ABD	0.03	0.00	5.350	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.666	A	A
B-AD	0.42	0.03	8.505	A	A
A-BCD	0.14	0.01	4.338	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.25	0.02	6.127	A	A
D-BC	0.08	0.01	9.004	A	A
C-ABD	0.03	0.00	5.300	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.666	A	A
B-AD	0.43	0.03	8.505	A	A
A-BCD	0.14	0.01	4.340	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.25	0.02	6.127	A	A
D-BC	0.08	0.01	9.004	A	A
C-ABD	0.03	0.00	5.305	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.492	A	A
B-AD	0.34	0.02	6.115	A	A
A-BCD	0.11	0.01	4.514	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.21	0.01	6.031	A	A
D-BC	0.07	0.00	8.658	A	A
C-ABD	0.03	0.00	5.363	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.374	A	A
B-AD	0.28	0.02	7.854	A	A
A-BCD	0.09	0.01	4.646	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.17	0.01	5.981	A	A
D-BC	0.05	0.00	8.424	A	A
C-ABD	0.02	0.00	5.395	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015	
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Filename: Proposed Pagham Road-Barton Close-Summer Lane Junction.arc8
Path: X:\Projects\120000\120843 - Summer Lane, Pagham\MODELLING
Report generation date: 14/04/2015 18:06:57

- » (Default Analysis Set) - 2020 Base + Development AM Peak, AM
- » (Default Analysis Set) - 2020 Base + Development PM Peak, PM

Summary of junction performance

AM				
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2020 Base + Development AM Peak				
Stream B-C	0.00	0.00	0.00	A
Stream B-AD	0.00	0.00	0.00	A
Stream A-BCD	0.05	5.38	0.03	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream D-A	0.08	6.86	0.08	A
Stream D-BC	0.01	8.89	0.01	A
Stream C-ABD	0.00	0.00	0.00	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-

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

D5 - 2020 Base + Development AM Peak, AM model duration: 07:45 - 09:15
D6 - 2020 Base + Development PM Peak, PM model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 14/04/2015 18:06:55

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	13/06/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	28.00

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

(Default Analysis Set) - 2020 Base + Development AM Peak, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	DemandSets	D5 - 2020 Base + Development AM Peak, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D6 - 2020 Base + Development PM Peak, PM	Demand Set 6: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relat
2020 Base + Development AM Peak, AM	2020 Base + Development AM Peak, AM	AM		ONE HOUR	07:45	08:15	30	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		8.48	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Pagham Road (N)		Major
B	Barton Close		Minor
C	Pagham Road (S)		Major
D	Summer Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.50		0.00		2.20	135.00	✓	0.00
C	8.80		0.00		2.20	130.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	4.90	3.80	2.90	2.80	✓	1.00	27	22
D	One lane plus flare				8.40	3.00	2.70	2.50	2.50	✓	1.00	22	16

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	652.143	-	-	-	0.236	0.236	0.236	-	0.236	-	-
1	B-AD	532.977	0.085	0.215	-	-	-	0.136	0.308	0.136	0.085	0.215
1	B-C	683.742	0.092	0.233	-	-	-	-	-	-	0.092	0.233
1	C-B	649.248	0.221	0.221	-	-	-	-	-	-	0.221	0.221
1	D-A	642.896	-	-	-	0.233	0.092	0.233	-	0.092	-	-
1	D-BC	512.337	0.139	0.139	0.315	0.220	0.087	0.220	-	0.087	-	-

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.

Demand Set Data Options

Entry Flows

General Flows Data

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

Turning Proportions [Veh] - Junction 1 (for whole period)

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
	A	0.000	0.000	7.000	0.000
	B	0.000	0.000	0.000	0.000
	C	5.500	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queuing Delay (Veh-min)	Average Queuing Delay (s)	Rate Of Queuing Delay (Veh-min/min)	Inclusive Total Queuing Delay (Veh-min)	Inclusive Average Queuing Delay (s)
B-C	0.00	0.00	0.00	?	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B-AD	0.00	0.00	0.00	?	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.03	5.38	0.05	?	A	19.05	23.58	3.19	6.69	0.04	3.19	6.69
A-B	-	-	-	-	-	1.79	2.68	-	-	-	-	-
A-C	-	-	-	-	-	153.51	230.27	-	-	-	-	-
D-A	0.08	8.58	0.08	?	A	35.79	53.68	5.90	8.59	0.07	5.90	8.59
D-BC	0.01	8.69	0.01	?	A	2.75	4.13	0.59	8.50	0.01	0.59	8.50
C-ABD	0.00	0.00	0.00	?	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-D	-	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	-	250.51	375.76	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	650.84	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	473.08	0.000	0.00	0.00	0.000	A
A-BCD	14.80	3.70	14.69	0.00	684.85	0.022	0.00	0.03	5.372	A
A-B	1.47	0.37	1.47	0.00	-	-	-	-	-	-
A-C	126.77	31.69	126.77	0.00	-	-	-	-	-	-
D-A	29.36	7.34	29.15	0.00	591.60	0.050	0.00	0.05	8.399	A
D-BC	2.26	0.56	2.24	0.00	441.22	0.005	0.00	0.01	8.200	A
C-ABD	0.00	0.00	0.00	0.00	609.28	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	205.53	51.38	205.53	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	644.45	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	461.45	0.000	0.00	0.00	0.000	A
A-BCD	18.43	4.61	18.40	0.00	691.90	0.027	0.03	0.03	5.339	A
A-B	1.75	0.44	1.75	0.00	-	-	-	-	-	-
A-C	150.62	37.66	150.62	0.00	-	-	-	-	-	-
D-A	35.06	8.77	35.01	0.00	581.83	0.060	0.05	0.06	6.525	A
D-BC	2.79	0.67	2.69	0.00	427.35	0.008	0.01	0.01	8.477	A
C-ABD	0.00	0.00	0.00	0.00	603.25	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	245.42	61.36	245.42	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	635.62	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	445.37	0.000	0.00	0.00	0.000	A
A-BCD	23.90	5.98	23.85	0.00	701.99	0.034	0.03	0.05	5.301	A
A-B	2.13	0.53	2.13	0.00	-	-	-	-	-	-
A-C	183.16	45.79	183.16	0.00	-	-	-	-	-	-
D-A	42.94	10.73	42.87	0.00	587.83	0.076	0.06	0.08	6.857	A
D-BC	3.30	0.83	3.30	0.00	408.19	0.008	0.01	0.01	8.890	A
C-ABD	0.00	0.00	0.00	0.00	594.93	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	635.61	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	445.37	0.000	0.00	0.00	0.000	A
A-BCD	23.91	5.98	23.91	0.00	701.97	0.034	0.05	0.05	5.311	A
A-B	2.13	0.53	2.13	0.00	-	-	-	-	-	-
A-C	183.15	45.79	183.15	0.00	-	-	-	-	-	-
D-A	42.94	10.73	42.94	0.00	587.83	0.076	0.06	0.08	6.857	A
D-BC	3.30	0.83	3.30	0.00	408.18	0.008	0.01	0.01	8.891	A
C-ABD	0.00	0.00	0.00	0.00	594.92	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	635.61	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	445.37	0.000	0.00	0.00	0.000	A
A-BCD	23.91	5.98	23.91	0.00	701.97	0.034	0.05	0.05	5.311	A
A-B	2.13	0.53	2.13	0.00	-	-	-	-	-	-
A-C	183.15	45.79	183.15	0.00	-	-	-	-	-	-
D-A	42.94	10.73	42.94	0.00	587.83	0.076	0.06	0.08	6.857	A
D-BC	3.30	0.83	3.30	0.00	408.18	0.008	0.01	0.01	8.891	A
C-ABD	0.00	0.00	0.00	0.00	594.92	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	644.44	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	461.44	0.000	0.00	0.00	0.000	A
A-BCD	18.44	4.61	18.48	0.00	691.87	0.027	0.05	0.03	5.355	A
A-B	1.75	0.44	1.75	0.00	-	-	-	-	-	-
A-C	150.61	37.65	150.61	0.00	-	-	-	-	-	-
D-A	35.08	8.77	35.13	0.00	581.62	0.060	0.08	0.06	6.587	A
D-BC	2.79	0.87	2.70	0.00	427.33	0.008	0.01	0.01	8.477	A
C-ABD	0.00	0.00	0.00	0.00	603.24	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	245.42	61.36	245.42	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	0.00	650.83	0.000	0.00	0.00	0.000	A
B-AD	0.00	0.00	0.00	0.00	473.67	0.000	0.00	0.00	0.000	A
A-BCD	14.82	3.71	14.85	0.00	684.80	0.022	0.03	0.03	5.380	A
A-B	1.47	0.37	1.47	0.00	-	-	-	-	-	-
A-C	126.75	31.69	126.75	0.00	-	-	-	-	-	-
D-A	29.36	7.34	29.41	0.00	591.59	0.050	0.06	0.05	6.403	A
D-BC	2.26	0.56	2.26	0.00	441.18	0.005	0.01	0.01	8.203	A
C-ABD	0.00	0.00	0.00	0.00	609.27	0.000	0.00	0.00	0.000	A
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	205.53	51.38	205.53	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.39	0.03	5.372	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.75	0.05	6.399	A	A
D-BC	0.07	0.00	8.200	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Source: Traffic Engineering and Planning, 2010

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AB	0.00	0.00	0.000	A	A
A-BCD	0.51	0.03	5.339	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.94	0.06	6.585	A	A
D-BC	0.89	0.01	8.477	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AB	0.00	0.00	0.000	A	A
A-BCD	0.69	0.05	5.301	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	1.19	0.08	6.857	A	A
D-BC	0.12	0.01	8.890	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AB	0.00	0.00	0.000	A	A
A-BCD	0.69	0.05	5.311	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	1.22	0.08	6.857	A	A
D-BC	0.12	0.01	8.891	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.51	0.03	5.355	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.09	0.07	6.587	A	A
D-BC	0.10	0.01	8.477	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.00	0.00	0.000	A	A
B-AD	0.00	0.00	0.000	A	A
A-BCD	0.40	0.03	5.380	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.20	0.05	5.403	A	A
D-BC	0.08	0.01	8.203	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2020 Base + Development PM Peak, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	DemandSets	D5 - 2020 Base + Development AM Peak, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D6 - 2020 Base + Development PM Peak, PM	Demand Set 6: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relat
2020 Base + Development PM Peak, PM	2020 Base + Development PM Peak	PM		ONE HOUR	18:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		5.83	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Pagham Road (N)		Major
B	Barton Close		Minor
C	Pagham Road (S)		Major
D	Summer Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.50		0.00		2.20	135.00	✓	0.00
C	8.00		0.00		2.20	130.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	4.90	3.60	2.90	2.80	✓	1.00	27	22
D	One lane plus flare				8.40	3.00	2.70	2.50	2.50	✓	1.00	22	18

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

45.00m x 10.00m x 10.00m x 10.00m

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	652.143	-	-	-	0.236	0.236	0.236	-	0.236	-	-
1	B-AD	534.835	0.086	0.216	-	-	-	0.138	0.309	0.138	0.086	0.216
1	B-C	618.591	0.083	0.210	-	-	-	-	-	-	0.083	0.210
1	C-B	649.248	0.221	0.221	-	-	-	-	-	-	0.221	0.221
1	D-A	642.696	-	-	-	0.233	0.092	0.233	-	0.092	-	-
1	D-BC	512.337	0.139	0.139	0.315	0.220	0.087	0.220	-	0.087	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	368.00	100.000
B	ONE HOUR	✓	12.00	100.000
C	ONE HOUR	✓	153.00	100.000
D	ONE HOUR	✓	38.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	15.000	310.000	35.000
	B	11.000	8.000	1.000	0.000
	C	151.000	1.000	0.000	1.000
	D	27.000	0.000	3.000	0.000

Flow scaling factors are used to adjust the flow to the design flow rate.

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.04	0.06	0.10
	B	0.92	0.00	0.03	0.00
	C	0.99	0.01	0.00	0.01
	D	0.90	0.00	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.021	1.000
	B	1.000	1.000	1.000	1.000
	C	1.051	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	2.100	0.000
	B	0.000	0.000	0.000	0.000
	C	5.100	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	6.69	0.00	?	A	0.92	1.38	0.15	6.51	0.00	0.15	6.51
B-AD	0.03	8.55	0.03	?	A	10.09	15.14	2.06	8.17	0.02	2.06	8.17
A-BCD	0.08	4.87	0.15	?	A	50.67	75.01	9.50	7.50	0.11	9.50	7.50
A-B	-	-	-	-	-	12.91	19.36	-	-	-	-	-
A-C	-	-	-	-	-	266.75	400.14	-	-	-	-	-
D-A	0.05	6.33	0.05	?	A	24.78	37.16	3.82	6.17	0.04	3.82	6.17
D-BC	0.01	6.39	0.01	?	A	2.75	4.13	0.59	3.50	0.01	0.59	3.50
C-ABD	0.00	5.40	0.00	?	A	1.16	1.74	0.16	5.43	0.00	0.16	5.43
C-D	-	-	-	-	-	0.92	1.37	-	-	-	-	-
C-A	-	-	-	-	-	138.32	207.48	-	-	-	-	-

By JTL on 14/04/2015 17:24:26

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.75	0.19	0.75	0.00	554.49	0.001	0.00	0.00	6.385	A
B-AD	8.28	2.07	8.21	0.00	465.09	0.018	0.00	0.02	7.678	A
A-BCD	37.53	9.38	37.24	0.00	777.00	0.048	0.00	0.07	4.860	A
A-B	10.78	2.69	10.78	0.00	-	-	-	-	-	-
A-C	222.72	55.68	222.72	0.00	-	-	-	-	-	-
D-A	20.33	5.08	20.19	0.00	612.29	0.033	0.00	0.03	6.078	A
D-BC	2.26	0.56	2.24	0.00	441.17	0.005	0.00	0.01	8.201	A
C-ABD	0.90	0.23	0.90	0.00	568.20	0.001	0.00	0.00	5.394	A
C-D	0.75	0.19	0.75	0.00	-	-	-	-	-	-
C-A	113.53	28.38	113.53	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.90	0.22	0.90	0.00	553.90	0.002	0.00	0.00	6.509	A
B-AD	9.89	2.47	9.87	0.00	451.58	0.022	0.02	0.02	8.150	A
A-BCD	47.86	11.96	47.76	0.00	801.98	0.060	0.07	0.10	4.773	A
A-B	12.73	3.18	12.73	0.00	-	-	-	-	-	-
A-C	263.05	65.76	263.05	0.00	-	-	-	-	-	-
D-A	24.27	6.07	24.24	0.00	605.31	0.040	0.03	0.04	6.194	A
D-BC	2.70	0.67	2.69	0.00	427.26	0.006	0.01	0.01	8.478	A
C-ABD	1.12	0.28	1.12	0.00	672.56	0.002	0.00	0.00	5.357	A
C-D	0.90	0.22	0.90	0.00	-	-	-	-	-	-
C-A	135.53	33.88	135.53	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	1.10	0.28	1.10	0.00	539.29	0.002	0.00	0.00	6.688	A
B-AD	12.11	3.03	12.09	0.00	432.90	0.028	0.02	0.03	8.554	A
A-BCD	68.50	16.63	68.31	0.00	840.90	0.079	0.10	0.14	4.647	A
A-B	15.22	3.61	15.22	0.00	-	-	-	-	-	-
A-C	314.64	78.66	314.64	0.00	-	-	-	-	-	-
D-A	29.73	7.43	29.69	0.00	598.05	0.050	0.04	0.05	6.333	A
D-BC	3.30	0.83	3.30	0.00	408.12	0.008	0.01	0.01	8.892	A
C-ABD	1.45	0.36	1.44	0.00	678.96	0.002	0.00	0.00	5.308	A
C-D	1.10	0.27	1.10	0.00	-	-	-	-	-	-
C-A	165.91	41.48	165.91	0.00	-	-	-	-	-	-

ARUN DISTRICT COUNCIL P/58/15/OUT

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	1.10	0.28	1.10	0.00	539.25	0.002	0.00	0.00	6.688	A
B-AD	12.11	3.03	12.11	0.00	432.83	0.028	0.03	0.03	8.555	A
A-BCD	66.57	16.64	66.56	0.00	840.95	0.079	0.14	0.15	4.651	A
A-B	15.22	3.81	15.22	0.00	-	-	-	-	-	-
A-C	314.58	78.64	314.58	0.00	-	-	-	-	-	-
D-A	29.73	7.43	29.73	0.00	598.04	0.050	0.05	0.05	6.333	A
D-BC	3.30	0.83	3.30	0.00	408.07	0.008	0.01	0.01	8.893	A
C-ABD	1.45	0.36	1.45	0.00	678.93	0.002	0.00	0.00	5.313	A
C-D	1.10	0.27	1.10	0.00	-	-	-	-	-	-
C-A	165.91	41.48	165.91	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.90	0.22	0.90	0.00	553.84	0.002	0.00	0.00	6.509	A
B-AD	9.89	2.47	9.91	0.00	451.54	0.022	0.03	0.02	8.153	A
A-BCD	47.93	11.98	48.12	0.00	802.04	0.060	0.15	0.10	4.783	A
A-B	12.72	3.18	12.72	0.00	-	-	-	-	-	-
A-C	262.98	65.74	262.98	0.00	-	-	-	-	-	-
D-A	24.27	6.07	24.31	0.00	606.29	0.040	0.05	0.04	6.187	A
D-BC	2.70	0.67	2.70	0.00	427.18	0.006	0.01	0.01	8.480	A
C-ABD	1.12	0.28	1.12	0.00	672.50	0.002	0.00	0.00	5.369	A
C-D	0.90	0.22	0.90	0.00	-	-	-	-	-	-
C-A	135.52	33.88	135.52	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	0.75	0.19	0.75	0.00	564.41	0.001	0.00	0.00	6.388	A
B-AD	8.28	2.07	8.30	0.00	465.07	0.018	0.02	0.02	7.821	A
A-BCD	37.64	9.41	37.74	0.00	777.83	0.048	0.10	0.07	4.870	A
A-B	10.77	2.89	10.77	0.00	-	-	-	-	-	-
A-C	222.61	55.65	222.61	0.00	-	-	-	-	-	-
D-A	20.33	5.08	20.36	0.00	612.26	0.033	0.04	0.03	6.084	A
D-BC	2.28	0.58	2.28	0.00	441.05	0.005	0.01	0.01	8.205	A
C-ABD	0.91	0.23	0.91	0.00	668.12	0.001	0.00	0.00	5.299	A
C-D	0.75	0.19	0.75	0.00	-	-	-	-	-	-
C-A	113.53	28.38	113.53	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.385	A	A
B-AD	0.26	0.02	7.272	A	A
A-BCD	1.87	0.07	4.868	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.50	0.03	6.078	A	A
D-BC	0.07	0.00	6.201	A	A
C-ABD	0.02	0.00	5.394	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.509	A	A
B-AD	0.33	0.02	8.150	A	A
A-BCD	1.45	0.10	4.773	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.61	0.04	6.184	A	A
D-BC	0.09	0.01	6.478	A	A
C-ABD	0.03	0.00	5.357	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.688	A	A
B-AD	0.42	0.03	8.554	A	A
A-BCD	2.18	0.15	4.647	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.77	0.05	6.333	A	A
D-BC	0.12	0.01	6.892	A	A
C-ABD	0.03	0.00	5.308	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Source: JTS 8.0.2.316, Junctions 8, 14/04/2015 18:07:06

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.668	A	A
B-AD	0.43	0.03	8.555	A	A
A-BCD	2.21	0.15	4.651	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.78	0.05	6.333	A	A
D-BC	0.12	0.01	8.893	A	A
C-ABD	0.03	0.00	5.313	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.03	0.00	6.509	A	A
B-AD	0.35	0.02	8.153	A	A
A-BCD	1.48	0.10	4.783	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.64	0.04	6.187	A	A
D-BC	0.10	0.01	8.480	A	A
C-ABD	0.03	0.00	5.369	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.02	0.00	6.368	A	A
B-AD	0.28	0.02	7.881	A	A
A-BCD	1.10	0.07	4.870	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-A	0.53	0.04	6.084	A	A
D-BC	0.08	0.01	8.205	A	A
C-ABD	0.02	0.00	5.399	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-