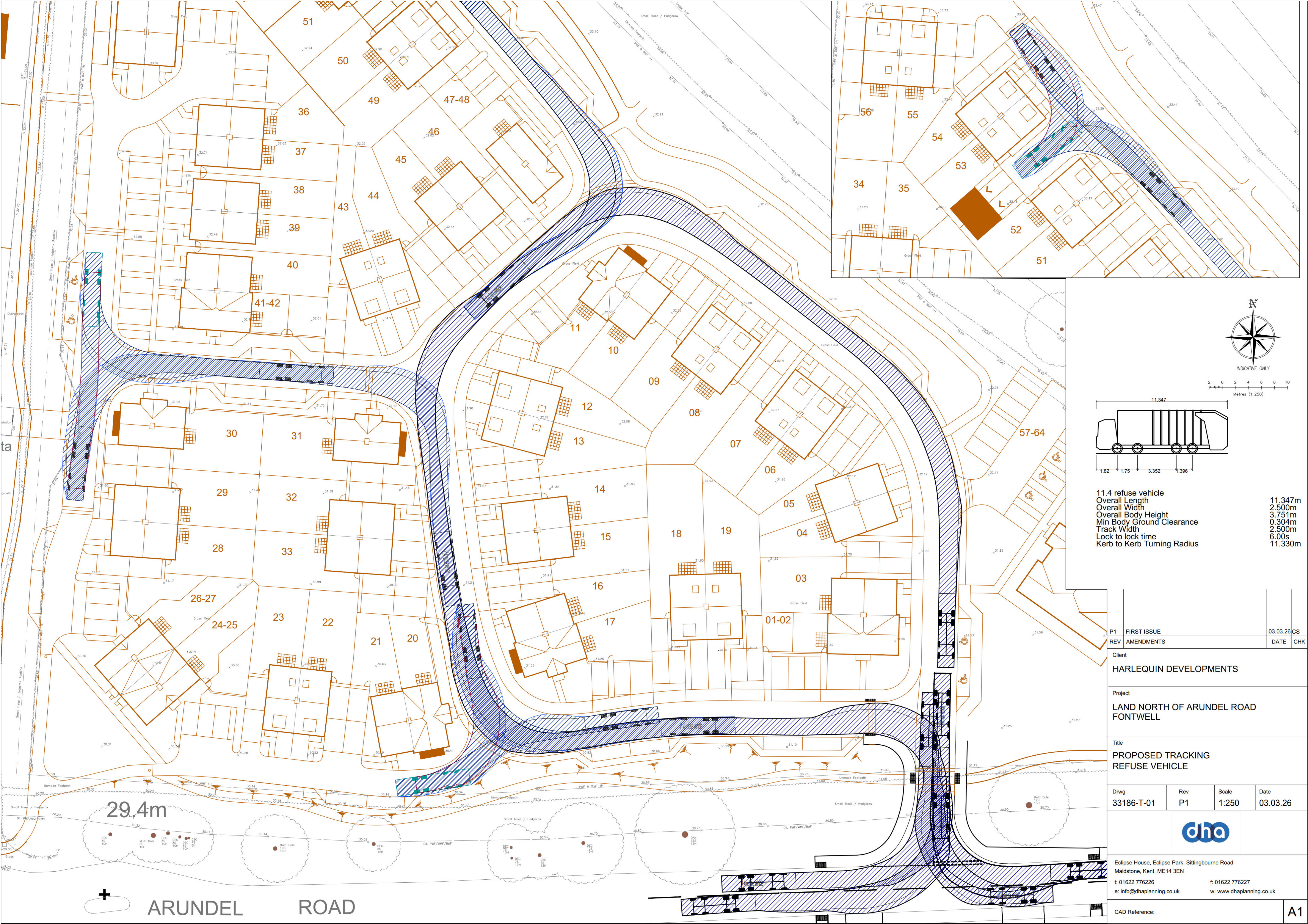
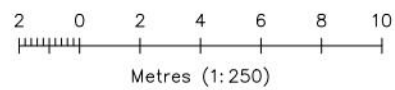
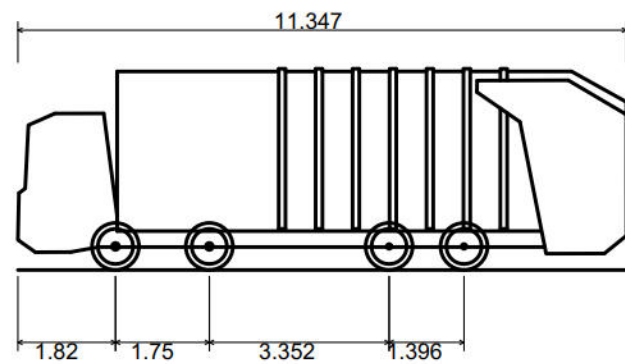


APPENDIX G





INDICATIVE ONLY



11.4 refuse vehicle
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.330m

P1	FIRST ISSUE	03.03.26	CS
REV	AMENDMENTS	DATE	CHK

Client
HARLEQUIN DEVELOPMENTS

Project
**LAND NORTH OF ARUNDEL ROAD
FONTWELL**

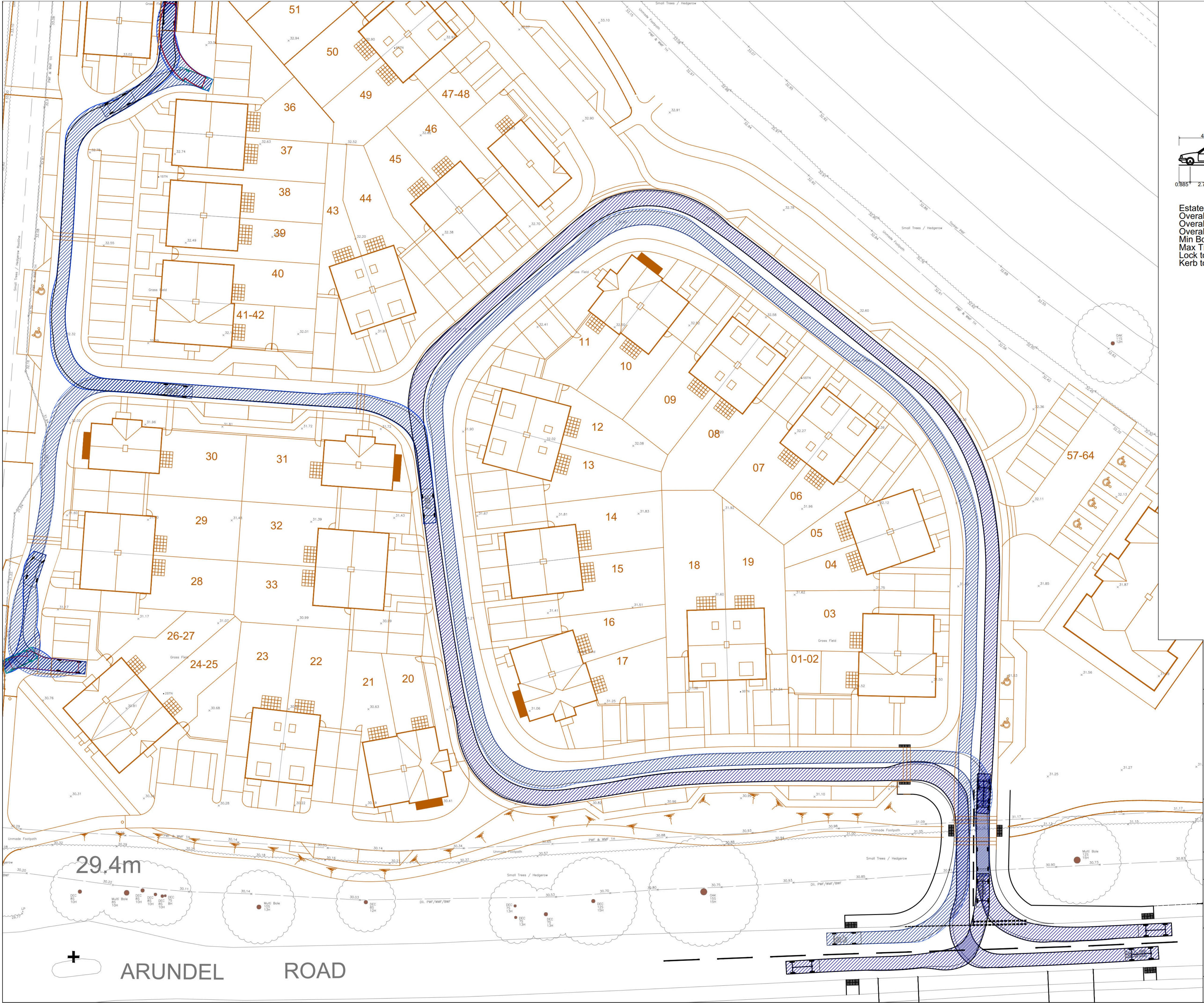
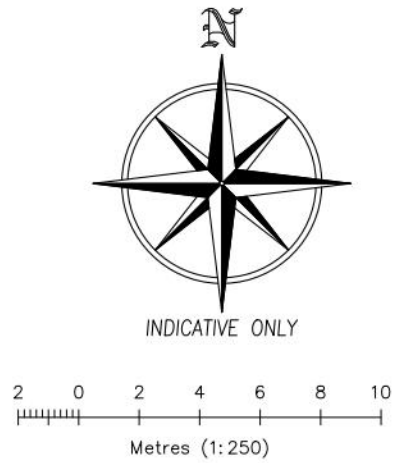
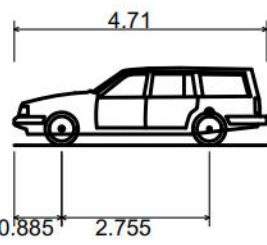
Title
**PROPOSED TRACKING
REFUSE VEHICLE**

Dwg 33186-T-01	Rev P1	Scale 1:250	Date 03.03.26
-------------------	-----------	----------------	------------------



Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent, ME14 3EN
t: 01622 776226
e: info@dhaplanning.co.uk
f: 01622 776227
w: www.dhaplanning.co.uk

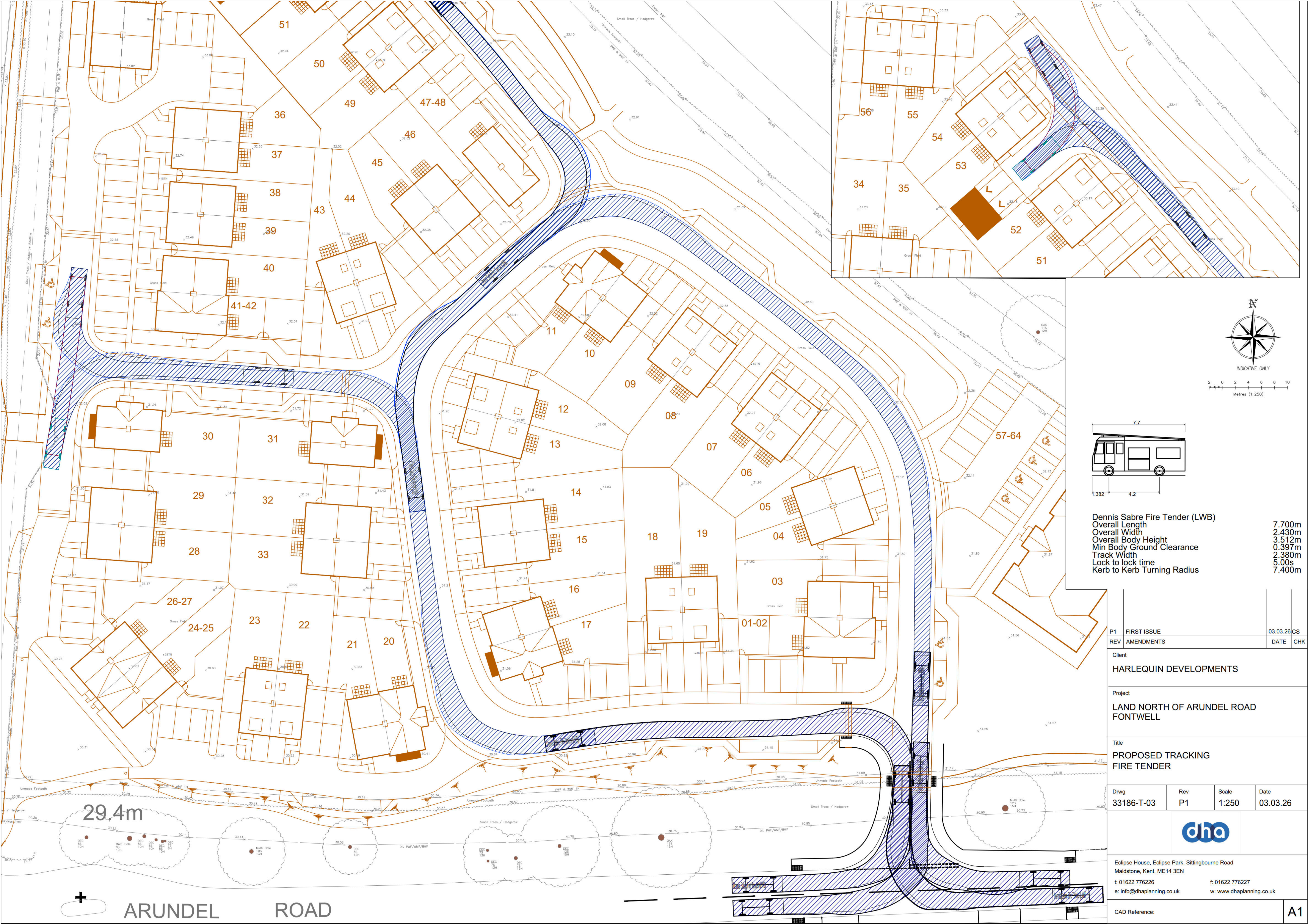
CAD Reference: A1

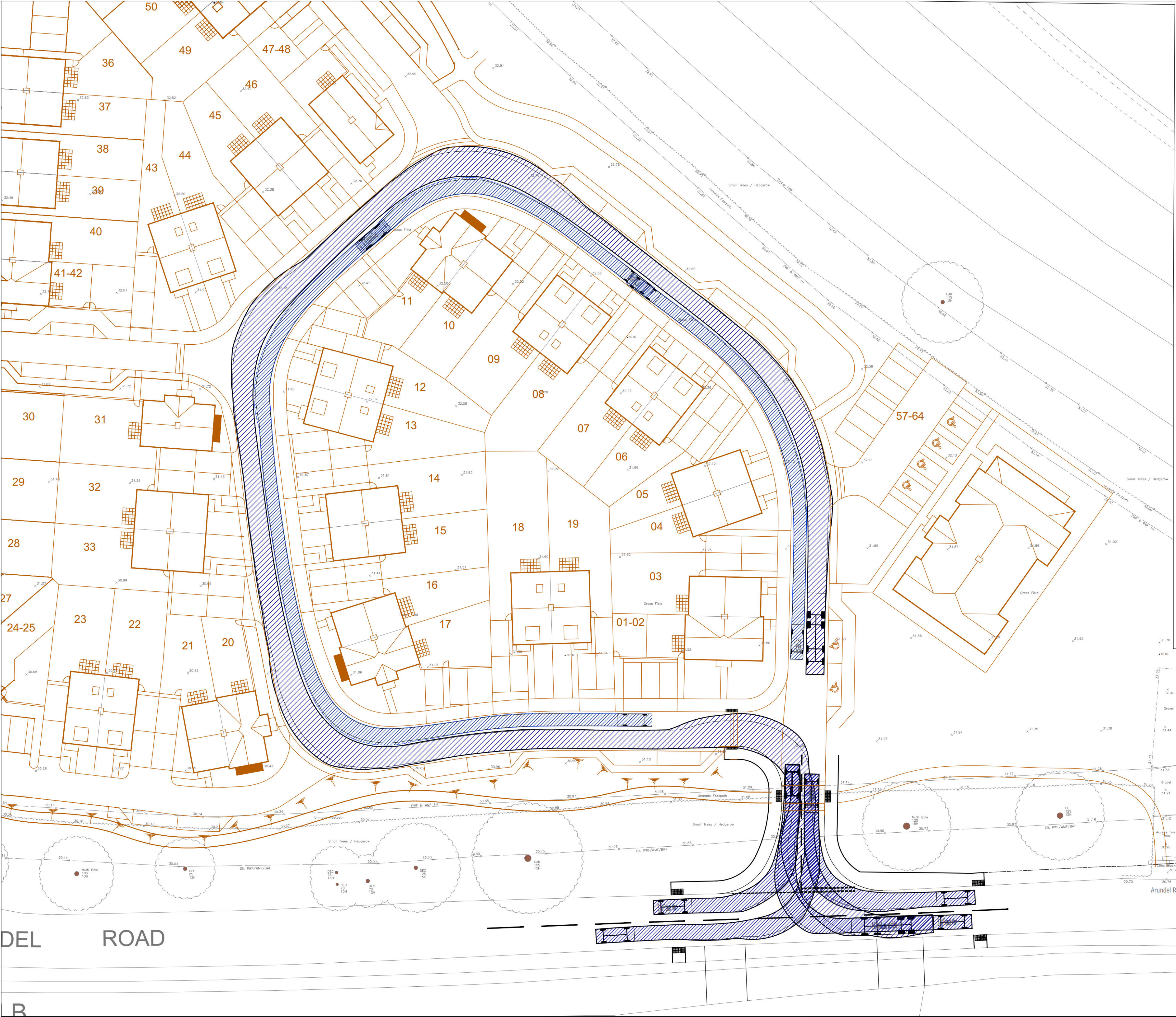
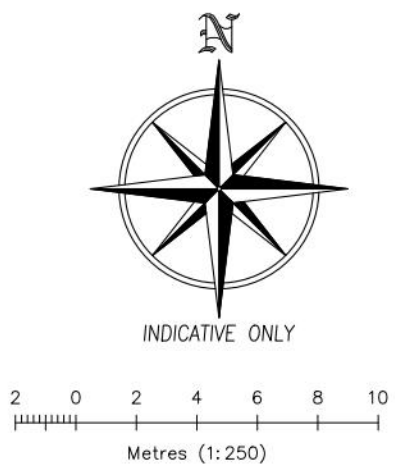
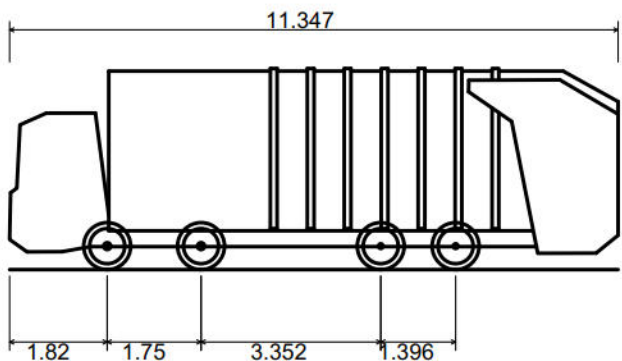


Estate Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to kerb Turning Radius

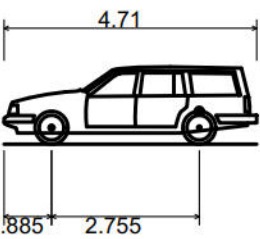
4.710m
1.804m
1.442m
0.207m
1.756m
4.00s
5.950m

P1	FIRST ISSUE	03.03.26	CS
REV	AMENDMENTS	DATE	CHK
Client			
HARLEQUIN DEVELOPMENTS			
Project			
LAND NORTH OF ARUNDEL ROAD FONTWELL			
Title			
PROPOSED TRACKING CAR			
Drwg	Rev	Scale	Date
33186-T-02	P1	1:250	03.03.26
Eclipse House, Eclipse Park, Sittingbourne Road Maidstone, Kent. ME14 3EN			
t: 01622 776226		f: 01622 776227	
e: info@dhaplanning.co.uk		w: www.dhaplanning.co.uk	
CAD Reference:			A1





11.4 refuse vehicle
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.330m



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

P1	FIRST ISSUE	03.03.26	CS
REV	AMENDMENTS	DATE	CHK
Client			
HARLEQUIN DEVELOPMENTS			
Project			
LAND NORTH OF ARUNDEL ROAD FONTWELL			
Title			
PROPOSED TRACKING REFUSE/CAR PASSING			
Dwng	Rev	Scale	Date
33186-T-04	P1	1:250	03.03.26
Eclipse House, Eclipse Park, Sittingbourne Road Maidstone, Kent. ME14 3EN t: 01622 776226 e: info@dhaplanning.co.uk			
f: 01622 776227 w: www.dhaplanning.co.uk			
CAD Reference:			A1

APPENDIX

H



Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 40 - 90 DWELLS

Actual Trip Rate Calculation Parameter Range: 40 - 86 DWELLS

Date Range: Minimum: 01/01/2018 Maximum: 30/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 600 2348

Days of the week selected:

Friday	2
Thursday	2
Tuesday	5
Wednesday	2

Main Location Types selected:

Edge of Town	11
--------------	----

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	10
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	2
10,001 to 15,000	4
15,001 to 20,000	1
20,001 to 25,000	1
5,001 to 10,000	3

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Population <5 Mile ranges selected:

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

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	8
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	11
-----------------	----

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
	HC	HAMPSHIRE	2 days
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	5 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day

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

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	40 to 86 (units:DWELLS)
Range Selected by User:	40 to 90 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/18 to 30/06/25

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:	
Friday	2 days
Thursday	2 days
Tuesday	5 days
Wednesday	2 days

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

Selected survey types:	
Manual count	11
Direction ATC Count	0

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	11 days

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

Selected Location Sub Categories:	
No Sub Category	2 days
Out of Town	1 days
Residential Zone	8 days

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.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	10 days

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Secondary Filtering Selection:

Use Class:

C3	11 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

419 - 2983

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	4 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

25,001 to 50,000	3 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	8 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
Yes	10 surveys

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

PTAL Rating:

No PTAL Present	11 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

LIST OF SITES relevant to selection parameters:

Site 1:	DC-03-A-09	Site area:	1.649999976158142 hect
Development Name:	MIXED HOUSES	Number of dwellings:	50 DWELLS
Location:	SHAFTESBURY	Housing density:	31.06
Postcode:	SP7 8TU	Total Bedrooms:	166.00
Main Location Type:	Edge of Town	Survey Date:	19/11/2021
Sub Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a		
Site 2:	ES-03-A-22	Site area:	2.5 hect
Development Name:	MIXED HOUSES	Number of dwellings:	85 DWELLS
Location:	NEWHAVEN	Housing density:	40.67
Postcode:	BN9 9FF	Total Bedrooms:	247.00
Main Location Type:	Edge of Town	Survey Date:	22/04/2025
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 3:	HC-03-A-27	Site area:	2.5 hect
Development Name:	MIXED HOUSES	Number of dwellings:	73 DWELLS
Location:	ANDOVER	Housing density:	30.42
Postcode:	SP11 6ZQ	Total Bedrooms:	205.00
Main Location Type:	Edge of Town	Survey Date:	16/11/2021
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 4:	HC-03-A-31	Site area:	2.1700000762939453 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	44 DWELLS
Location:	LIPHOOK	Housing density:	35.20
Postcode:	GU30 7WU	Total Bedrooms:	125.00
Main Location Type:	Edge of Town	Survey Date:	07/10/2022
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site 5:	NF-03-A-05	Site area:	1.5700000524520874 hect
Development Name:	MIXED HOUSES	Number of dwellings:	40 DWELLS
Location:	HOLT	Housing density:	26.32
Postcode:	NR25 6GA	Total Bedrooms:	116.00
Main Location Type:	Edge of Town	Survey Date:	19/09/2019
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 6:	NF-03-A-25	Site area:	3.0999999046325684 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	55 DWELLS
Location:	GORLESTON-ON-SEA	Housing density:	26.70
Postcode:	NR31 9BG	Total Bedrooms:	171.00
Main Location Type:	Edge of Town	Survey Date:	21/09/2021
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 7:	NF-03-A-34	Site area:	3.1500000953674316 hect
Development Name:	MIXED HOUSES	Number of dwellings:	80 DWELLS
Location:	SWAFFHAM	Housing density:	31.13
Postcode:	PE37 8GY	Total Bedrooms:	256.00
Main Location Type:	Edge of Town	Survey Date:	27/09/2022
Sub Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a		
Site 8:	NF-03-A-36	Site area:	3.200000047683716 hect
Development Name:	MIXED HOUSES	Number of dwellings:	75 DWELLS
Location:	WYMONDHAM	Housing density:	23.44
Postcode:	NR18 9GH	Total Bedrooms:	216.00
Main Location Type:	Edge of Town	Survey Date:	29/09/2022
Sub Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a		

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Site 9:	NF-03-A-37	Site area:	1.6399999856948853 hect
Development Name:	MIXED HOUSES	Number of dwellings:	44 DWELLS
Location:	DEREHAM	Housing density:	32.35
Postcode:	NR20 3TY	Total Bedrooms:	141.00
Main Location Type:	Edge of Town	Survey Date:	27/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 10:	NY-03-A-14	Site area:	2.9000000953674316 hect
Development Name:	DETACHED & BUNGALOWS	Number of dwellings:	45 DWELLS
Location:	RIPON	Housing density:	18.75
Postcode:	HG4 1EJ	Total Bedrooms:	153.00
Main Location Type:	Edge of Town	Survey Date:	18/05/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 11:	WS-03-A-10	Site area:	2.2699999809265137 hect
Development Name:	MIXED HOUSES	Number of dwellings:	79 DWELLS
Location:	LITTLEHAMPTON	Housing density:	50.64
Postcode:	BN17 7PL	Total Bedrooms:	249.00
Main Location Type:	Edge of Town	Survey Date:	07/11/2018
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DE-03-A-05 20-05-2022	20-05-2022	Not in England/Scotland/Wales
DL-03-A-10 20-06-2018	20-06-2018	Not in England/Scotland/Wales
IM-03-A-05 21-05-2024	21-05-2024	Not in England/Scotland/Wales
ME-03-A-01 30-10-2024	30-10-2024	Not in England/Scotland/Wales
TI-03-A-01 17-06-2021	17-06-2021	COVID-19 Restrictions
WC-03-A-01 28-05-2018	28-05-2018	Not in England/Scotland/Wales

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.179	0.315	0.494
17:00-18:00	0.340	0.164	0.504

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	11	61	0.100	0.327	0.427
08:00-09:00	11	61	0.179	0.315	0.494
09:00-10:00	11	61	0.127	0.169	0.296
10:00-11:00	11	61	0.133	0.167	0.300
11:00-12:00	11	61	0.140	0.169	0.309
12:00-13:00	11	61	0.197	0.172	0.369
13:00-14:00	11	61	0.173	0.163	0.336
14:00-15:00	11	61	0.170	0.184	0.354
15:00-16:00	11	61	0.296	0.175	0.471
16:00-17:00	11	61	0.293	0.222	0.515
17:00-18:00	11	61	0.340	0.164	0.504
18:00-19:00	11	61	0.240	0.163	0.403
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.388	2.390	4.778

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

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

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Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Parameter Summary:

Trip rate parameter range selected:	40 - 90 (units: DWELLS)
Survey date date range:	07/11/2018 - 22/04/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	11	61	0.003	0.010	0.013
08:00-09:00	11	61	0.000	0.012	0.012
09:00-10:00	11	61	0.007	0.003	0.010
10:00-11:00	11	61	0.004	0.007	0.011
11:00-12:00	11	61	0.000	0.001	0.001
12:00-13:00	11	61	0.006	0.003	0.009
13:00-14:00	11	61	0.003	0.000	0.003
14:00-15:00	11	61	0.003	0.001	0.004
15:00-16:00	11	61	0.000	0.004	0.004
16:00-17:00	11	61	0.009	0.003	0.012
17:00-18:00	11	61	0.009	0.006	0.015
18:00-19:00	11	61	0.006	0.004	0.010
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.050	0.054	0.104

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

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

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Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Parameter Summary:

Trip rate parameter range selected:	40 - 90 (units: DWELLS)
Survey date date range:	07/11/2018 - 22/04/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

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

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	11	61	0.001	0.000	0.001
08:00-09:00	11	61	0.000	0.001	0.001
09:00-10:00	11	61	0.000	0.000	0.000
10:00-11:00	11	61	0.000	0.000	0.000
11:00-12:00	11	61	0.000	0.000	0.000
12:00-13:00	11	61	0.000	0.000	0.000
13:00-14:00	11	61	0.000	0.000	0.000
14:00-15:00	11	61	0.000	0.000	0.000
15:00-16:00	11	61	0.000	0.000	0.000
16:00-17:00	11	61	0.001	0.001	0.002
17:00-18:00	11	61	0.000	0.000	0.000
18:00-19:00	11	61	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.002	0.002	0.004

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

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

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Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Parameter Summary:

Trip rate parameter range selected:	40 - 90 (units: DWELLS)
Survey date date range:	27/09/2022 - 27/09/2022
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	11	61	0.000	0.000	0.000
08:00-09:00	11	61	0.001	0.000	0.001
09:00-10:00	11	61	0.006	0.006	0.012
10:00-11:00	11	61	0.001	0.001	0.002
11:00-12:00	11	61	0.004	0.007	0.011
12:00-13:00	11	61	0.000	0.000	0.000
13:00-14:00	11	61	0.001	0.000	0.001
14:00-15:00	11	61	0.000	0.000	0.000
15:00-16:00	11	61	0.001	0.003	0.004
16:00-17:00	11	61	0.000	0.000	0.000
17:00-18:00	11	61	0.001	0.001	0.002
18:00-19:00	11	61	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.015	0.018	0.033

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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Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Parameter Summary:

Trip rate parameter range selected:	40 - 90 (units: DWELLS)
Survey date date range:	07/11/2018 - 07/10/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

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

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	11	61	0.004	0.004	0.008
08:00-09:00	11	61	0.006	0.006	0.012
09:00-10:00	11	61	0.000	0.000	0.000
10:00-11:00	11	61	0.001	0.001	0.002
11:00-12:00	11	61	0.001	0.001	0.002
12:00-13:00	11	61	0.004	0.004	0.008
13:00-14:00	11	61	0.001	0.000	0.001
14:00-15:00	11	61	0.001	0.003	0.004
15:00-16:00	11	61	0.003	0.003	0.006
16:00-17:00	11	61	0.004	0.004	0.008
17:00-18:00	11	61	0.004	0.004	0.008
18:00-19:00	11	61	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.030	0.031	0.061

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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Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Parameter Summary:

Trip rate parameter range selected:	40 - 90 (units: DWELLS)
Survey date date range:	07/11/2018 - 22/04/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

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

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	11	61	0.082	0.288	0.370
08:00-09:00	11	61	0.151	0.278	0.429
09:00-10:00	11	61	0.106	0.142	0.248
10:00-11:00	11	61	0.100	0.127	0.227
11:00-12:00	11	61	0.107	0.131	0.238
12:00-13:00	11	61	0.169	0.137	0.306
13:00-14:00	11	61	0.134	0.137	0.271
14:00-15:00	11	61	0.139	0.160	0.299
15:00-16:00	11	61	0.245	0.133	0.378
16:00-17:00	11	61	0.255	0.178	0.433
17:00-18:00	11	61	0.296	0.146	0.442
18:00-19:00	11	61	0.221	0.154	0.375
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.005	2.011	4.016

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

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

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Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Parameter Summary:

Trip rate parameter range selected:	40 - 90 (units: DWELLS)
Survey date date range:	07/11/2018 - 22/04/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

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

LGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	11	61	0.012	0.031	0.043
08:00-09:00	11	61	0.019	0.030	0.049
09:00-10:00	11	61	0.015	0.019	0.034
10:00-11:00	11	61	0.027	0.031	0.058
11:00-12:00	11	61	0.027	0.028	0.055
12:00-13:00	11	61	0.022	0.030	0.052
13:00-14:00	11	61	0.034	0.024	0.058
14:00-15:00	11	61	0.030	0.019	0.049
15:00-16:00	11	61	0.046	0.034	0.080
16:00-17:00	11	61	0.027	0.037	0.064
17:00-18:00	11	61	0.034	0.012	0.046
18:00-19:00	11	61	0.016	0.006	0.022
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.309	0.301	0.610

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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Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Parameter Summary:

Trip rate parameter range selected:	40 - 90 (units: DWELLS)
Survey date date range:	07/11/2018 - 22/04/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

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

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	11	61	0.000	0.003	0.003
08:00-09:00	11	61	0.001	0.000	0.001
09:00-10:00	11	61	0.000	0.001	0.001
10:00-11:00	11	61	0.003	0.006	0.009
11:00-12:00	11	61	0.000	0.000	0.000
12:00-13:00	11	61	0.001	0.000	0.001
13:00-14:00	11	61	0.001	0.001	0.002
14:00-15:00	11	61	0.000	0.001	0.001
15:00-16:00	11	61	0.000	0.001	0.001
16:00-17:00	11	61	0.004	0.001	0.005
17:00-18:00	11	61	0.004	0.000	0.004
18:00-19:00	11	61	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.015	0.015	0.030

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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Audit Code: 2690b876-2aac-43c5-9277-766df0f4ab1c

Parameter Summary:

Trip rate parameter range selected:	40 - 90 (units: DWELLS)
Survey date date range:	21/09/2021 - 22/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

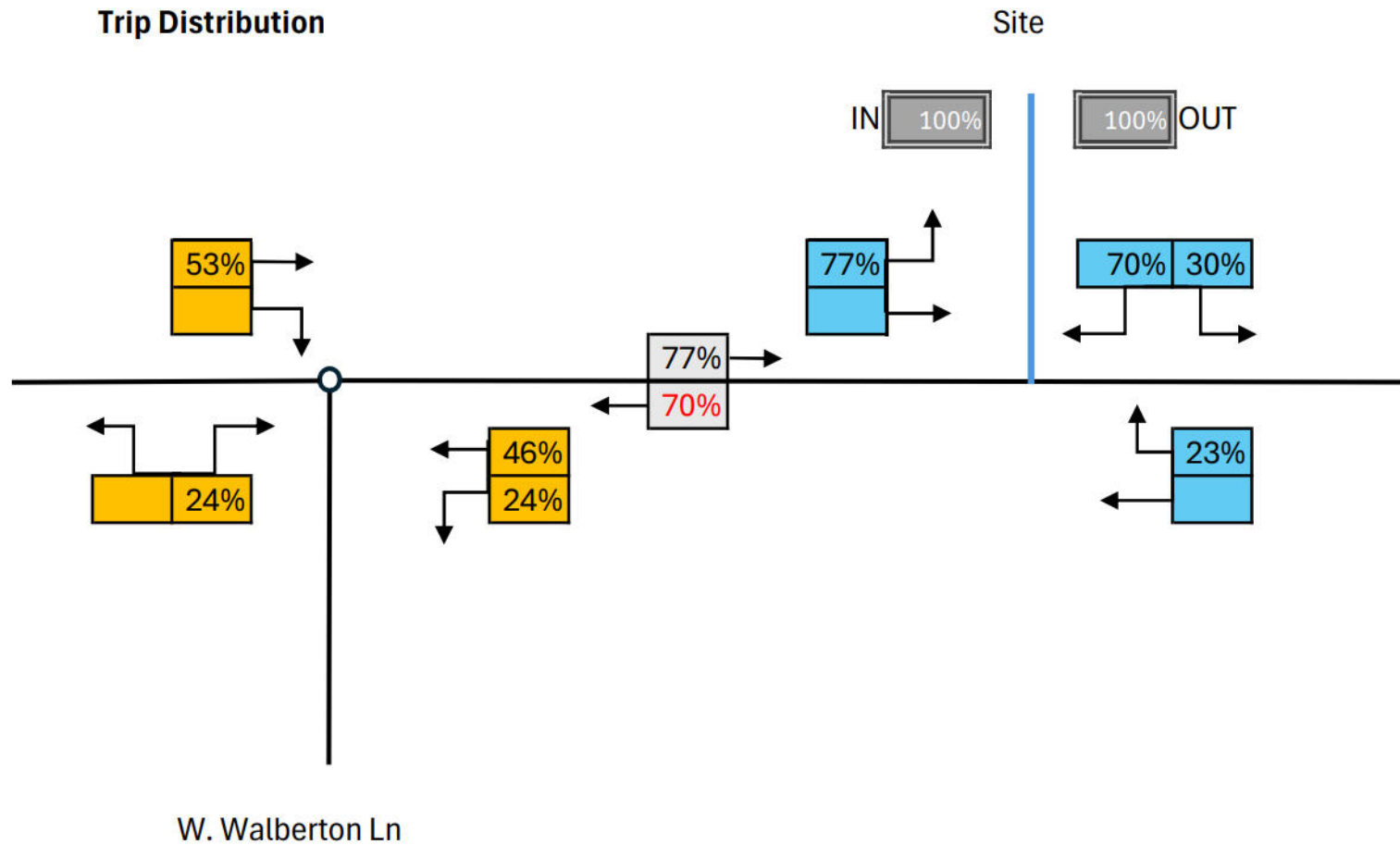
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

APPENDIX

I



Trip Distribution

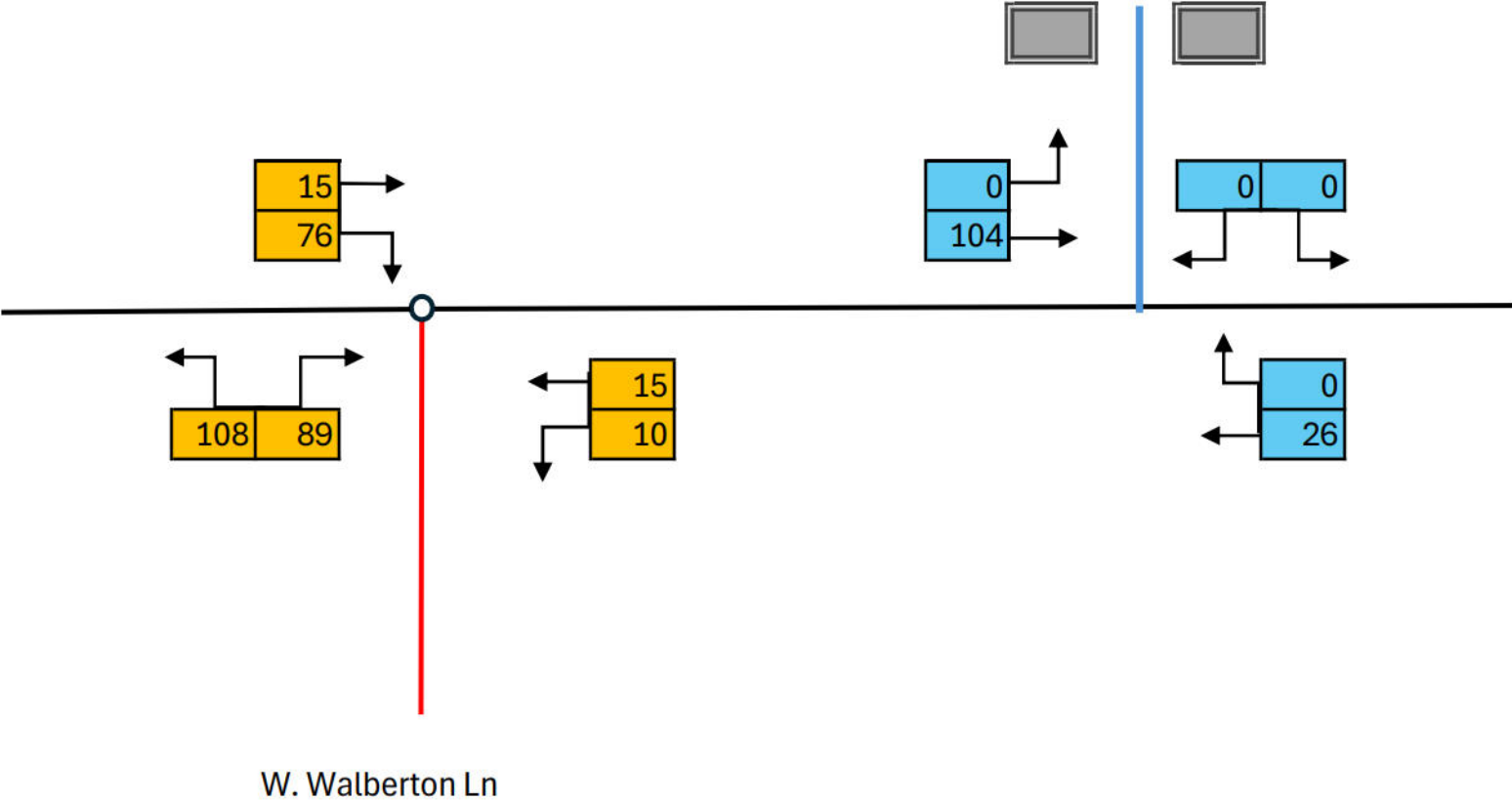


APPENDIX

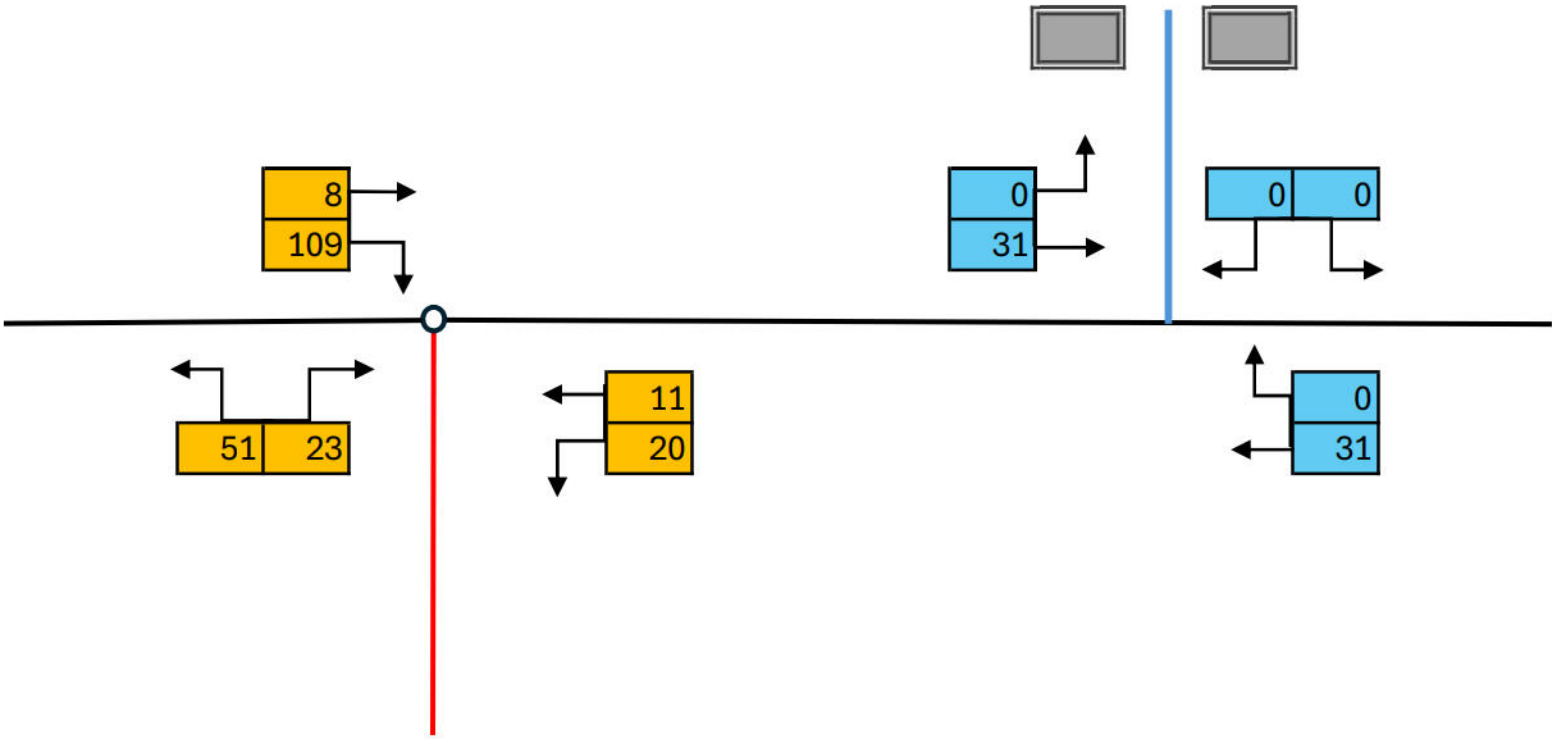
J



2026 Base Flows AM

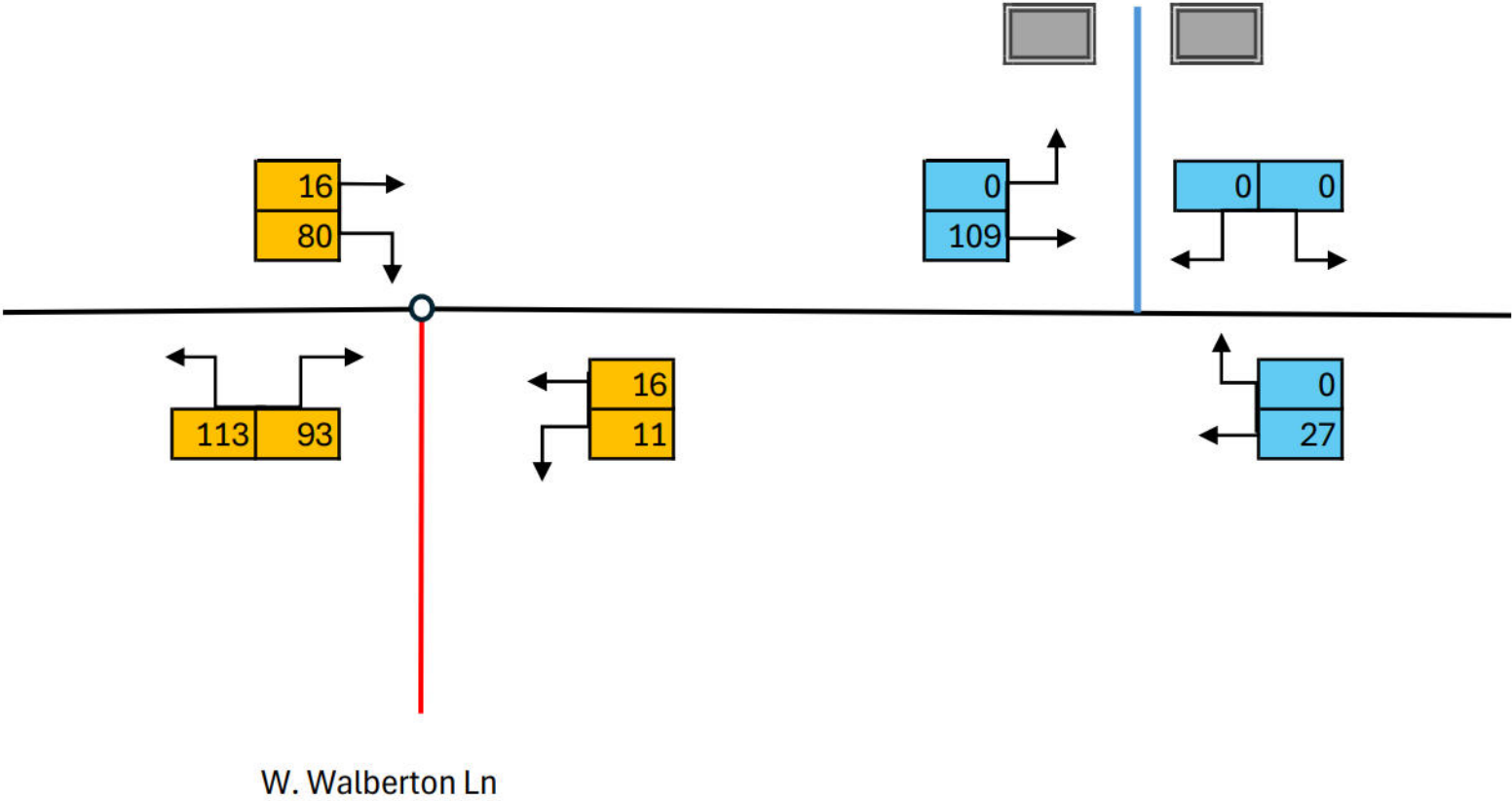


2026 Base Flows PM

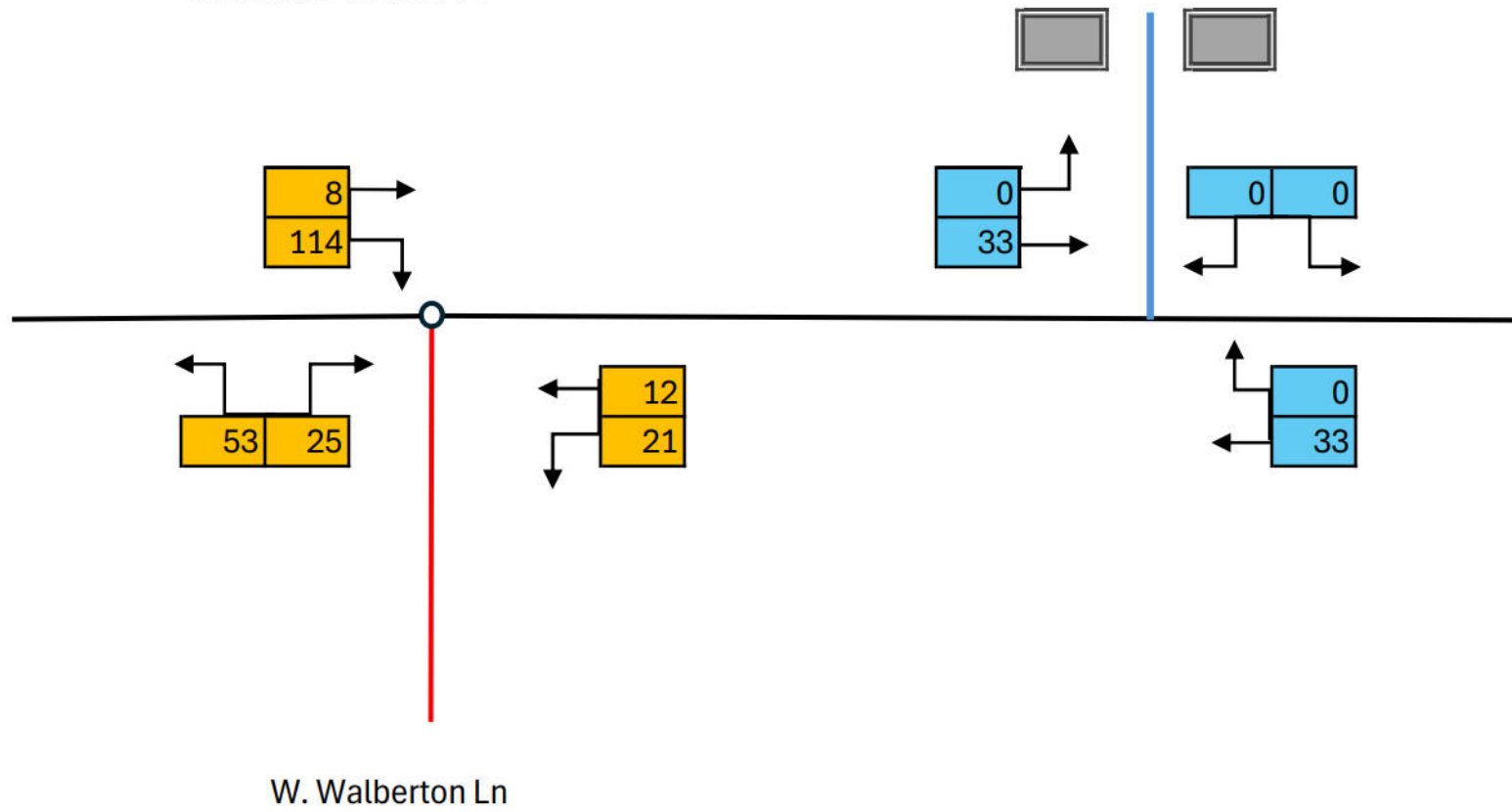


W. Walberton Ln

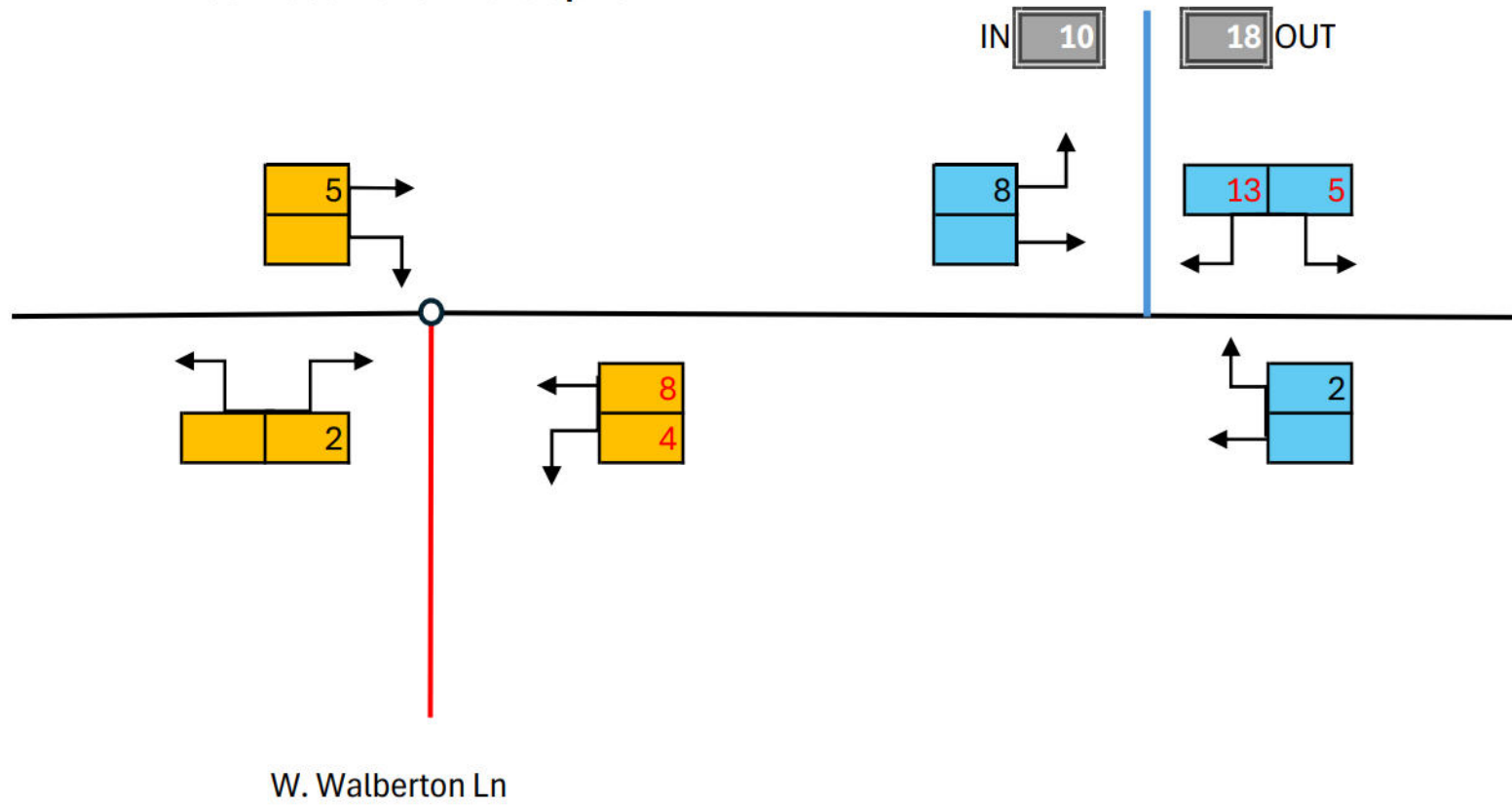
2031 Base Flows AM



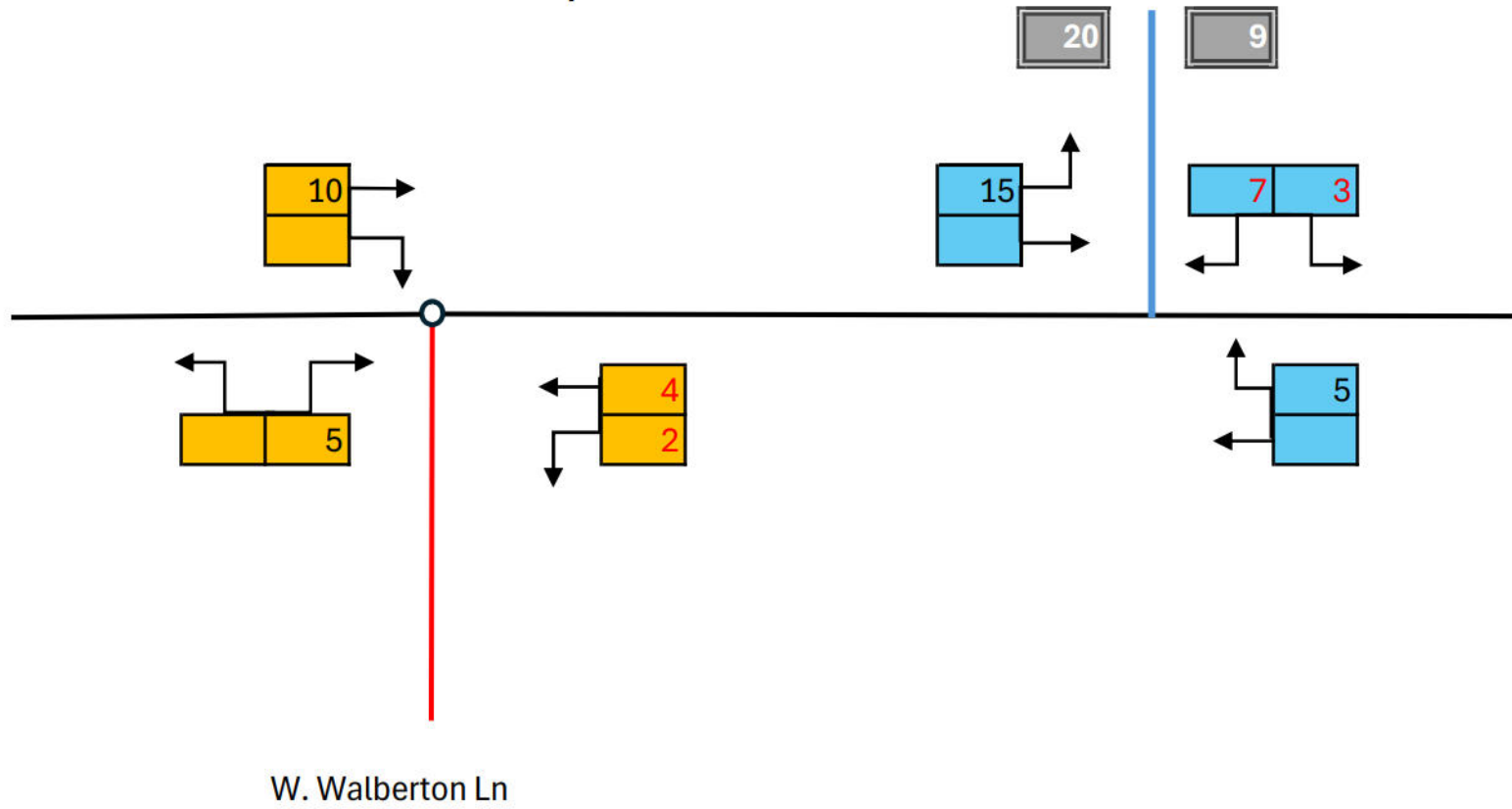
2031 Base Flows PM



2031 Base Flows + Development AM



2031 Base Flows + Development PM



APPENDIX K



DATE : THURSDAY 11TH MAY 2017

LOCATION : FONTWELL, WEST SUSSEX

A27 / ARUNDEL ROAD / A29 FONTWELL AVENUE ROUNDABOUT

	A27 FROM NORTHEAST LEFT TURN TO ARUNDEL ROAD						A27 FROM NORTHEAST STRAIGHT AHEAD TO A29 FONTWELL AVE SOUTH						A27 FROM NORTHEAST RIGHT TURN TO A27 WEST						A27 FROM NORTHEAST U TURNS				
	CAR	LGV	HGV & BUS	MCY	TOT		CAR	LGV	HGV & BUS	MCY	TOT		CAR	LGV	HGV & BUS	MCY	TOT		CAR	LGV	HGV & BUS	MCY	TOT
0700-0715	4	1			5		25	11			36		223	44	22	5	294		0				0
0715-0730	1	1			2		35	4	4	1	44		215	65	22	6	308		1				1
0730-0745	6	1	1		8		19	4	1		24		309	60	25	1	395		0				0
0745-0800	0				0		53	10	5		68		322	67	22	1	412		0				0
0800-0815	2				2		50	8	5		63		348	56	19	11	434		1				1
0815-0830	0		1		1		45	10			55		325	45	20	1	391		1	1			2
0830-0845	5	2	1		8		20	7	7		34		384	37	31	5	457		0				0
0845-0900	3	2			5		54	6	1		61		313	30	31	7	381		0				0
0900-0915	2				2		48	4	5		57		280	36	24	2	342		2				2
0915-0930	4			1	5		50	13	3		66		221	38	30	5	294		2				2
0930-0945	2				2		42	7	3		52		221	46	34	2	303		0				0
0945-1000	3				3		36	11	9		56		256	35	38	1	330		0				0
0700-1000	32	7	3	1	43		477	95	43	1	616		3417	559	318	47	4341		7	1	0	0	8
0700-0800	11	3	1	0	15		132	29	10	1	172		1069	236	91	13	1409		1	0	0	0	1
0715-0815	9	2	1	0	12		157	26	15	1	199		1194	248	88	19	1549		2	0	0	0	2
0730-0830	8	1	2	0	11		167	32	11	0	210		1304	228	86	14	1632		2	1	0	0	3
0745-0845	7	2	2	0	11		168	35	17	0	220		1379	205	92	18	1694		2	1	0	0	3
0800-0900	10	4	2	0	16		169	31	13	0	213		1370	168	101	24	1663		2	1	0	0	3
0815-0915	10	4	2	0	16		167	27	13	0	207		1302	148	106	15	1571		3	1	0	0	4
0830-0930	14	4	1	1	20		172	30	16	0	218		1198	141	116	19	1474		4	0	0	0	4
0845-0945	11	2	0	1	14		194	30	12	0	236		1035	150	119	16	1320		4	0	0	0	4
0900-1000	11	0	0	1	12		176	35	20	0	231		978	155	126	10	1269		4	0	0	0	4

DATE : THURSDAY 11TH MAY 2017

LOCATION : FONTWELL, WEST SUSSEX

A27 / ARUNDEL ROAD / A29 FONTWELL AVENUE ROUNDABOUT

	A27 FROM NORTHEAST LEFT TURN TO ARUNDEL ROAD						A27 FROM NORTHEAST STRAIGHT AHEAD TO A29 FONTWELL AVE SOUTH						A27 FROM NORTHEAST RIGHT TURN TO A27 WEST						A27 FROM NORTHEAST U TURNS				
	CAR	LGV	HGV & BUS	MCY	TOT		CAR	LGV	HGV & BUS	MCY	TOT		CAR	LGV	HGV & BUS	MCY	TOT		CAR	LGV	HGV & BUS	MCY	TOT
1600-1615	0				0		70	15	8		93		205	59	20	1	285		0				0
1615-1630	3			1	4		62	10	3		75		250	51	28	3	332		0	1			1
1630-1645	9			1	10		90	19	3		112		221	64	25	3	313		0				0
1645-1700	3	1			4		83	19	4	2	108		222	52	24	4	302		0				0
1700-1715	7	1			8		97	17	3	1	118		249	49	13	2	313		0				0
1715-1730	4	1			5		82	14	11	4	111		238	61	14	4	317		0				0
1730-1745	8	1			9		84	18	2		104		250	34	10	2	296		1				1
1745-1800	4				4		98	18	1	1	118		244	38	17	3	302		0				0
1800-1815	1	1			2		86	10	3	2	101		209	28	11	2	250		0				0
1815-1830	0				0		54	13	1	1	69		240	29	8	7	284		1				1
1830-1845	3				3		80	10	2		92		208	26	9		243		0				0
1845-1900	1	1			2		57	5	7		69		178	26	10	1	215		1				1
1600-1900	43	6	0	2	51		943	168	48	11	1170		2714	517	189	32	3452		3	1	0	0	4
1600-1700	15	1	0	2	18		305	63	18	2	388		898	226	97	11	1232		0	1	0	0	1
1615-1715	22	2	0	2	26		332	65	13	3	413		942	216	90	12	1260		0	1	0	0	1
1630-1730	23	3	0	1	27		352	69	21	7	449		930	226	76	13	1245		0	0	0	0	0
1645-1745	22	4	0	0	26		346	68	20	7	441		959	196	61	12	1228		1	0	0	0	1
1700-1800	23	3	0	0	26		361	67	17	6	451		981	182	54	11	1228		1	0	0	0	1
1715-1815	17	3	0	0	20		350	60	17	7	434		941	161	52	11	1165		1	0	0	0	1
1730-1830	13	2	0	0	15		322	59	7	4	392		943	129	46	14	1132		2	0	0	0	2
1745-1845	8	1	0	0	9		318	51	7	4	380		901	121	45	12	1079		1	0	0	0	1
1800-1900	5	2	0	0	7		277	38	13	3	331		835	109	38	10	992		2	0	0	0	2

DATE : THURSDAY 11TH MAY 2017

LOCATION : FONTWELL, WEST SUSSEX

A27 / ARUNDEL ROAD / A29 FONTWELL AVENUE ROUNDABOUT

	ARUNDEL ROAD EAST LEFT TURN TO A29 FONTWELL AVE SOUTH					ARUNDEL ROAD EAST STRAIGHT AHEAD TO A27 WEST					ARUNDEL ROAD EAST RIGHT TURN TO A27 NORTHWEST					ARUNDEL ROAD EAST U TURNS				
	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT
0700-0715	1	2			3	13	3			16	7	7	2	1	17	0				0
0715-0730	2	1	1		4	26	6	3		35	5	3			8	0				0
0730-0745	5		3		8	13	3			16	7				7	0				0
0745-0800	10				10	27	7	5		39	5	6	2		13	0				0
0800-0815	14	3	2		19	33	5	1		39	73	3			76	0				0
0815-0830	12	3			15	37	3	3		43	10	4	2		16	0				0
0830-0845	5	3			8	21	4	2	1	28	11	1	1		13	0				0
0845-0900	5		1		6	25	2	1		28	11	3			14	0				0
0900-0915	6	2	1		9	31	3	2		36	11	2			13	0				0
0915-0930	7	1			8	15	3	1		19	9	3			12	0				0
0930-0945	6	2	1		9	14	4			18	3	2	1	1	7	0				0
0945-1000	5	2			7	10	2	1		13	5				5	0				0
0700-1000	78	19	9	0	106	265	45	19	1	330	157	34	8	2	201	0	0	0	0	0
0700-0800	18	3	4	0	25	79	19	8	0	106	24	16	4	1	45	0	0	0	0	0
0715-0815	31	4	6	0	41	99	21	9	0	129	90	12	2	0	104	0	0	0	0	0
0730-0830	41	6	5	0	52	110	18	9	0	137	95	13	4	0	112	0	0	0	0	0
0745-0845	41	9	2	0	52	118	19	11	1	149	99	14	5	0	118	0	0	0	0	0
0800-0900	36	9	3	0	48	116	14	7	1	138	105	11	3	0	119	0	0	0	0	0
0815-0915	28	8	2	0	38	114	12	8	1	135	43	10	3	0	56	0	0	0	0	0
0830-0930	23	6	2	0	31	92	12	6	1	111	42	9	1	0	52	0	0	0	0	0
0845-0945	24	5	3	0	32	85	12	4	0	101	34	10	1	1	46	0	0	0	0	0
0900-1000	24	7	2	0	33	70	12	4	0	86	28	7	1	1	37	0	0	0	0	0

DATE : THURSDAY 11TH MAY 2017

LOCATION : FONTWELL, WEST SUSSEX

A27 / ARUNDEL ROAD / A29 FONTWELL AVENUE ROUNDABOUT

	ARUNDEL ROAD EAST LEFT TURN TO A29 FONTWELL AVE SOUTH					ARUNDEL ROAD EAST STRAIGHT AHEAD TO A27 WEST					ARUNDEL ROAD EAST RIGHT TURN TO A27 NORTHWEST					ARUNDEL ROAD EAST U TURNS				
	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT
1600-1615	8		1		9	13	2			15	5				5	0				0
1615-1630	6				6	8	3			11	2	3		1	6	0				0
1630-1645	9	2			11	13	3	1		17	5	3	1		9	0				0
1645-1700	9	2			11	12	5	2		19	7	1			8	0				0
1700-1715	7	2			9	16	1			17	10	1			11	0				0
1715-1730	11	1	2		14	10	3			13	5	2	1		8	0				0
1730-1745	6	2			8	18	6		1	25	5	1			6	0				0
1745-1800	6	1			7	11		2		13	9	1			10	0				0
1800-1815	8	2			10	13	3	1		17	7	2	1		10	0				0
1815-1830	4				4	13	2			15	6	2			8	0				0
1830-1845	7	2			9	20	3			23	9	1			10	0				0
1845-1900	3				3	11	2	1	1	15	7				7	0				0
1600-1900	84	14	3	0	101	158	33	7	2	200	77	17	3	1	98	0	0	0	0	0
1600-1700	32	4	1	0	37	46	13	3	0	62	19	7	1	1	28	0	0	0	0	0
1615-1715	31	6	0	0	37	49	12	3	0	64	24	8	1	1	34	0	0	0	0	0
1630-1730	36	7	2	0	45	51	12	3	0	66	27	7	2	0	36	0	0	0	0	0
1645-1745	33	7	2	0	42	56	15	2	1	74	27	5	1	0	33	0	0	0	0	0
1700-1800	30	6	2	0	38	55	10	2	1	68	29	5	1	0	35	0	0	0	0	0
1715-1815	31	6	2	0	39	52	12	3	1	68	26	6	2	0	34	0	0	0	0	0
1730-1830	24	5	0	0	29	55	11	3	1	70	27	6	1	0	34	0	0	0	0	0
1745-1845	25	5	0	0	30	57	8	3	0	68	31	6	1	0	38	0	0	0	0	0
1800-1900	22	4	0	0	26	57	10	2	1	70	29	5	1	0	35	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : THURSDAY 11TH MAY 2017

LOCATION : FONTWELL, WEST SUSSEX

A27 / ARUNDEL ROAD / A29 FONTWELL AVENUE ROUNDABOUT

A29 FONTWELL AVE SOUTH LEFT TURN TO A27 WEST						A29 FONTWELL AVE SOUTH STRAIGHT AHEAD TO A27 NORTHWEST						A29 FONTWELL AVE SOUTH RIGHT TURN TO ARUNDEL ROAD EAST						A29 FONTWELL AVE SOUTH U TURNS					
	CAR	LGV	HGV & BUS	MCY	TOT		CAR	LGV	HGV & BUS	MCY	TOT		CAR	LGV	HGV & BUS	MCY	TOT		CAR	LGV	HGV & BUS	MCY	TOT
0700-0715	16	10	1		27	59	16	1			76	2	1				3	0					0
0715-0730	35	5	3		43	90	23	2	2		117	1					1	0					0
0730-0745	20	4	1		25	56	17	2	3		78	6	1				7	0					0
0745-0800	22	3	1		26	68	10	6	3		87	0	1	3			4	0					0
0800-0815	23	7	2		32	71	17	4			92	5		2			7	0					0
0815-0830	22	3			25	86	18	5			109	5					5	0					0
0830-0845	23	4			27	76	15	6			97	3					3	0					0
0845-0900	25	1	2		28	66	13	5			84	2					2	0					0
0900-0915	23	4	2		29	49	18				67	0					0	0					0
0915-0930	28	3	2		33	61	16	1			78	3		2			5	0					0
0930-0945	20	7	2		29	50	17	4	2		73	2	2				4	0					0
0945-1000	21	5	3		29	47	11	2			60	8					8	0					0
0700-1000	278	56	19	0	353	779	191	38	10		1018	37	5	7	0		49	0	0	0	0		0
0700-0800	93	22	6	0	121	273	66	11	8		358	9	3	3	0		15	0	0	0	0		0
0715-0815	100	19	7	0	126	285	67	14	8		374	12	2	5	0		19	0	0	0	0		0
0730-0830	87	17	4	0	108	281	62	17	6		366	16	2	5	0		23	0	0	0	0		0
0745-0845	90	17	3	0	110	301	60	21	3		385	13	1	5	0		19	0	0	0	0		0
0800-0900	93	15	4	0	112	299	63	20	0		382	15	0	2	0		17	0	0	0	0		0
0815-0915	93	12	4	0	109	277	64	16	0		357	10	0	0	0		10	0	0	0	0		0
0830-0930	99	12	6	0	117	252	62	12	0		326	8	0	2	0		10	0	0	0	0		0
0845-0945	96	15	8	0	119	226	64	10	2		302	7	2	2	0		11	0	0	0	0		0
0900-1000	92	19	9	0	120	207	62	7	2		278	13	2	2	0		17	0	0	0	0		0

K&M TRAFFIC SURVEYS

DATE : THURSDAY 11TH MAY 2017

LOCATION : FONTWELL, WEST SUSSEX

A27 / ARUNDEL ROAD / A29 FONTWELL AVENUE ROUNDABOUT

	A29 FONTWELL AVE SOUTH LEFT TURN TO A27 WEST					A29 FONTWELL AVE SOUTH STRAIGHT AHEAD TO A27 NORTHWEST					A29 FONTWELL AVE SOUTH RIGHT TURN TO ARUNDEL ROAD EAST					A29 FONTWELL AVE SOUTH U TURNS				
	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT
1600-1615	29	7	1		37	55	13	1		69	2	2			4	0				0
1615-1630	17	4	1		22	63	7	3	1	74	5				5	1				1
1630-1645	20	4			24	66	7	3	1	77	6	1			7	1				1
1645-1700	13	1	2		16	63	8	5	1	77	5	1			6	0				0
1700-1715	18	1			19	108	9		3	120	5		2		7	2	1			3
1715-1730	27	3			30	61	6			67	4				4	0				0
1730-1745	36	2			38	47	5	1		53	7				7	0				0
1745-1800	15	3			18	44	8		2	54	7				7	0				0
1800-1815	16	2			18	44	4		1	49	4	3			7	0				0
1815-1830	12	3			15	37	4	2	1	44	7	2			9	0				0
1830-1845	15	2	1		18	35	7			42	10		1	1	12	0				0
1845-1900	12	2	1		15	26	6	1		33	2				2	0				0
1600-1900	230	34	6	0	270	649	84	16	10	759	64	9	3	1	77	4	1	0	0	5
1600-1700	79	16	4	0	99	247	35	12	3	297	18	4	0	0	22	2	0	0	0	2
1615-1715	68	10	3	0	81	300	31	11	6	348	21	2	2	0	25	4	1	0	0	5
1630-1730	78	9	2	0	89	298	30	8	5	341	20	2	2	0	24	3	1	0	0	4
1645-1745	94	7	2	0	103	279	28	6	4	317	21	1	2	0	24	2	1	0	0	3
1700-1800	96	9	0	0	105	260	28	1	5	294	23	0	2	0	25	2	1	0	0	3
1715-1815	94	10	0	0	104	196	23	1	3	223	22	3	0	0	25	0	0	0	0	0
1730-1830	79	10	0	0	89	172	21	3	4	200	25	5	0	0	30	0	0	0	0	0
1745-1845	58	10	1	0	69	160	23	2	4	189	28	5	1	1	35	0	0	0	0	0
1800-1900	55	9	2	0	66	142	21	3	2	168	23	5	1	1	30	0	0	0	0	0

DATE : THURSDAY 11TH MAY 2017

LOCATION : FONTWELL, WEST SUSSEX

A27 / ARUNDEL ROAD / A29 FONTWELL AVENUE ROUNDABOUT

	A27 FROM WEST LEFT TURN TO A27 NORTHWEST					A27 FROM WEST STRAIGHT AHEAD TO ARUNDEL ROAD EAST					A27 FROM WEST RIGHT TURN TO A29 FONTWELL AVE SOUTH					A27 FROM WEST U TURNS				
	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT
0700-0715	211	99	30	1	341	2				2	20	4	2		26	1				1
0715-0730	823	10	29		862	4	4			8	27	6			33	1				1
0730-0745	242	72	16	4	334	7	2			9	31	7	4		42	0				0
0745-0800	213	63	39	2	317	5	2	1		8	20	7	3		30	0				0
0800-0815	219	71	37	1	328	5	6	1		12	41	6			47	0				0
0815-0830	220	51	24	1	296	11	2	2		15	33	8	1		42	0				0
0830-0845	183	53	33		269	11	3			14	22	4	1		27	2		1		3
0845-0900	158	50	28	1	237	9	3			12	31	8	5		44	0				0
0900-0915	162	44	38	2	246	6	5			11	17	2	2		21	0		1		1
0915-0930	172	40	33	1	246	8			1	9	22	12	3		37	2	1	1		4
0930-0945	159	63	21	1	244	7	1	1		9	24	3	1		28	1				1
0945-1000	156	39	39		234	6	5	2		13	35	9	7		51	0				0
0700-1000	2918	655	367	14	3954	81	33	7	1	122	323	76	29	0	428	7	1	3	0	11
0700-0800	1489	244	114	7	1854	18	8	1	0	27	98	24	9	0	131	2	0	0	0	2
0715-0815	1497	216	121	7	1841	21	14	2	0	37	119	26	7	0	152	1	0	0	0	1
0730-0830	894	257	116	8	1275	28	12	4	0	44	125	28	8	0	161	0	0	0	0	0
0745-0845	835	238	133	4	1210	32	13	4	0	49	116	25	5	0	146	2	0	1	0	3
0800-0900	780	225	122	3	1130	36	14	3	0	53	127	26	7	0	160	2	0	1	0	3
0815-0915	723	198	123	4	1048	37	13	2	0	52	103	22	9	0	134	2	0	2	0	4
0830-0930	675	187	132	4	998	34	11	0	1	46	92	26	11	0	129	4	1	3	0	8
0845-0945	651	197	120	5	973	30	9	1	1	41	94	25	11	0	130	3	1	2	0	6
0900-1000	649	186	131	4	970	27	11	3	1	42	98	26	13	0	137	3	1	2	0	6

A27 / ARUNDEL ROAD / A29 FONTWELL AVENUE ROUNDABOUT

	A27 FROM WEST LEFT TURN TO A27 NORTHWEST					A27 FROM WEST STRAIGHT AHEAD TO ARUNDEL ROAD EAST					A27 FROM WEST RIGHT TURN TO A29 FONTWELL AVE SOUTH					A27 FROM WEST U TURNS				
	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT	CAR	LGV	HGV & BUS	MCY	TOT
1600-1615	258	64	23	4	349	8	3			11	55	8	5		68	0	1			1
1615-1630	285	56	16	4	361	12	4			16	44	11	3		58	0				0
1630-1645	305	50	9	4	368	21	6			27	63	10	3		76	1				1
1645-1700	286	39	6	5	336	24	1	1		26	72	8	2		82	1				1
1700-1715	311	30	7	6	354	17	4	1		22	61	1			62	1				1
1715-1730	335	37	6	1	379	14		1		15	54	11			65	0	1			1
1730-1745	300	30	13	10	353	22	3			25	55	5			60	1				1
1745-1800	361	35	15	4	415	25	1	1		27	45	4			49	1	1			2
1800-1815	321	21	14	4	360	21	3	1		25	41	6			47	0				0
1815-1830	272	31	9	4	316	16	2			18	56	6	3		65	1				1
1830-1845	212	19	10	4	245	6	1			7	31	3			34	0				0
1845-1900	191	21	8	2	222	17	3			20	12	4			16	0				0
1600-1900	3437	433	136	52	4058	203	31	5	0	239	589	77	16	0	682	6	3	0	0	9
1600-1700	1134	209	54	17	1414	65	14	1	0	80	234	37	13	0	284	2	1	0	0	3
1615-1715	1187	175	38	19	1419	74	15	2	0	91	240	30	8	0	278	3	0	0	0	3
1630-1730	1237	156	28	16	1437	76	11	3	0	90	250	30	5	0	285	3	1	0	0	4
1645-1745	1232	136	32	22	1422	77	8	3	0	88	242	25	2	0	269	3	1	0	0	4
1700-1800	1307	132	41	21	1501	78	8	3	0	89	215	21	0	0	236	3	2	0	0	5
1715-1815	1317	123	48	19	1507	82	7	3	0	92	195	26	0	0	221	2	2	0	0	4
1730-1830	1254	117	51	22	1444	84	9	2	0	95	197	21	3	0	221	3	1	0	0	4
1745-1845	1166	106	48	16	1336	68	7	2	0	77	173	19	3	0	195	2	1	0	0	3
1800-1900	996	92	41	14	1143	60	9	1	0	70	140	19	3	0	162	1	0	0	0	1

APPENDIX

L



Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Site Access.j11

Path: C:\Users\leo.ashby\OneDrive - DHA Planning & Development Consultants\DHA Projects - 37356-Land North of Arundel Road T\4. Calculations\Junction Modelling

Report generation date: 18/02/2026 16:40:35

»2026 | Base | AM
»2026 | Base | PM
»2031 | Base | AM
»2031 | Base | PM
»2031 | Base + Development | AM
»2031 | Base + Development | PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2026 - Base																	
Stream B-C	D1	0.0	0.5	5.84	0.04	A	6.64	A	375 %	D2	0.1	0.5	5.30	0.05	A	5.96	A	900 %
Stream B-A		0.0	~1	0.00	0.00	A			[Stream C-AB]		0.0	~1	0.00	0.00	A			
Stream C-AB		0.2	0.9	6.86	0.18	A			[Stream C-AB]		0.1	0.5	6.57	0.06	A			
	2031 - Base																	
Stream B-C	D3	0.0	0.5	5.85	0.05	A	6.70	A	353 %	D4	0.1	0.5	5.32	0.05	A	5.98	A	900 %
Stream B-A		0.0	~1	0.00	0.00	A			[Stream C-AB]		0.0	~1	0.00	0.00	A			
Stream C-AB		0.2	1.0	6.93	0.19	A			[Stream C-AB]		0.1	0.5	6.59	0.06	A			
	2031 - Base + Development																	
Stream B-C	D5	0.0	0.5	5.90	0.05	A	5.64	A	327 %	D6	0.1	0.5	5.35	0.05	A	4.42	A	900 %
Stream B-A		0.0	0.5	5.80	0.01	A			[Stream C-AB]		0.0	0.5	5.50	0.01	A			
Stream C-AB		0.2	1.1	6.94	0.19	A			[Stream C-AB]		0.1	0.5	6.49	0.06	A			

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

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\leo.ashby
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		6.64	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	375	Stream C-AB	6.64	A

Arms

Arms

Arm	Name	Description	Arm type
A	Arundel Road West		Major
B	Site Access		Minor
C	Arundel Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.02			135.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	3.57	2.87	2.77	2.61	✓	1.00	75	135

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	684	0.119	0.301	0.189	0.430
B-C	735	0.108	0.272	-	-
C-B	652	0.241	0.241	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	26	100.000
C		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	0	0
	B	0	0	26
	C	0	104	0

Proportions

	To			
From		A	B	C
	A	0.33	0.33	0.33
	B	0.00	0.00	1.00
	C	0.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	14
	C	0	2	0

Average PCU Per Veh

	To			
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.140
	C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	0	0
	B	20	22
	C	78	80
08:00-08:15	A	0	0
	B	23	27
	C	93	95
08:15-08:30	A	0	0
	B	29	33
	C	115	117
08:30-08:45	A	0	0
	B	29	33
	C	115	117
08:45-09:00	A	0	0
	B	23	27
	C	93	95
09:00-09:15	A	0	0
	B	20	22
	C	78	80

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)
B-C	0.04	5.84	0.0	0.5	A	24	36
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.18	6.86	0.2	0.9	A	95	143
C-A						0	0
A-B						0	0
A-C						0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	644	0.030	19	0.0	0.0	5.758	A
B-A	0	0	0.00	650	0.000	0	0.0	0.0	0.000	A
C-AB	78	20	0.00	639	0.122	78	0.0	0.1	6.403	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	644	0.036	23	0.0	0.0	5.795	A
B-A	0	0	0.00	643	0.000	0	0.0	0.0	0.000	A
C-AB	93	23	0.00	639	0.146	93	0.1	0.2	6.591	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	644	0.044	29	0.0	0.0	5.844	A
B-A	0	0	0.00	633	0.000	0	0.0	0.0	0.000	A
C-AB	115	29	0.00	639	0.179	114	0.2	0.2	6.855	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	644	0.044	29	0.0	0.0	5.844	A
B-A	0	0	0.00	633	0.000	0	0.0	0.0	0.000	A
C-AB	115	29	0.00	639	0.179	115	0.2	0.2	6.858	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	644	0.036	23	0.0	0.0	5.796	A
B-A	0	0	0.00	643	0.000	0	0.0	0.0	0.000	A
C-AB	93	23	0.00	639	0.146	94	0.2	0.2	6.601	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	644	0.030	20	0.0	0.0	5.763	A
B-A	0	0	0.00	649	0.000	0	0.0	0.0	0.000	A
C-AB	78	20	0.00	639	0.122	78	0.2	0.1	6.421	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.22	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.22	0.03	0.27	0.49	0.89			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		5.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		5.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	31	100.000
C		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	0	0
	B	0	0	31
	C	0	31	0

Proportions

	To			
From		A	B	C
	A	0.33	0.33	0.33
	B	0.00	0.00	1.00
	C	0.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	0
	B	0	0	3
	C	0	12	0

Average PCU Per Veh

	To			
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.030
	C	1.000	1.120	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	0	0
	B	23	24
	C	23	26
17:00-17:15	A	0	0
	B	28	29
	C	28	31
17:15-17:30	A	0	0
	B	34	35
	C	34	38
17:30-17:45	A	0	0
	B	34	35
	C	34	38
17:45-18:00	A	0	0
	B	28	29
	C	28	31
18:00-18:15	A	0	0
	B	23	24
	C	23	26

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)
B-C	0.05	5.30	0.1	0.5	A	28	43
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.06	6.57	0.1	0.5	A	28	43
C-A						0	0
A-B						0	0
A-C						0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	713	0.033	23	0.0	0.0	5.217	A
B-A	0	0	0.00	673	0.000	0	0.0	0.0	0.000	A
C-AB	23	6	0.00	582	0.040	23	0.0	0.0	6.437	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	713	0.039	28	0.0	0.0	5.251	A
B-A	0	0	0.00	670	0.000	0	0.0	0.0	0.000	A
C-AB	28	7	0.00	582	0.048	28	0.0	0.0	6.492	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	713	0.048	34	0.0	0.0	5.300	A
B-A	0	0	0.00	667	0.000	0	0.0	0.0	0.000	A
C-AB	34	9	0.00	582	0.059	34	0.0	0.1	6.566	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	713	0.048	34	0.0	0.1	5.300	A
B-A	0	0	0.00	667	0.000	0	0.0	0.0	0.000	A
C-AB	34	9	0.00	582	0.059	34	0.1	0.1	6.566	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	713	0.039	28	0.1	0.0	5.252	A
B-A	0	0	0.00	670	0.000	0	0.0	0.0	0.000	A
C-AB	28	7	0.00	582	0.048	28	0.1	0.1	6.493	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	713	0.033	23	0.0	0.0	5.219	A
B-A	0	0	0.00	673	0.000	0	0.0	0.0	0.000	A
C-AB	23	6	0.00	582	0.040	23	0.1	0.0	6.440	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.06	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2031 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		6.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	353	Stream C-AB	6.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	27	100.000
C		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	0	0
	B	0	0	27
	C	0	109	0

Proportions

	To			
From		A	B	C
	A	0.33	0.33	0.33
	B	0.00	0.00	1.00
	C	0.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	14
	C	0	2	0

Average PCU Per Veh

	To			
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.140
	C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	0	0
	B	20	23
	C	82	84
08:00-08:15	A	0	0
	B	24	28
	C	98	100
08:15-08:30	A	0	0
	B	30	34
	C	120	122
08:30-08:45	A	0	0
	B	30	34
	C	120	122
08:45-09:00	A	0	0
	B	24	28
	C	98	100
09:00-09:15	A	0	0
	B	20	23
	C	82	84

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)
B-C	0.05	5.85	0.0	0.5	A	25	37
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.19	6.93	0.2	1.0	A	100	150
C-A						0	0
A-B						0	0
A-C						0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	644	0.032	20	0.0	0.0	5.764	A
B-A	0	0	0.00	648	0.000	0	0.0	0.0	0.000	A
C-AB	82	21	0.00	639	0.128	81	0.0	0.1	6.446	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	644	0.038	24	0.0	0.0	5.803	A
B-A	0	0	0.00	641	0.000	0	0.0	0.0	0.000	A
C-AB	98	24	0.00	639	0.153	98	0.1	0.2	6.646	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	644	0.046	30	0.0	0.0	5.855	A
B-A	0	0	0.00	631	0.000	0	0.0	0.0	0.000	A
C-AB	120	30	0.00	639	0.188	120	0.2	0.2	6.929	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	644	0.046	30	0.0	0.0	5.855	A
B-A	0	0	0.00	631	0.000	0	0.0	0.0	0.000	A
C-AB	120	30	0.00	639	0.188	120	0.2	0.2	6.930	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	644	0.038	24	0.0	0.0	5.806	A
B-A	0	0	0.00	641	0.000	0	0.0	0.0	0.000	A
C-AB	98	24	0.00	639	0.153	98	0.2	0.2	6.656	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	644	0.032	20	0.0	0.0	5.769	A
B-A	0	0	0.00	648	0.000	0	0.0	0.0	0.000	A
C-AB	82	21	0.00	639	0.128	82	0.2	0.1	6.462	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.23	0.03	0.26	0.46	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.23	0.03	0.28	0.59	1.05			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

2031 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		5.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		5.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	33	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	From A	0	0	0
	From B	0	0	33
	From C	0	33	0

Proportions

	To			
		A	B	C
	From A	0.33	0.33	0.33
	From B	0.00	0.00	1.00
	From C	0.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	From A	0	0	0
	From B	0	0	3
	From C	0	12	0

Average PCU Per Veh

	To			
		A	B	C
	From A	1.000	1.000	1.000
	From B	1.000	1.000	1.030
	From C	1.000	1.120	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	0	0
	B	25	26
	C	25	28
17:00-17:15	A	0	0
	B	30	31
	C	30	33
17:15-17:30	A	0	0
	B	36	37
	C	36	41
17:30-17:45	A	0	0
	B	36	37
	C	36	41
17:45-18:00	A	0	0
	B	30	31
	C	30	33
18:00-18:15	A	0	0
	B	25	26
	C	25	28

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)
B-C	0.05	5.32	0.1	0.5	A	30	45
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.06	6.59	0.1	0.5	A	30	45
C-A						0	0
A-B						0	0
A-C						0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	713	0.035	25	0.0	0.0	5.226	A
B-A	0	0	0.00	672	0.000	0	0.0	0.0	0.000	A
C-AB	25	6	0.00	582	0.043	25	0.0	0.0	6.454	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	713	0.042	30	0.0	0.0	5.265	A
B-A	0	0	0.00	670	0.000	0	0.0	0.0	0.000	A
C-AB	30	7	0.00	582	0.051	30	0.0	0.1	6.513	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	9	0.00	713	0.051	36	0.0	0.1	5.317	A
B-A	0	0	0.00	666	0.000	0	0.0	0.0	0.000	A
C-AB	36	9	0.00	582	0.062	36	0.1	0.1	6.593	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	9	0.00	713	0.051	36	0.1	0.1	5.317	A
B-A	0	0	0.00	666	0.000	0	0.0	0.0	0.000	A
C-AB	36	9	0.00	582	0.062	36	0.1	0.1	6.593	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	713	0.042	30	0.1	0.0	5.268	A
B-A	0	0	0.00	669	0.000	0	0.0	0.0	0.000	A
C-AB	30	7	0.00	582	0.051	30	0.1	0.1	6.517	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	713	0.035	25	0.0	0.0	5.231	A
B-A	0	0	0.00	672	0.000	0	0.0	0.0	0.000	A
C-AB	25	6	0.00	582	0.043	25	0.1	0.0	6.458	A
C-A	0	0	0.00			0				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

Queue Variation Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

18:00 - 18:15

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

2031 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		5.64	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	327	Stream C-AB	5.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	20	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	6	14
	B	3	0	27
	C	9	109	0

Proportions

	To			
		A	B	C
	A	0.00	0.30	0.70
	B	0.10	0.00	0.90
	C	0.08	0.92	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	14
	C	0	2	0

Average PCU Per Veh

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.140
	C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	15	15
	B	23	25
	C	89	90
08:00-08:15	A	18	18
	B	27	30
	C	106	108
08:15-08:30	A	22	22
	B	33	37
	C	130	132
08:30-08:45	A	22	22
	B	33	37
	C	130	132
08:45-09:00	A	18	18
	B	27	30
	C	106	108
09:00-09:15	A	15	15
	B	23	25
	C	89	90

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)
B-C	0.05	5.90	0.0	0.5	A	25	37
B-A	0.01	5.80	0.0	0.5	A	3	4
C-AB	0.19	6.94	0.2	1.1	A	101	152
C-A						7	10
A-B						6	8
A-C						13	19

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	641	0.032	20	0.0	0.0	5.797	A
B-A	2	0.56	0.00	643	0.004	2	0.0	0.0	5.618	A
C-AB	83	21	0.00	640	0.130	82	0.0	0.1	6.447	A
C-A	6	1	0.00			6				
A-B	5	1	0.00			5				
A-C	11	3	0.00			11				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	640	0.038	24	0.0	0.0	5.843	A
B-A	3	0.67	0.00	635	0.004	3	0.0	0.0	5.695	A
C-AB	99	25	0.00	640	0.155	99	0.1	0.2	6.649	A
C-A	7	2	0.00			7				
A-B	5	1	0.00			5				
A-C	13	3	0.00			13				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	639	0.047	30	0.0	0.0	5.904	A
B-A	3	0.83	0.00	624	0.005	3	0.0	0.0	5.803	A
C-AB	122	30	0.00	641	0.190	122	0.2	0.2	6.938	A
C-A	8	2	0.00			8				
A-B	7	2	0.00			7				
A-C	15	4	0.00			15				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	639	0.047	30	0.0	0.0	5.904	A
B-A	3	0.83	0.00	623	0.005	3	0.0	0.0	5.804	A
C-AB	122	30	0.00	641	0.190	122	0.2	0.2	6.942	A
C-A	8	2	0.00			8				
A-B	7	2	0.00			7				
A-C	15	4	0.00			15				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	640	0.038	24	0.0	0.0	5.846	A
B-A	3	0.67	0.00	635	0.004	3	0.0	0.0	5.699	A
C-AB	99	25	0.00	640	0.155	99	0.2	0.2	6.657	A
C-A	7	2	0.00			7				
A-B	5	1	0.00			5				
A-C	13	3	0.00			13				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	0.00	641	0.032	20	0.0	0.0	5.800	A
B-A	2	0.56	0.00	643	0.004	2	0.0	0.0	5.621	A
C-AB	83	21	0.00	640	0.130	83	0.2	0.2	6.463	A
C-A	6	1	0.00			6				
A-B	5	1	0.00			5				
A-C	11	3	0.00			11				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.00	0.00	0.25	0.45	0.48			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.24	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.24	0.03	0.28	0.66	1.09			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

2031 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		4.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		4.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	10	100.000
B		ONE HOUR	✓	38	100.000
C		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	From A	0	3	7
	From B	5	0	33
	From C	17	33	0

Proportions

	To			
		A	B	C
	From A	0.00	0.30	0.70
	From B	0.13	0.00	0.87
	From C	0.34	0.66	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	From A	0	0	0
	From B	0	0	3
	From C	0	12	0

Average PCU Per Veh

	To			
		A	B	C
	From A	1.000	1.000	1.000
	From B	1.000	1.000	1.030
	From C	1.000	1.120	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	8	8
	B	29	29
	C	38	41
17:00-17:15	A	9	9
	B	34	35
	C	45	49
17:15-17:30	A	11	11
	B	42	43
	C	55	59
17:30-17:45	A	11	11
	B	42	43
	C	55	59
17:45-18:00	A	9	9
	B	34	35
	C	45	49
18:00-18:15	A	8	8
	B	29	29
	C	38	41

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)
B-C	0.05	5.35	0.1	0.5	A	30	45
B-A	0.01	5.50	0.0	0.5	A	5	7
C-AB	0.06	6.49	0.1	0.5	A	31	47
C-A						15	22
A-B						3	4
A-C						6	10

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	711	0.035	25	0.0	0.0	5.246	A
B-A	4	0.94	0.00	668	0.006	4	0.0	0.0	5.422	A
C-AB	25	6	0.00	589	0.043	25	0.0	0.0	6.380	A
C-A	12	3	0.00			12				
A-B	2	0.56	0.00			2				
A-C	5	1	0.00			5				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	710	0.042	30	0.0	0.0	5.289	A
B-A	4	1	0.00	664	0.007	4	0.0	0.0	5.455	A
C-AB	30	8	0.00	591	0.052	30	0.0	0.1	6.426	A
C-A	14	4	0.00			14				
A-B	3	0.67	0.00			3				
A-C	6	2	0.00			6				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	9	0.00	709	0.051	36	0.0	0.1	5.347	A
B-A	6	1	0.00	660	0.008	5	0.0	0.0	5.500	A
C-AB	38	9	0.00	593	0.063	37	0.1	0.1	6.486	A
C-A	18	4	0.00			18				
A-B	3	0.83	0.00			3				
A-C	8	2	0.00			8				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	9	0.00	709	0.051	36	0.1	0.1	5.347	A
B-A	6	1	0.00	660	0.008	6	0.0	0.0	5.500	A
C-AB	38	9	0.00	593	0.063	38	0.1	0.1	6.485	A
C-A	18	4	0.00			18				
A-B	3	0.83	0.00			3				
A-C	8	2	0.00			8				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	7	0.00	710	0.042	30	0.1	0.0	5.290	A
B-A	4	1	0.00	664	0.007	5	0.0	0.0	5.457	A
C-AB	30	8	0.00	591	0.052	31	0.1	0.1	6.426	A
C-A	14	4	0.00			14				
A-B	3	0.67	0.00			3				
A-C	6	2	0.00			6				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	6	0.00	711	0.035	25	0.0	0.0	5.249	A
B-A	4	0.94	0.00	668	0.006	4	0.0	0.0	5.423	A
C-AB	25	6	0.00	589	0.043	25	0.1	0.0	6.384	A
C-A	12	3	0.00			12				
A-B	2	0.56	0.00			2				
A-C	5	1	0.00			5				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

APPENDIX M



Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177

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Filename: Arundel Rd - W. Walberton Lane.j11

Path: C:\Users\leo.ashby\OneDrive - DHA Planning & Development Consultants\DHA Projects - 37356-Land North of Arundel Road T\4. Calculations\Junction Modelling

Report generation date: 18/02/2026 16:49:07

»2026 | Base | AM
 »2026 | Base | PM
 »2031 | Base | AM
 »2031 | Base | PM
 »2031 | Base + Development | AM
 »2031 | Base + Development | PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2026 - Base																	
Arm 1	D1	0.0	0.5	5.12	0.04	A	5.16	A	247 % [Arm 2]	D2	0.0	0.5	4.72	0.04	A	4.43	A	514 % [Arm 3]
Arm 2		0.3	1.4	5.45	0.25	A					0.1	0.5	4.56	0.09	A			
Arm 3		0.1	0.5	4.55	0.11	A					0.2	0.5	4.27	0.13	A			
	2031 - Base																	
Arm 1	D3	0.0	0.5	5.15	0.04	A	5.23	A	232 % [Arm 2]	D4	0.0	0.5	4.75	0.05	A	4.47	A	486 % [Arm 3]
Arm 2		0.3	1.1	5.54	0.26	A					0.1	0.5	4.60	0.10	A			
Arm 3		0.1	0.5	4.60	0.12	A					0.2	0.5	4.30	0.14	A			
	2031 - Base + Development																	
Arm 1	D5	0.1	0.5	4.99	0.06	A	5.25	A	219 % [Arm 2]	D6	0.1	0.5	4.76	0.06	A	4.52	A	432 % [Arm 3]
Arm 2		0.4	1.2	5.62	0.26	A					0.1	0.5	4.64	0.11	A			
Arm 3		0.1	0.5	4.63	0.13	A					0.2	0.5	4.38	0.15	A			

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

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

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\leo.ashby
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arundel Road / West Walberton Lane	Mini-roundabout		1, 2, 3	5.16	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		247	Arm 2	5.16	A

Arms

Arms

Arm	Name	Description
1	Arundel Road East	
2	West Walberton Lane	
3	Arundel Road West	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.87	2.59	4.32	2.7	10.29	7.11	0.0	
2	2.72	2.66	4.53	7.2	10.48	7.97	0.0	
3	3.76	3.55	3.79	11.0	15.06	14.51	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.597	900
2	0.617	904
3	0.639	1001

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	25	100.000
2		ONE HOUR	✓	197	100.000
3		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	10	15
	2	89	0	108
From	3	15	76	0

Proportions

	To			
		1	2	3
	1	0.00	0.40	0.60
	2	0.45	0.00	0.55
From	3	0.16	0.84	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1	2	3
	1	0	0	27
	2	0	0	3
From	3	17	3	0

Average PCU Per Veh

	To			
		1	2	3
	1	1.000	1.000	1.270
	2	1.000	1.000	1.030
From	3	1.170	1.030	1.000

Detailed Demand Data**Demand for each time segment**

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	19	22
	2	148	151
	3	69	72
08:00-08:15	1	22	26
	2	177	180
	3	82	86
08:15-08:30	1	28	32
	2	217	220
	3	100	106
08:30-08:45	1	28	32
	2	217	220
	3	100	106
08:45-09:00	1	22	26
	2	177	180
	3	82	86
09:00-09:15	1	19	22
	2	148	151
	3	69	72

Results**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.04	5.12	0.0	0.5	A	23	34
2	0.25	5.45	0.3	1.4	A	181	271
3	0.11	4.55	0.1	0.5	A	84	125

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	19	5	57	744	0.025	19	78	0.0	0.0	4.961	A
2	148	37	11	881	0.168	148	64	0.0	0.2	4.901	A
3	69	17	67	910	0.075	68	92	0.0	0.1	4.275	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	22	6	68	738	0.030	22	93	0.0	0.0	5.028	A
2	177	44	13	879	0.201	177	77	0.2	0.3	5.122	A
3	82	20	80	902	0.091	82	110	0.1	0.1	4.387	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	28	7	84	730	0.038	27	114	0.0	0.0	5.122	A
2	217	54	16	877	0.247	217	95	0.3	0.3	5.447	A
3	100	25	98	891	0.112	100	135	0.1	0.1	4.550	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	28	7	84	730	0.038	28	115	0.0	0.0	5.122	A
2	217	54	17	877	0.247	217	95	0.3	0.3	5.452	A
3	100	25	98	891	0.112	100	135	0.1	0.1	4.550	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	22	6	68	738	0.030	23	94	0.0	0.0	5.029	A
2	177	44	14	879	0.201	177	77	0.3	0.3	5.129	A
3	82	20	80	902	0.091	82	111	0.1	0.1	4.389	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	19	5	57	744	0.025	19	78	0.0	0.0	4.962	A
2	148	37	11	881	0.168	149	65	0.3	0.2	4.914	A
3	69	17	67	910	0.075	69	93	0.1	0.1	4.278	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.00	0.00	0.03	0.03			N/A	N/A
2	0.20	0.00	0.00	0.20	0.20			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.03	0.25	0.45	0.48			N/A	N/A
2	0.25	0.00	0.00	0.25	0.25			N/A	N/A
3	0.10	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.03	0.25	0.45	0.48			N/A	N/A
2	0.33	0.03	0.25	0.46	0.48			N/A	N/A
3	0.13	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.00	0.00	0.04	0.04			N/A	N/A
2	0.33	0.03	0.32	1.14	1.44			N/A	N/A
3	0.13	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.00	0.00	0.03	0.03			N/A	N/A
2	0.25	0.00	0.00	0.25	0.25			N/A	N/A
3	0.10	0.00	0.00	0.10	0.10			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.00	0.00	0.03	0.03			N/A	N/A
2	0.20	0.00	0.00	0.20	0.20			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2026 | Base | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arundel Road / West Walberton Lane	Mini-roundabout		1, 2, 3	4.43	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		514	Arm 3	4.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	31	100.000
2		ONE HOUR	✓	74	100.000
3		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	20	11
	2	23	0	51
From	3	8	109	0

Proportions

	To			
		1	2	3
	1	0.00	0.65	0.35
	2	0.31	0.00	0.69
From	3	0.07	0.93	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1	2	3
	1	0	6	0
	2	10	0	0
From	3	17	0	0

Average PCU Per Veh

	To			
		1	2	3
	1	1.000	1.060	1.000
	2	1.100	1.000	1.000
From	3	1.170	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	23	24
	2	56	57
	3	88	89
17:00-17:15	1	28	29
	2	67	69
	3	105	106
17:15-17:30	1	34	35
	2	81	84
	3	129	130
17:30-17:45	1	34	35
	2	81	84
	3	129	130
17:45-18:00	1	28	29
	2	67	69
	3	105	106
18:00-18:15	1	23	24
	2	56	57
	3	88	89

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.04	4.72	0.0	0.5	A	28	43
2	0.09	4.56	0.1	0.5	A	68	102
3	0.13	4.27	0.2	0.5	A	107	161

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	23	6	82	819	0.028	23	23	0.0	0.0	4.521	A
2	56	14	8	872	0.064	55	97	0.0	0.1	4.406	A
3	88	22	17	978	0.090	88	46	0.0	0.1	4.043	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	28	7	98	810	0.034	28	28	0.0	0.0	4.601	A
2	67	17	10	871	0.076	66	116	0.1	0.1	4.472	A
3	105	26	21	975	0.108	105	56	0.1	0.1	4.137	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	34	9	120	798	0.043	34	34	0.0	0.0	4.715	A
2	81	20	12	870	0.094	81	142	0.1	0.1	4.565	A
3	129	32	25	972	0.133	129	68	0.1	0.2	4.268	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	34	9	120	797	0.043	34	34	0.0	0.0	4.715	A
2	81	20	12	870	0.094	81	142	0.1	0.1	4.565	A
3	129	32	25	972	0.133	129	68	0.2	0.2	4.269	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	28	7	98	810	0.034	28	28	0.0	0.0	4.602	A
2	67	17	10	871	0.076	67	116	0.1	0.1	4.475	A
3	105	26	21	975	0.108	105	56	0.2	0.1	4.140	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	23	6	82	819	0.028	23	23	0.0	0.0	4.524	A
2	56	14	8	872	0.064	56	97	0.1	0.1	4.409	A
3	88	22	17	978	0.090	88	47	0.1	0.1	4.047	A

Queue Variation Results for each time segment**16:45 - 17:00**

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.00	0.00	0.03	0.03			N/A	N/A
2	0.07	0.00	0.00	0.07	0.07			N/A	N/A
3	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.03	0.25	0.45	0.48			N/A	N/A
2	0.08	0.03	0.25	0.46	0.48			N/A	N/A
3	0.12	0.00	0.00	0.12	0.12			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.03	0.25	0.46	0.48			N/A	N/A
2	0.10	0.03	0.26	0.47	0.49			N/A	N/A
3	0.15	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.00	0.00	0.04	0.04			N/A	N/A
2	0.10	0.00	0.00	0.10	0.10			N/A	N/A
3	0.15	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.00	0.00	0.04	0.04			N/A	N/A
2	0.08	0.00	0.00	0.08	0.08			N/A	N/A
3	0.12	0.00	0.00	0.12	0.12			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.00	0.00	0.03	0.03			N/A	N/A
2	0.07	0.00	0.00	0.07	0.07			N/A	N/A
3	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2031 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arundel Road / West Walberton Lane	Mini-roundabout		1, 2, 3	5.23	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		232	Arm 2	5.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	27	100.000
2		ONE HOUR	✓	206	100.000
3		ONE HOUR	✓	96	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	11	16
	2	93	0	113
	3	16	80	0

Proportions

	To			
		1	2	3
From	1	0.00	0.41	0.59
	2	0.45	0.00	0.55
	3	0.17	0.83	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1	2	3
From	1	0	0	27
	2	0	0	3
	3	17	3	0

Average PCU Per Veh

	To			
		1	2	3
From	1	1.000	1.000	1.270
	2	1.000	1.000	1.030
	3	1.170	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	20	24
	2	155	158
	3	72	76
08:00-08:15	1	24	28
	2	185	188
	3	86	91
08:15-08:30	1	30	34
	2	227	231
	3	106	111
08:30-08:45	1	30	34
	2	227	231
	3	106	111
08:45-09:00	1	24	28
	2	185	188
	3	86	91
09:00-09:15	1	20	24
	2	155	158
	3	72	76

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.04	5.15	0.0	0.5	A	25	37
2	0.26	5.54	0.3	1.1	A	189	284
3	0.12	4.60	0.1	0.5	A	88	132

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	20	5	60	744	0.027	20	82	0.0	0.0	4.973	A
2	155	39	12	881	0.176	154	68	0.0	0.2	4.951	A
3	72	18	70	908	0.080	72	97	0.0	0.1	4.302	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	24	6	72	738	0.033	24	98	0.0	0.0	5.045	A
2	185	46	14	879	0.211	185	82	0.2	0.3	5.187	A
3	86	22	84	900	0.096	86	116	0.1	0.1	4.425	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	30	7	88	729	0.041	30	120	0.0	0.0	5.146	A
2	227	57	18	876	0.259	226	100	0.3	0.3	5.537	A
3	106	26	102	888	0.119	106	142	0.1	0.1	4.599	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	30	7	88	729	0.041	30	120	0.0	0.0	5.146	A
2	227	57	18	876	0.259	227	100	0.3	0.3	5.542	A
3	106	26	102	888	0.119	106	142	0.1	0.1	4.599	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	24	6	72	738	0.033	24	98	0.0	0.0	5.048	A
2	185	46	14	879	0.211	186	82	0.3	0.3	5.194	A
3	86	22	84	900	0.096	86	116	0.1	0.1	4.428	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	20	5	60	744	0.027	20	82	0.0	0.0	4.977	A
2	155	39	12	881	0.176	155	69	0.3	0.2	4.966	A
3	72	18	70	908	0.080	72	97	0.1	0.1	4.310	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.00	0.00	0.03	0.03			N/A	N/A
2	0.21	0.00	0.00	0.21	0.21			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.03	0.25	0.45	0.48			N/A	N/A
2	0.27	0.00	0.00	0.27	0.27			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.03	0.25	0.46	0.48			N/A	N/A
2	0.35	0.03	0.25	0.46	0.48			N/A	N/A
3	0.13	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.00	0.00	0.04	0.04			N/A	N/A
2	0.35	0.03	0.32	1.05	1.05			N/A	N/A
3	0.13	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.00	0.00	0.03	0.03			N/A	N/A
2	0.27	0.00	0.00	0.27	0.27			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.00	0.00	0.03	0.03			N/A	N/A
2	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2031 | Base | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arundel Road / West Walberton Lane	Mini-roundabout		1, 2, 3	4.47	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		486	Arm 3	4.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	33	100.000
2		ONE HOUR	✓	78	100.000
3		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	21	12
	2	25	0	53
	3	8	114	0

Proportions

	To			
		1	2	3
From	1	0.00	0.64	0.36
	2	0.32	0.00	0.68
	3	0.07	0.93	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1	2	3
From	1	0	6	0
	2	10	0	0
	3	17	0	0

Average PCU Per Veh

	To			
		1	2	3
From	1	1.000	1.060	1.000
	2	1.100	1.000	1.000
	3	1.170	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	25	26
	2	59	61
	3	92	93
17:00-17:15	1	30	31
	2	70	72
	3	110	111
17:15-17:30	1	36	38
	2	86	89
	3	134	136
17:30-17:45	1	36	38
	2	86	89
	3	134	136
17:45-18:00	1	30	31
	2	70	72
	3	110	111
18:00-18:15	1	25	26
	2	59	61
	3	92	93

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.05	4.75	0.0	0.5	A	30	45
2	0.10	4.60	0.1	0.5	A	72	107
3	0.14	4.30	0.2	0.5	A	112	168

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	25	6	85	818	0.030	25	25	0.0	0.0	4.539	A
2	59	15	9	871	0.067	58	101	0.0	0.1	4.429	A
3	92	23	19	977	0.094	91	49	0.0	0.1	4.063	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	30	7	102	808	0.037	30	30	0.0	0.0	4.624	A
2	70	18	11	870	0.081	70	121	0.1	0.1	4.500	A
3	110	27	22	974	0.113	110	58	0.1	0.1	4.162	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	36	9	125	795	0.046	36	36	0.0	0.0	4.746	A
2	86	21	13	869	0.099	86	148	0.1	0.1	4.599	A
3	134	34	27	971	0.138	134	71	0.1	0.2	4.302	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	36	9	126	795	0.046	36	36	0.0	0.0	4.746	A
2	86	21	13	869	0.099	86	149	0.1	0.1	4.599	A
3	134	34	28	971	0.138	134	72	0.2	0.2	4.302	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	30	7	103	808	0.037	30	30	0.0	0.0	4.627	A
2	70	18	11	870	0.081	70	122	0.1	0.1	4.503	A
3	110	27	23	974	0.113	110	59	0.2	0.1	4.165	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	25	6	86	817	0.030	25	25	0.0	0.0	4.541	A
2	59	15	9	871	0.067	59	102	0.1	0.1	4.432	A
3	92	23	19	977	0.094	92	49	0.1	0.1	4.069	A

Queue Variation Results for each time segment**16:45 - 17:00**

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.00	0.00	0.03	0.03			N/A	N/A
2	0.07	0.00	0.00	0.07	0.07			N/A	N/A
3	0.10	0.00	0.00	0.10	0.10			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.03	0.25	0.45	0.48			N/A	N/A
2	0.09	0.03	0.26	0.47	0.50			N/A	N/A
3	0.13	0.00	0.00	0.13	0.13			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.05	0.03	0.26	0.46	0.48			N/A	N/A
2	0.11	0.03	0.26	0.46	0.49			N/A	N/A
3	0.16	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.05	0.00	0.00	0.05	0.05			N/A	N/A
2	0.11	0.00	0.00	0.11	0.11			N/A	N/A
3	0.16	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.00	0.00	0.04	0.04			N/A	N/A
2	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3	0.13	0.00	0.00	0.13	0.13			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.03	0.00	0.00	0.03	0.03			N/A	N/A
2	0.07	0.00	0.00	0.07	0.07			N/A	N/A
3	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2031 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 87% of the total flow for the roundabout for one or more time segments]
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arundel Road / West Walberton Lane	Mini-roundabout		1, 2, 3	5.25	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		219	Arm 2	5.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	41	100.000
2		ONE HOUR	✓	209	100.000
3		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	16	25
	2	96	0	113
	3	22	80	0

Proportions

	To			
		1	2	3
From	1	0.00	0.39	0.61
	2	0.46	0.00	0.54
	3	0.22	0.78	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1	2	3
From	1	0	0	17
	2	0	0	3
	3	12	3	0

Average PCU Per Veh

	To			
		1	2	3
From	1	1.000	1.000	1.170
	2	1.000	1.000	1.030
	3	1.120	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	31	34
	2	157	160
	3	77	81
08:00-08:15	1	37	41
	2	188	191
	3	92	96
08:15-08:30	1	45	50
	2	230	234
	3	112	118
08:30-08:45	1	45	50
	2	230	234
	3	112	118
08:45-09:00	1	37	41
	2	188	191
	3	92	96
09:00-09:15	1	31	34
	2	157	160
	3	77	81

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.06	4.99	0.1	0.5	A	38	56
2	0.26	5.62	0.4	1.2	A	192	288
3	0.13	4.63	0.1	0.5	A	94	140

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	31	8	60	782	0.039	31	88	0.0	0.0	4.790	A
2	157	39	19	877	0.179	156	72	0.0	0.2	4.991	A
3	77	19	72	910	0.084	76	103	0.0	0.1	4.315	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	37	9	72	775	0.048	37	106	0.0	0.0	4.873	A
2	188	47	22	874	0.215	188	86	0.2	0.3	5.243	A
3	92	23	86	901	0.102	92	124	0.1	0.1	4.445	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	45	11	88	766	0.059	45	130	0.0	0.1	4.990	A
2	230	58	27	871	0.264	230	106	0.3	0.4	5.616	A
3	112	28	106	890	0.126	112	152	0.1	0.1	4.630	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	45	11	88	766	0.059	45	130	0.1	0.1	4.990	A
2	230	58	28	871	0.264	230	106	0.4	0.4	5.620	A
3	112	28	106	890	0.126	112	152	0.1	0.1	4.630	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	37	9	72	775	0.048	37	106	0.1	0.1	4.875	A
2	188	47	23	874	0.215	188	86	0.4	0.3	5.252	A
3	92	23	86	901	0.102	92	124	0.1	0.1	4.449	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	31	8	60	782	0.039	31	89	0.1	0.0	4.793	A
2	157	39	19	877	0.179	158	72	0.3	0.2	5.007	A
3	77	19	72	910	0.084	77	104	0.1	0.1	4.323	A

Queue Variation Results for each time segment**07:45 - 08:00**

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.00	0.00	0.04	0.04			N/A	N/A
2	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.05	0.03	0.25	0.45	0.48			N/A	N/A
2	0.27	0.00	0.00	0.27	0.27			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.06	0.03	0.26	0.47	0.49			N/A	N/A
2	0.36	0.03	0.25	0.46	0.48			N/A	N/A
3	0.14	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2	0.36	0.03	0.32	1.20	1.20			N/A	N/A
3	0.14	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.05	0.00	0.00	0.05	0.05			N/A	N/A
2	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.00	0.00	0.04	0.04			N/A	N/A
2	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2031 | Base + Development | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arundel Road / West Walberton Lane	Mini-roundabout		1, 2, 3	4.52	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		432	Arm 3	4.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	41	100.000
2		ONE HOUR	✓	83	100.000
3		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	24	17
	2	30	0	53
	3	19	114	0

Proportions

	To			
		1	2	3
From	1	0.00	0.59	0.41
	2	0.36	0.00	0.64
	3	0.14	0.86	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1	2	3
From	1	0	5	0
	2	8	0	0
	3	7	0	0

Average PCU Per Veh

	To			
		1	2	3
From	1	1.000	1.050	1.000
	2	1.080	1.000	1.000
	3	1.070	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	31	32
	2	62	64
	3	100	101
17:00-17:15	1	37	38
	2	75	77
	3	120	121
17:15-17:30	1	45	46
	2	91	94
	3	146	148
17:30-17:45	1	45	46
	2	91	94
	3	146	148
17:45-18:00	1	37	38
	2	75	77
	3	120	121
18:00-18:15	1	31	32
	2	62	64
	3	100	101

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.06	4.76	0.1	0.5	A	38	56
2	0.11	4.64	0.1	0.5	A	76	114
3	0.15	4.38	0.2	0.5	A	122	183

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	31	8	85	825	0.037	31	37	0.0	0.0	4.533	A
2	62	16	13	871	0.072	62	103	0.0	0.1	4.448	A
3	100	25	22	976	0.103	100	52	0.0	0.1	4.107	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	37	9	102	815	0.045	37	44	0.0	0.0	4.626	A
2	75	19	15	870	0.086	75	124	0.1	0.1	4.526	A
3	120	30	27	973	0.123	119	63	0.1	0.1	4.218	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	45	11	125	802	0.056	45	54	0.0	0.1	4.758	A
2	91	23	19	868	0.105	91	152	0.1	0.1	4.635	A
3	146	37	33	969	0.151	146	77	0.1	0.2	4.377	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	45	11	126	802	0.056	45	54	0.1	0.1	4.758	A
2	91	23	19	868	0.105	91	152	0.1	0.1	4.635	A
3	146	37	33	969	0.151	146	77	0.2	0.2	4.378	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	37	9	103	815	0.045	37	44	0.1	0.0	4.627	A
2	75	19	15	870	0.086	75	124	0.1	0.1	4.527	A
3	120	30	27	973	0.123	120	63	0.2	0.1	4.220	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	31	8	86	825	0.037	31	37	0.0	0.0	4.537	A
2	62	16	13	871	0.072	63	104	0.1	0.1	4.450	A
3	100	25	23	976	0.103	100	53	0.1	0.1	4.111	A

Queue Variation Results for each time segment**16:45 - 17:00**

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.00	0.00	0.04	0.04			N/A	N/A
2	0.08	0.00	0.00	0.08	0.08			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.05	0.03	0.25	0.45	0.48			N/A	N/A
2	0.09	0.03	0.25	0.46	0.48			N/A	N/A
3	0.14	0.00	0.00	0.14	0.14			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.06	0.03	0.26	0.46	0.49			N/A	N/A
2	0.12	0.03	0.26	0.46	0.49			N/A	N/A
3	0.18	0.03	0.26	0.46	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2	0.12	0.00	0.00	0.12	0.12			N/A	N/A
3	0.18	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.05	0.00	0.00	0.05	0.05			N/A	N/A
2	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3	0.14	0.00	0.00	0.14	0.14			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.04	0.00	0.00	0.04	0.04			N/A	N/A
2	0.08	0.00	0.00	0.08	0.08			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A