

Appendix L

K&M TRAFFIC SURVEYS

DATE : TUESDAY 6TH MARCH 2018

LOCATION : WALBERTON, WEST SUSSEX

TYE LANE / HIGH STREET PRIORITY JUNCTION																			
TYE LANE OUT LEFT TO HIGH STREET EAST							TYE LANE OUT RIGHT TO HIGH STREET WEST							TYE LANE RIGHT TURN IN FROM HIGH STREET EAST					
CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1				1		4					4		1					1
0715-0730	1	1			2		1					1		5			1		5
0730-0745	1	1			2		1			1		2		9	1				10
0745-0800	4				4		1	1				2		8		1			9
0800-0815	0				0		9					9		6					6
0815-0830	1				1		5	1				6		8					8
0830-0845	1				1		7					7		4					4
0845-0900	3				3		5					5		10					10
0900-0915	1				1		2					2		8					8
0915-0930	0				0		5					5		8			1		9
0930-0945	2				2		6					6		7					7
0945-1000	2	1	1		4		5					5		2	1				3
0700-1000	17	3	1	0	0	21	51	2	0	0	1	54		76	2	0	1	1	80
0700-0800	7	2	0	0	0	9	7	1	0	0	1	9		23	1	0	1	0	25
0715-0815	6	2	0	0	0	8	12	1	0	0	1	14		42	0	0	1	0	30
0730-0830	6	1	0	0	0	7	16	2	0	0	1	19		31	1	0	1	0	33
0745-0845	6	0	0	0	0	6	22	2	0	0	0	24		26	0	0	1	0	27
0800-0900	5	0	0	0	0	5	26	1	0	0	0	27		28	0	0	0	0	28
0815-0915	6	0	0	0	0	6	19	1	0	0	0	20		30	0	0	0	0	30
0830-0930	5	0	0	0	0	5	19	0	0	0	0	19		30	0	0	0	1	31
0845-0945	6	0	0	0	0	6	18	0	0	0	0	18		33	0	0	0	1	34
0900-1000	5	1	1	0	0	7	18	0	0	0	0	18		25	1	0	0	1	27

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TYE LANE OUT LEFT TO HIGH STREET EAST							TYE LANE OUT RIGHT TO HIGH STREET WEST							TYE LANE RIGHT TURN IN FROM HIGH STREET EAST					
CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	3				3		7		1			8		2					2
1615-1630	2				2		10					10		4	1				5
1630-1645	2				2		19					19		2					2
1645-1700	2				2		9	1				10		5					5
1700-1715	4				4		4			1		6		4					4
1715-1730	1				1		11					11		2					2
1730-1745	4				4		9	1				10		5					5
1745-1800	1				1		8					8		3					3
1800-1815	0				0		12		1			13		0					0
1815-1830	1				1		9					9		1					1
1830-1845	0				0		8					8		1					1
1845-1900	2				2		7					7		2					2
1600-1900	21	0	0	0	1	22	114	2	0	3	0	119		31	1	0	0	0	32
1600-1700	9	0	0	0	0	9	45	1	0	1	0	47		13	1	0	0	0	14
1615-1715	10	0	0	0	0	10	43	1	0	1	0	45		15	1	0	0	0	16
1630-1730	9	0	0	0	0	9	44	1	0	1	0	46		13	0	0	0	0	13
1645-1745	11	0	0	0	0	11	34	2	0	1	0	37		16	0	0	0	0	16
1700-1800	10	0	0	0	0	10	33	1	0	1	0	35		14	0	0	0	0	14
1715-1815	6	0	0	0	0	6	40	1	0	1	0	42		10	0	0	0	0	10
1730-1830	5	0	0	0	1	6	38	1	0	1	0	40		9	0	0	0	0	9
1745-1845	1	0	0	0	1	2	37	0	0	1	0	38		5	0	0	0	0	5
1800-1900	2	0	0	0	1	3	36	0	0	1	0	37		4	0	0	0	0	4

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TYE LANE / HIGH STREET PRIORITY JUNCTION																			
HIGH STREET FROM EAST STRAIGHT AHEAD TO HIGH STREET WEST							HIGH STREET FROM WEST STRAIGHT AHEAD TO HIGH STREET EAST							HIGH STREET FROM EAST STRAIGHT AHEAD TO HIGH STREET WEST					
CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	10	2	1		14		11	1				12		7					7
0715-0730	18	1			22		19	1				20		4			1		5
0730-0745	16				2		19					19		12					12
0745-0800	29	1	2		34		23	1			1	25		13					13
0800-0815	30				30		34	2				36		13					13
0815-0830	21				21		36	2		1	2	41		11					11
0830-0845	24			1	1	26	80	1	1		2	84		0	1				1
0845-0900	51	2			53		31	1				32		8					8
0900-0915	38	2			41		37	1			1	39		2					2
0915-0930	28	1		2	31		17	2				19		0					0
0930-0945	22	1		1	24		20		1			21		8					8
0945-1000	21			3	24		28	3				31		4					4
0700-1000	308	10	3	1	16	338	355	15	2	1	6	379		82	1	0	0	1	84
0700-0800	73	4	3	0	8	88	72	3	0	0	1	76		36	0	0	0	1	37
0715-0815	93	2	2	0	7	104	95	4	0	0	1	100		42	0	0	0	1	43
0730-0830	96	1	2	0	4	103	112	5	0	1	3	121		49	0	0	0	0	49
0745-0845	104	1	2	1	3	111	173	6	1	1	5	186		37	1	0	0	0	38
0800-0900	126	2	0	1	1	130	181	6	1	1	4	193		32	1	0	0	0	33
0815-0915	134	4	0	1	2	141	184	5	1	1	5	196		21	1	0	0	0	22
0830-0930	141	5	0	1	4	151	165	5	1	0	3	174		10	1	0	0	0	11
0845-0945	139	6	0	0	4	149	105	4	1	0	1	111		18	0	0	0	0	18
0900-1000	109	4	0	0	7	120	102	6	1	0	1	110		14	0	0	0	0	14

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DATE : TUESDAY 6TH MARCH 2018

LOCATION : WALBERTON, WEST SUSSEX

TYE LANE / HIGH STREET PRIORITY JUNCTION																			
HIGH STREET FROM EAST STRAIGHT AHEAD TO HIGH STREET WEST							HIGH STREET FROM WEST STRAIGHT AHEAD TO HIGH STREET EAST							HIGH STREET FROM EAST STRAIGHT AHEAD TO HIGH STREET WEST					
CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	49	2			52		18	1				20		1					1
1615-1630	22				22		27	1				29		8					8
1630-1645	26				2	28	46	2				48		4					4
1645-1700	31	2			35		48	4	1			54		3					3
1700-1715	25			1	26		47	2	1		2	52		6					6
1715-1730	24	1			25		28				3	31		4					4
1730-1745	20	2			24		32	1			4	37		1					1
1745-1800	27	1		1	29		24				2	26		2					2
1800-1815	16				16		29	1				30		2					2
1815-1830	19	1			22		19				1	20		2					2
1830-1845	13	1			16		14				3	17		0					0
1845-1900	12				13		16				1	17		1					1
1600-1900	284	10	0	2	12	308	349	12	2	0	18	381		35	0	1	0	0	36</

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Tye Lane - The Street.j9

Path: W:\Projects\040-049\041 Barratt Homes\041.0071 Land at Tye Lane, Walberton\Modelling

Report generation date: 07/09/2020 11:09:12

- »Existing Configuration - 2020 Baseline, AM
- »Existing Configuration - 2020 Baseline, PM
- »Existing Configuration - 2023 Baseline, AM
- »Existing Configuration - 2023 Baseline, PM
- »Existing Configuration - 2023 Baseline + Dev, AM
- »Existing Configuration - 2023 Baseline + Dev, PM
- »Existing Configuration - 2031 Baseline, AM
- »Existing Configuration - 2031 Baseline, PM
- »Existing Configuration - 2031 Baseline + Dev, AM
- »Existing Configuration - 2031 Baseline + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Existing Configuration - 2020 Baseline											
Stream B-AC	0.1	10.89	0.10	B	1.39	196 %	0.2	11.28	0.16	B	1.92	167 %
Stream C-AB	0.1	6.31	0.07	A		[Stream B-AC]	0.1	6.22	0.04	A		[Stream B-AC]
	Existing Configuration - 2023 Baseline											
Stream B-AC	0.1	11.05	0.10	B	1.40	185 %	0.2	11.48	0.17	B	1.96	156 %
Stream C-AB	0.1	6.31	0.07	A		[Stream B-AC]	0.1	6.22	0.04	A		[Stream B-AC]
	Existing Configuration - 2023 Baseline + Dev											
Stream B-AC	0.2	11.59	0.16	B	1.85	145 %	0.3	12.05	0.20	B	2.17	129 %
Stream C-AB	0.1	6.39	0.08	A		[Stream B-AC]	0.1	6.41	0.05	A		[Stream B-AC]
	Existing Configuration - 2031 Baseline											
Stream B-AC	0.2	12.23	0.19	B	2.06	124 %	0.2	11.80	0.18	B	2.00	141 %
Stream C-AB	0.1	6.31	0.07	A		[Stream B-AC]	0.1	6.22	0.04	A		[Stream B-AC]
	Existing Configuration - 2031 Baseline + Dev											
Stream B-AC	0.2	11.86	0.17	B	1.90	133 %	0.3	12.39	0.22	B	2.23	117 %
Stream C-AB	0.1	6.41	0.08	A		[Stream B-AC]	0.1	6.40	0.06	A		[Stream B-AC]

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	Tye Lane - The Street
Location	Walberton
Site number	
Date	26/08/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	Barratt Homes
Enumerator	Shannon
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2020 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15
D5	2023 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2023 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Baseline	AM	ONE HOUR	07:45	09:15	15
D8	2031 Baseline	PM	ONE HOUR	16:45	18:15	15
D9	2031 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2020 Baseline, AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	196	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	The Street (EB)		Major
B	Tye Lane		Minor
C	The Street (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - The Street (WB)	6.00			100.0	✓	0.00

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Tye Lane	One lane	2.75	10	10

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	474	0.086	0.218	0.137	0.312
1	B-C	614	0.094	0.238	-	-
1	C-B	632	0.245	0.245	-	-

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Baseline	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	231	100.000
B - Tye Lane		✓	33	100.000
C - The Street (WB)		✓	162	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	34	197
	B - Tye Lane	28	0	5
	C - The Street (WB)	133	29	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	10.89	0.1	B
C-AB	0.07	6.31	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	392	0.063	25	0.1	9.788	A
C-AB	26	599	0.044	26	0.1	6.277	A
C-A	96			96			
A-B	26			26			
A-C	148			148			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	30	382	0.078	30	0.1	10.229	B
C-AB	33	605	0.054	32	0.1	6.291	A
C-A	113			113			
A-B	31			31			
A-C	177			177			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	36	367	0.099	36	0.1	10.882	B
C-AB	42	613	0.069	42	0.1	6.309	A
C-A	136			136			
A-B	37			37			
A-C	217			217			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	36	367	0.099	36	0.1	10.889	B
C-AB	42	613	0.069	42	0.1	6.311	A
C-A	136			136			
A-B	37			37			
A-C	217			217			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	30	381	0.078	30	0.1	10.239	B
C-AB	33	605	0.054	33	0.1	6.295	A
C-A	113			113			
A-B	31			31			
A-C	177			177			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	392	0.063	25	0.1	9.807	A
C-AB	26	599	0.044	26	0.1	6.282	A
C-A	96			96			
A-B	26			26			
A-C	148			148			

Existing Configuration - 2020 Baseline, PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	187	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2020 Baseline	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	208	100.000
B - Tye Lane		✓	56	100.000
C - The Street (WB)		✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	21	187
	B - Tye Lane	46	0	10
	C - The Street (WB)	113	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	11.28	0.2	B
C-AB	0.04	6.22	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	42	402	0.105	42	0.1	9.968	A
C-AB	14	593	0.024	14	0.0	6.214	A
C-A	83			83			
A-B	16			16			
A-C	141			141			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	50	393	0.128	50	0.1	10.489	B
C-AB	17	597	0.029	17	0.0	6.205	A
C-A	99			99			
A-B	19			19			
A-C	168			168			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	381	0.162	61	0.2	11.267	B
C-AB	22	603	0.037	22	0.1	6.193	A
C-A	120			120			
A-B	23			23			
A-C	206			206			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	381	0.162	62	0.2	11.282	B
C-AB	22	603	0.037	22	0.1	6.197	A
C-A	120			120			
A-B	23			23			
A-C	206			206			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	50	393	0.128	51	0.1	10.507	B
C-AB	17	597	0.029	17	0.0	6.209	A
C-A	99			99			
A-B	19			19			
A-C	168			168			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	42	402	0.105	42	0.1	10.000	A
C-AB	14	593	0.024	14	0.0	6.215	A
C-A	83			83			
A-B	16			16			
A-C	141			141			

Existing Configuration - 2023 Baseline, AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	185	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	240	100.000
B - Tye Lane		✓	34	100.000
C - The Street (WB)		✓	168	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	0	35	205
	B - Tye Lane	29	0	5
	C - The Street (WB)	138	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	11.05	0.1	B
C-AB	0.07	6.31	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	390	0.066	25	0.1	9.878	A
C-AB	27	600	0.045	27	0.1	6.278	A
C-A	99			99			
A-B	26			26			
A-C	154			154			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	378	0.081	30	0.1	10.342	B
C-AB	34	606	0.056	34	0.1	6.293	A
C-A	117			117			
A-B	31			31			
A-C	184			184			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	363	0.103	37	0.1	11.039	B
C-AB	44	614	0.072	44	0.1	6.313	A
C-A	141			141			
A-B	39			39			
A-C	226			226			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	363	0.103	37	0.1	11.047	B
C-AB	44	614	0.072	44	0.1	6.313	A
C-A	141			141			
A-B	39			39			
A-C	226			226			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	378	0.081	31	0.1	10.355	B
C-AB	34	606	0.056	34	0.1	6.295	A
C-A	117			117			
A-B	31			31			
A-C	184			184			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	26	389	0.066	26	0.1	9.898	A
C-AB	27	600	0.046	27	0.1	6.286	A
C-A	99			99			
A-B	26			26			
A-C	154			154			

Existing Configuration - 2023 Baseline, PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	156	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	217	100.000
B - Tye Lane		✓	59	100.000
C - The Street (WB)		✓	135	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	22	195
	B - Tye Lane	48	0	11
	C - The Street (WB)	118	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	11.48	0.2	B
C-AB	0.04	6.22	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	44	401	0.111	44	0.1	10.064	B
C-AB	15	594	0.025	15	0.0	6.214	A
C-A	87			87			
A-B	17			17			
A-C	147			147			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	392	0.135	53	0.2	10.625	B
C-AB	19	599	0.031	19	0.0	6.205	A
C-A	103			103			
A-B	20			20			
A-C	175			175			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	65	379	0.172	65	0.2	11.464	B
C-AB	24	605	0.039	24	0.1	6.195	A
C-A	125			125			
A-B	24			24			
A-C	215			215			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	65	379	0.172	65	0.2	11.478	B
C-AB	24	605	0.039	24	0.1	6.196	A
C-A	125			125			
A-B	24			24			
A-C	215			215			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	392	0.135	53	0.2	10.641	B
C-AB	19	599	0.031	19	0.0	6.207	A
C-A	103			103			
A-B	20			20			
A-C	175			175			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	44	401	0.111	45	0.1	10.099	B
C-AB	15	594	0.025	15	0.0	6.218	A
C-A	87			87			
A-B	17			17			
A-C	147			147			

Existing Configuration - 2023 Baseline + Dev, AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	145	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	256	100.000
B - Tye Lane		✓	54	100.000
C - The Street (WB)		✓	170	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	0	51	205
	B - Tye Lane	42	0	12
	C - The Street (WB)	138	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	11.59	0.2	B
C-AB	0.08	6.39	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	41	397	0.102	40	0.1	10.083	B
C-AB	29	598	0.049	29	0.1	6.329	A
C-A	99			99			
A-B	38			38			
A-C	154			154			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	49	386	0.126	48	0.1	10.673	B
C-AB	36	603	0.060	36	0.1	6.352	A
C-A	117			117			
A-B	46			46			
A-C	184			184			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	59	370	0.161	59	0.2	11.572	B
C-AB	47	610	0.077	47	0.1	6.386	A
C-A	140			140			
A-B	56			56			
A-C	226			226			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	59	370	0.161	59	0.2	11.567	B
C-AB	47	611	0.077	47	0.1	6.390	A
C-A	140			140			
A-B	56			56			
A-C	226			226			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	49	386	0.126	49	0.1	10.694	B
C-AB	36	603	0.060	36	0.1	6.359	A
C-A	117			117			
A-B	46			46			
A-C	184			184			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	41	397	0.102	41	0.1	10.119	B
C-AB	29	598	0.049	29	0.1	6.337	A
C-A	99			99			
A-B	38			38			
A-C	154			154			

Existing Configuration - 2023 Baseline + Dev, PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.17	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	129	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	258	100.000
B - Tye Lane		✓	69	100.000
C - The Street (WB)		✓	141	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	0	63	195
	B - Tye Lane	55	0	14
	C - The Street (WB)	118	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	12.05	0.3	B
C-AB	0.05	6.41	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	52	399	0.130	51	0.1	10.334	B
C-AB	20	587	0.035	20	0.0	6.349	A
C-A	86			86			
A-B	47			47			
A-C	147			147			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	389	0.160	62	0.2	11.004	B
C-AB	25	590	0.043	25	0.1	6.371	A
C-A	102			102			
A-B	57			57			
A-C	175			175			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	76	375	0.203	76	0.3	12.033	B
C-AB	32	595	0.055	32	0.1	6.404	A
C-A	123			123			
A-B	69			69			
A-C	215			215			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	76	375	0.203	76	0.3	12.053	B
C-AB	32	595	0.055	32	0.1	6.406	A
C-A	123			123			
A-B	69			69			
A-C	215			215			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	389	0.160	62	0.2	11.034	B
C-AB	25	590	0.043	25	0.1	6.374	A
C-A	101			101			
A-B	57			57			
A-C	175			175			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	52	399	0.130	52	0.2	10.380	B
C-AB	20	567	0.035	20	0.0	6.356	A
C-A	86			86			
A-B	47			47			
A-C	147			147			

Existing Configuration - 2031 Baseline , AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	124	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Baseline	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	253	100.000
B - Tye Lane		✓	62	100.000
C - The Street (WB)		✓	176	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	0	37	216
	B - Tye Lane	51	0	11
	C - The Street (WB)	145	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	12.23	0.2	B
C-AB	0.07	6.31	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	390	0.120	46	0.1	10.449	B
C-AB	29	602	0.047	28	0.1	6.276	A
C-A	104			104			
A-B	28			28			
A-C	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	379	0.147	56	0.2	11.140	B
C-AB	36	608	0.058	35	0.1	6.290	A
C-A	123			123			
A-B	33			33			
A-C	194			194			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	68	363	0.188	68	0.2	12.206	B
C-AB	46	617	0.075	46	0.1	6.313	A
C-A	148			148			
A-B	41			41			
A-C	238			238			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	68	363	0.188	68	0.2	12.226	B
C-AB	46	617	0.075	46	0.1	6.313	A
C-A	148			148			
A-B	41			41			
A-C	238			238			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	379	0.147	56	0.2	11.185	B
C-AB	36	608	0.059	36	0.1	6.294	A
C-A	123			123			
A-B	33			33			
A-C	194			194			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	390	0.120	47	0.1	10.494	B
C-AB	29	602	0.047	29	0.1	6.285	A
C-A	104			104			
A-B	28			28			
A-C	163			163			

Existing Configuration - 2031 Baseline , PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	141	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Baseline	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	230	100.000
B - Tye Lane		✓	62	100.000
C - The Street (WB)		✓	143	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	0	24	206
	B - Tye Lane	51	0	11
	C - The Street (WB)	125	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	11.80	0.2	B
C-AB	0.04	6.22	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	397	0.117	46	0.1	10.235	B
C-AB	16	596	0.027	16	0.0	6.212	A
C-A	92			92			
A-B	18			18			
A-C	155			155			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	387	0.144	56	0.2	10.849	B
C-AB	20	600	0.033	20	0.0	6.203	A
C-A	109			109			
A-B	22			22			
A-C	185			185			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	68	373	0.183	68	0.2	11.783	B
C-AB	26	607	0.042	26	0.1	6.192	A
C-A	132			132			
A-B	26			26			
A-C	227			227			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	68	373	0.183	68	0.2	11.799	B
C-AB	26	607	0.042	26	0.1	6.193	A
C-A	132			132			
A-B	26			26			
A-C	227			227			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	387	0.144	56	0.2	10.872	B
C-AB	20	600	0.033	20	0.0	6.207	A
C-A	109			109			
A-B	22			22			
A-C	185			185			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	397	0.117	47	0.1	10.275	B
C-AB	16	596	0.027	16	0.0	6.215	A
C-A	92			92			
A-B	18			18			
A-C	155			155			

Existing Configuration - 2031 Baseline + Dev, AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	1.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	133	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	289	100.000
B - Tye Lane		✓	57	100.000
C - The Street (WB)		✓	179	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	0	53	216
	B - Tye Lane	44	0	13
	C - The Street (WB)	145	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	11.86	0.2	B
C-AB	0.08	6.41	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	43	394	0.109	42	0.1	10.213	B
C-AB	31	599	0.052	31	0.1	6.339	A
C-A	103			103			
A-B	40			40			
A-C	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	51	383	0.134	51	0.2	10.853	B
C-AB	39	605	0.065	39	0.1	6.367	A
C-A	122			122			
A-B	48			48			
A-C	194			194			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	366	0.171	63	0.2	11.839	B
C-AB	51	613	0.083	51	0.1	6.406	A
C-A	146			146			
A-B	58			58			
A-C	238			238			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	366	0.171	63	0.2	11.856	B
C-AB	51	613	0.083	51	0.1	6.411	A
C-A	146			146			
A-B	58			58			
A-C	238			238			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	51	383	0.134	51	0.2	10.878	B
C-AB	39	605	0.065	39	0.1	6.372	A
C-A	122			122			
A-B	48			48			
A-C	194			194			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	43	394	0.109	43	0.1	10.250	B
C-AB	31	599	0.052	31	0.1	6.344	A
C-A	103			103			
A-B	40			40			
A-C	163			163			

Existing Configuration - 2031 Baseline + Dev, PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/The Street	T-Junction	Two-way	2.23	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	117	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Street (EB)		✓	270	100.000
B - Tye Lane		✓	73	100.000
C - The Street (WB)		✓	149	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	0	64	206
	B - Tye Lane	58	0	15
	C - The Street (WB)	125	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - The Street (EB)	B - Tye Lane	C - The Street (WB)
From	A - The Street (EB)	10	10	10
	B - Tye Lane	10	10	10
	C - The Street (WB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.22	12.39	0.3	B
C-AB	0.06	6.40	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	55	397	0.139	54	0.2	10.498	B
C-AB	22	589	0.037	21	0.0	6.344	A
C-A	91			91			
A-B	48			48			
A-C	155			155			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	386	0.170	65	0.2	11.231	B
C-AB	27	592	0.045	27	0.1	6.369	A
C-A	107			107			
A-B	58			58			
A-C	185			185			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	80	371	0.217	80	0.3	12.367	B
C-AB	34	597	0.058	34	0.1	6.399	A
C-A	130			130			
A-B	70			70			
A-C	227			227			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	80	371	0.217	80	0.3	12.392	B
C-AB	34	597	0.058	34	0.1	6.401	A
C-A	130			130			
A-B	70			70			
A-C	227			227			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	386	0.170	66	0.2	11.262	B
C-AB	27	592	0.045	27	0.1	6.370	A
C-A	107			107			
A-B	58			58			
A-C	185			185			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	55	397	0.139	55	0.2	10.548	B
C-AB	22	569	0.037	22	0.1	6.352	A
C-A	91			91			
A-B	48			48			
A-C	155			155			

Appendix M

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.0.2.5947 © Copyright: TRL Limited, 2017	
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Filename: The Street - Yapton Lane.j9

Path: W:\Projects\040-049\041 Barratt Homes\041.0071 Land at Tye Lane, Walberton\Modelling

Report generation date: 26/08/2020 14:58:47

-
- »Existing Configuration - 2020 Baseline, AM
 - »Existing Configuration - 2020 Baseline, PM
 - »Existing Configuration - 2023 Baseline, AM
 - »Existing Configuration - 2023 Baseline, PM
 - »Existing Configuration - 2023 Baseline + Com Dev, AM
 - »Existing Configuration - 2023 Baseline + Com Dev, PM
 - »Existing Configuration - 2023 Baseline + Com Dev + Dev, AM
 - »Existing Configuration - 2023 Baseline + Com Dev + Dev, PM
 - »Existing Configuration - 2031 Baseline, AM
 - »Existing Configuration - 2031 Baseline, PM
 - »Existing Configuration - 2031 Baseline + Com Dev, AM
 - »Existing Configuration - 2031 Baseline + Com Dev , PM
 - »Existing Configuration - 2031 Baseline + Com Dev + Dev, AM
 - »Existing Configuration - 2031 Baseline + Com Dev + Dev , PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Existing Configuration - 2020 Baseline											
1 - Yapton Lane (SB)	0.3	5.60	0.25	A	9.52	38 %	1.3	10.25	0.58	B	8.21	47 %
2 - Yapton Lane (NB)	1.8	11.41	0.65	B		[2 - Yapton Lane (NB)]	0.3	5.32	0.24	A		[1 - Yapton Lane (SB)]
3 - The Street	0.2	6.75	0.14	A			0.2	5.33	0.16	A		
	Existing Configuration - 2023 Baseline											
1 - Yapton Lane (SB)	0.3	5.67	0.26	A	10.09	33 %	1.5	10.90	0.60	B	8.61	42 %
2 - Yapton Lane (NB)	2.0	12.22	0.67	B		[2 - Yapton Lane (NB)]	0.3	5.40	0.25	A		[1 - Yapton Lane (SB)]
3 - The Street	0.2	6.90	0.15	A			0.2	5.39	0.17	A		
	Existing Configuration - 2023 Baseline + Com Dev											
1 - Yapton Lane (SB)	0.4	5.97	0.30	A	11.48	24 %	1.9	12.66	0.66	B	9.73	31 %
2 - Yapton Lane (NB)	2.5	14.28	0.72	B		[2 - Yapton Lane (NB)]	0.4	5.67	0.28	A		[1 - Yapton Lane (SB)]
3 - The Street	0.2	7.21	0.16	A			0.2	5.56	0.18	A		
	Existing Configuration - 2023 Baseline + Com Dev + Dev											
1 - Yapton Lane (SB)	0.4	6.02	0.30	A	11.56	24 %	1.9	12.79	0.66	B	9.78	30 %
2 - Yapton Lane (NB)	2.5	14.41	0.72	B		[2 - Yapton Lane (NB)]	0.4	5.74	0.29	A		[1 - Yapton Lane (SB)]
3 - The Street	0.2	7.32	0.17	A			0.2	5.60	0.18	A		
	Existing Configuration - 2031 Baseline											
1 - Yapton Lane (SB)	0.4	5.84	0.28	A	11.39	25 %	1.8	12.30	0.64	B	9.49	33 %
2 - Yapton Lane (NB)	2.4	14.10	0.71	B		[2 - Yapton Lane (NB)]	0.4	5.53	0.26	A		[1 - Yapton Lane (SB)]
3 - The Street	0.2	7.24	0.16	A			0.2	5.52	0.18	A		
	Existing Configuration - 2031 Baseline + Com Dev											
1 - Yapton Lane (SB)	0.5	6.15	0.31	A	13.26	17 %	2.3	14.59	0.70	B	10.92	23 %
2 - Yapton Lane (NB)	3.1	16.91	0.76			[2 - Yapton Lane (NB)]	0.4	5.82	0.30	A		[1 - Yapton Lane (SB)]
3 - The Street	0.2	7.58	0.17	A			0.2	5.70	0.19	A		
	Existing Configuration - 2031 Baseline + Com Dev + Dev											
1 - Yapton Lane (SB)	0.5	6.21	0.32	A	13.43	16 %	2.3	14.72	0.70	B	10.96	23 %
2 - Yapton Lane (NB)	3.2	17.17	0.77			[2 - Yapton Lane (NB)]	0.4	5.89	0.31	A		[1 - Yapton Lane (SB)]
3 - The Street	0.2	7.70	0.19	A			0.2	5.73	0.19	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	The Street/Yapton Lane Roundabout
Location	
Site number	
Date	26/08/2020
Version	
Status	(new file)
Identifier	
Client	Barratt Homes
Jobnumber	041.0071
Enumerator	Shannon
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	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9		✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2020 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15
D5	2023 Baseline + Com Dev	AM	ONE HOUR	07:45	09:15	15
D6	2023 Baseline + Com Dev	PM	ONE HOUR	16:45	18:15	15
D7	2023 Baseline + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2023 Baseline + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D9	2031 Baseline	AM	ONE HOUR	07:45	09:15	15
D10	2031 Baseline	PM	ONE HOUR	16:45	18:15	15
D11	2031 Baseline + Com Dev	AM	ONE HOUR	07:45	09:15	15
D12	2031 Baseline + Com Dev	PM	ONE HOUR	16:45	18:15	15
D13	2031 Baseline + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D14	2031 Baseline + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2020 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	9.52	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		38	2 - Yapton Lane (NB)

Arms

Arms

Arm	Name	Description
1	Yapton Lane (SB)	
2	Yapton Lane (NB)	
3	The Street	

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 - Yapton Lane (SB)	2.60	2.60	4.40	5.4	13.44	15.10	0.0	
2 - Yapton Lane (NB)	3.00	3.00	6.40	5.4	12.20	10.70	0.0	✓
3 - The Street	3.35	3.15	5.20	4.3	14.33	13.60	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yapton Lane (SB)	0.634	981
2 - Yapton Lane (NB)	0.525	995
3 - The Street	0.528	978

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Baseline	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	195	100.000
2 - Yapton Lane (NB)		✓	525	100.000
3 - The Street		✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	176	19
	2 - Yapton Lane (NB)	458	0	67
	3 - The Street	31	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.25	5.60	0.3	A
2 - Yapton Lane (NB)	0.65	11.41	1.8	B
3 - The Street	0.14	6.75	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	147	37	868	0.169	146	0.2	4.980	A
2 - Yapton Lane (NB)	395	14	897	0.441	392	0.8	7.095	A
3 - The Street	61	342	708	0.086	61	0.1	5.556	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	175	45	863	0.203	175	0.3	5.229	A
2 - Yapton Lane (NB)	472	17	895	0.527	471	1.1	8.455	A
3 - The Street	73	411	672	0.108	73	0.1	6.006	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	215	55	857	0.251	214	0.3	5.599	A
2 - Yapton Lane (NB)	578	21	893	0.647	575	1.8	11.227	B
3 - The Street	89	502	624	0.143	89	0.2	6.729	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	215	55	857	0.251	215	0.3	5.604	A
2 - Yapton Lane (NB)	578	21	893	0.647	578	1.8	11.409	B
3 - The Street	89	504	623	0.143	89	0.2	6.747	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	175	45	863	0.203	176	0.3	5.237	A
2 - Yapton Lane (NB)	472	17	895	0.527	475	1.1	8.614	A
3 - The Street	73	414	670	0.109	73	0.1	6.030	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	147	38	868	0.169	147	0.2	4.994	A
2 - Yapton Lane (NB)	395	14	897	0.441	397	0.8	7.218	A
3 - The Street	61	346	706	0.086	61	0.1	5.583	A

Existing Configuration - 2020 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	8.21	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		47	1 - Yapton Lane (SB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2020 Baseline	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	433	100.000
2 - Yapton Lane (NB)		✓	189	100.000
3 - The Street		✓	118	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	399	34
	2 - Yapton Lane (NB)	143	0	46
	3 - The Street	26	92	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.58	10.25	1.3	B
2 - Yapton Lane (NB)	0.24	5.32	0.3	A
3 - The Street	0.16	5.33	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	326	69	848	0.384	324	0.6	6.831	A
2 - Yapton Lane (NB)	142	25	891	0.160	142	0.2	4.799	A
3 - The Street	89	107	832	0.107	88	0.1	4.835	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	389	83	839	0.464	388	0.9	7.963	A
2 - Yapton Lane (NB)	170	30	888	0.191	170	0.2	5.010	A
3 - The Street	106	128	821	0.129	106	0.1	5.034	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	477	101	828	0.576	475	1.3	10.147	B
2 - Yapton Lane (NB)	208	37	885	0.235	208	0.3	5.317	A
3 - The Street	130	157	806	0.161	130	0.2	5.323	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	477	101	828	0.576	477	1.3	10.253	B
2 - Yapton Lane (NB)	208	37	884	0.235	208	0.3	5.322	A
3 - The Street	130	157	806	0.161	130	0.2	5.326	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	389	83	839	0.464	391	0.9	8.064	A
2 - Yapton Lane (NB)	170	31	888	0.191	170	0.2	5.018	A
3 - The Street	106	129	821	0.129	106	0.1	5.038	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	326	69	848	0.384	327	0.6	6.923	A
2 - Yapton Lane (NB)	142	26	891	0.160	142	0.2	4.812	A
3 - The Street	89	108	832	0.107	89	0.1	4.847	A

Existing Configuration - 2023 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	10.09	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		33	2 - Yapton Lane (NB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	201	100.000
2 - Yapton Lane (NB)		✓	544	100.000
3 - The Street		✓	83	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	182	19
	2 - Yapton Lane (NB)	474	0	70
	3 - The Street	32	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.26	5.67	0.3	A
2 - Yapton Lane (NB)	0.67	12.22	2.0	B
3 - The Street	0.15	6.90	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	151	38	868	0.174	150	0.2	5.015	A
2 - Yapton Lane (NB)	410	14	897	0.457	406	0.8	7.294	A
3 - The Street	62	354	702	0.089	62	0.1	5.622	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	181	46	863	0.209	180	0.3	5.275	A
2 - Yapton Lane (NB)	489	17	895	0.546	488	1.2	8.802	A
3 - The Street	75	425	665	0.112	75	0.1	6.099	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	221	56	856	0.258	221	0.3	5.664	A
2 - Yapton Lane (NB)	599	21	893	0.671	596	2.0	11.980	B
3 - The Street	91	519	615	0.149	91	0.2	6.874	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	221	56	856	0.258	221	0.3	5.669	A
2 - Yapton Lane (NB)	599	21	893	0.671	599	2.0	12.215	B
3 - The Street	91	522	613	0.149	91	0.2	6.895	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	181	46	863	0.209	181	0.3	5.285	A
2 - Yapton Lane (NB)	489	17	895	0.546	492	1.2	9.001	A
3 - The Street	75	429	662	0.113	75	0.1	6.129	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	151	38	867	0.174	152	0.2	5.031	A
2 - Yapton Lane (NB)	410	14	897	0.457	411	0.9	7.439	A
3 - The Street	62	358	700	0.089	63	0.1	5.652	A

Existing Configuration - 2023 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	8.61	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		42	1 - Yapton Lane (SB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	450	100.000
2 - Yapton Lane (NB)		✓	197	100.000
3 - The Street		✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	0	415	35
	2 - Yapton Lane (NB)	149	0	48
	3 - The Street	27	95	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.60	10.90	1.5	B
2 - Yapton Lane (NB)	0.25	5.40	0.3	A
3 - The Street	0.17	5.39	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	339	71	847	0.400	336	0.7	7.017	A
2 - Yapton Lane (NB)	148	26	890	0.167	148	0.2	4.841	A
3 - The Street	92	112	830	0.111	91	0.1	4.871	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	405	85	838	0.483	404	0.9	8.269	A
2 - Yapton Lane (NB)	177	31	888	0.200	177	0.2	5.064	A
3 - The Street	110	134	818	0.134	110	0.2	5.080	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	495	104	826	0.600	493	1.5	10.761	B
2 - Yapton Lane (NB)	217	38	884	0.245	217	0.3	5.391	A
3 - The Street	134	164	802	0.167	134	0.2	5.386	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	495	105	826	0.600	495	1.5	10.898	B
2 - Yapton Lane (NB)	217	39	884	0.245	217	0.3	5.396	A
3 - The Street	134	164	802	0.167	134	0.2	5.389	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	405	86	838	0.483	407	1.0	8.396	A
2 - Yapton Lane (NB)	177	32	888	0.200	177	0.3	5.071	A
3 - The Street	110	134	818	0.134	110	0.2	5.086	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	339	72	846	0.400	340	0.7	7.121	A
2 - Yapton Lane (NB)	148	26	890	0.167	149	0.2	4.854	A
3 - The Street	92	112	830	0.111	92	0.1	4.881	A

Existing Configuration - 2023 Baseline + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 90% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	11.48	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		24	2 - Yapton Lane (NB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023 Baseline + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	230	100.000
2 - Yapton Lane (NB)		✓	581	100.000
3 - The Street		✓	84	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	207	23
	2 - Yapton Lane (NB)	511	0	70
	3 - The Street	33	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.30	5.97	0.4	A
2 - Yapton Lane (NB)	0.72	14.28	2.5	B
3 - The Street	0.16	7.21	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	173	38	868	0.200	172	0.2	5.169	A
2 - Yapton Lane (NB)	437	17	895	0.489	434	0.9	7.741	A
3 - The Street	63	381	687	0.092	63	0.1	5.759	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	207	46	863	0.240	207	0.3	5.482	A
2 - Yapton Lane (NB)	522	21	893	0.585	521	1.4	9.613	A
3 - The Street	76	458	647	0.117	75	0.1	6.294	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	253	56	856	0.296	253	0.4	5.961	A
2 - Yapton Lane (NB)	640	25	891	0.718	636	2.4	13.868	B
3 - The Street	92	559	594	0.156	92	0.2	7.175	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	253	56	856	0.296	253	0.4	5.969	A
2 - Yapton Lane (NB)	640	25	891	0.718	639	2.5	14.284	B
3 - The Street	92	562	592	0.156	92	0.2	7.207	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	207	46	863	0.240	207	0.3	5.496	A
2 - Yapton Lane (NB)	522	21	893	0.585	526	1.4	9.924	A
3 - The Street	76	463	644	0.117	76	0.1	6.334	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	173	38	867	0.200	173	0.3	5.188	A
2 - Yapton Lane (NB)	437	17	895	0.489	439	1.0	7.932	A
3 - The Street	63	386	685	0.092	63	0.1	5.792	A

Existing Configuration - 2023 Baseline + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	9.73	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		31	1 - Yapton Lane (SB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023 Baseline + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	492	100.000
2 - Yapton Lane (NB)		✓	225	100.000
3 - The Street		✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	455	37
	2 - Yapton Lane (NB)	177	0	48
	3 - The Street	31	95	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.66	12.66	1.9	B
2 - Yapton Lane (NB)	0.28	5.67	0.4	A
3 - The Street	0.18	5.56	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	370	71	847	0.437	367	0.8	7.462	A
2 - Yapton Lane (NB)	169	28	890	0.190	168	0.2	4.986	A
3 - The Street	95	133	819	0.116	94	0.1	4.965	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	442	85	838	0.528	441	1.1	9.042	A
2 - Yapton Lane (NB)	202	33	887	0.228	202	0.3	5.257	A
3 - The Street	113	159	805	0.141	113	0.2	5.204	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	542	104	826	0.656	539	1.8	12.417	B
2 - Yapton Lane (NB)	248	41	883	0.281	247	0.4	5.661	A
3 - The Street	139	195	786	0.176	139	0.2	5.557	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	542	105	826	0.656	542	1.9	12.661	B
2 - Yapton Lane (NB)	248	41	883	0.281	248	0.4	5.668	A
3 - The Street	139	195	786	0.177	139	0.2	5.561	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	442	86	838	0.528	445	1.1	9.243	A
2 - Yapton Lane (NB)	202	33	887	0.228	203	0.3	5.266	A
3 - The Street	113	159	805	0.141	113	0.2	5.209	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	370	72	846	0.438	372	0.5	7.609	A
2 - Yapton Lane (NB)	169	28	889	0.190	170	0.2	5.002	A
3 - The Street	95	133	818	0.116	95	0.1	4.976	A

Existing Configuration - 2023 Baseline + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	11.56	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		24	2 - Yapton Lane (NB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2023 Baseline + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	230	100.000
2 - Yapton Lane (NB)		✓	583	100.000
3 - The Street		✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	207	23
	2 - Yapton Lane (NB)	511	0	72
	3 - The Street	33	58	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.30	6.02	0.4	A
2 - Yapton Lane (NB)	0.72	14.41	2.5	B
3 - The Street	0.17	7.32	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	173	43	864	0.200	172	0.2	5.193	A
2 - Yapton Lane (NB)	439	17	895	0.490	435	0.9	7.765	A
3 - The Street	69	381	688	0.100	68	0.1	5.808	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	207	52	859	0.241	207	0.3	5.516	A
2 - Yapton Lane (NB)	524	21	893	0.587	522	1.4	9.658	A
3 - The Street	82	458	647	0.126	82	0.1	6.364	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	253	64	851	0.297	253	0.4	6.010	A
2 - Yapton Lane (NB)	642	25	891	0.721	638	2.4	13.980	B
3 - The Street	100	559	594	0.169	100	0.2	7.286	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	253	64	851	0.297	253	0.4	6.018	A
2 - Yapton Lane (NB)	642	25	891	0.721	642	2.5	14.408	B
3 - The Street	100	562	592	0.169	100	0.2	7.319	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	207	52	859	0.241	207	0.3	5.528	A
2 - Yapton Lane (NB)	524	21	893	0.587	528	1.5	9.975	A
3 - The Street	82	463	644	0.127	82	0.1	6.403	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	173	44	864	0.200	173	0.3	5.215	A
2 - Yapton Lane (NB)	439	17	895	0.490	441	1.0	7.959	A
3 - The Street	69	386	685	0.100	69	0.1	5.845	A

Existing Configuration - 2023 Baseline + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	9.78	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		30	1 - Yapton Lane (SB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2023 Baseline + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	492	100.000
2 - Yapton Lane (NB)		✓	232	100.000
3 - The Street		✓	130	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	455	37
	2 - Yapton Lane (NB)	177	0	55
	3 - The Street	31	99	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.66	12.79	1.9	B
2 - Yapton Lane (NB)	0.29	5.74	0.4	A
3 - The Street	0.18	5.60	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	370	74	845	0.438	367	0.8	7.492	A
2 - Yapton Lane (NB)	175	28	890	0.196	174	0.2	5.023	A
3 - The Street	98	133	819	0.120	97	0.1	4.986	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	442	89	835	0.529	441	1.1	9.093	A
2 - Yapton Lane (NB)	209	33	887	0.235	208	0.3	5.306	A
3 - The Street	117	159	805	0.145	117	0.2	5.229	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	542	109	823	0.658	539	1.9	12.535	B
2 - Yapton Lane (NB)	255	41	883	0.289	255	0.4	5.730	A
3 - The Street	143	195	786	0.182	143	0.2	5.596	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	542	109	823	0.658	542	1.9	12.787	B
2 - Yapton Lane (NB)	255	41	883	0.289	255	0.4	5.738	A
3 - The Street	143	195	786	0.182	143	0.2	5.599	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	442	89	835	0.530	445	1.1	9.298	A
2 - Yapton Lane (NB)	209	33	887	0.235	209	0.3	5.317	A
3 - The Street	117	159	805	0.145	117	0.2	5.236	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	370	75	845	0.439	372	0.8	7.641	A
2 - Yapton Lane (NB)	175	28	889	0.196	175	0.2	5.039	A
3 - The Street	98	133	818	0.120	98	0.1	4.997	A

Existing Configuration - 2031 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	11.39	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		25	2 - Yapton Lane (NB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Baseline	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	215	100.000
2 - Yapton Lane (NB)		✓	579	100.000
3 - The Street		✓	89	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	0	194	21
	2 - Yapton Lane (NB)	505	0	74
	3 - The Street	34	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.28	5.84	0.4	A
2 - Yapton Lane (NB)	0.71	14.10	2.4	B
3 - The Street	0.16	7.24	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	162	41	866	0.187	161	0.2	5.102	A
2 - Yapton Lane (NB)	436	16	896	0.487	432	0.9	7.704	A
3 - The Street	67	377	690	0.097	67	0.1	5.772	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	193	49	861	0.225	193	0.3	5.392	A
2 - Yapton Lane (NB)	521	19	894	0.582	519	1.4	9.544	A
3 - The Street	80	452	650	0.123	80	0.1	6.313	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	237	60	854	0.277	236	0.4	5.829	A
2 - Yapton Lane (NB)	637	23	892	0.715	633	2.4	13.699	B
3 - The Street	98	552	597	0.164	98	0.2	7.204	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	237	61	853	0.277	237	0.4	5.836	A
2 - Yapton Lane (NB)	637	23	892	0.715	637	2.4	14.098	B
3 - The Street	98	556	595	0.165	98	0.2	7.236	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	193	50	860	0.225	194	0.3	5.403	A
2 - Yapton Lane (NB)	521	19	894	0.582	525	1.4	9.843	A
3 - The Street	80	458	647	0.124	80	0.1	6.352	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	162	41	866	0.187	162	0.2	5.121	A
2 - Yapton Lane (NB)	436	16	896	0.487	438	1.0	7.891	A
3 - The Street	67	382	687	0.097	67	0.1	5.808	A

Existing Configuration - 2031 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	9.49	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		33	1 - Yapton Lane (SB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Baseline	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	480	100.000
2 - Yapton Lane (NB)		✓	210	100.000
3 - The Street		✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	442	38
	2 - Yapton Lane (NB)	159	0	51
	3 - The Street	29	102	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.64	12.30	1.8	B
2 - Yapton Lane (NB)	0.26	5.53	0.4	A
3 - The Street	0.18	5.52	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	361	76	843	0.428	358	0.7	7.379	A
2 - Yapton Lane (NB)	156	28	889	0.178	157	0.2	4.914	A
3 - The Street	99	119	826	0.119	98	0.1	4.943	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	432	92	834	0.518	430	1.1	8.893	A
2 - Yapton Lane (NB)	189	34	886	0.213	189	0.3	5.159	A
3 - The Street	116	143	813	0.145	118	0.2	5.172	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	526	112	821	0.644	526	1.7	12.087	B
2 - Yapton Lane (NB)	231	42	882	0.262	231	0.4	5.524	A
3 - The Street	144	175	797	0.181	144	0.2	5.515	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	526	112	821	0.644	528	1.8	12.303	B
2 - Yapton Lane (NB)	231	42	882	0.262	231	0.4	5.529	A
3 - The Street	144	175	796	0.181	144	0.2	5.519	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	432	92	834	0.518	434	1.1	9.074	A
2 - Yapton Lane (NB)	189	34	886	0.213	189	0.3	5.169	A
3 - The Street	116	143	813	0.145	118	0.2	5.180	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	361	77	843	0.429	363	0.8	7.517	A
2 - Yapton Lane (NB)	156	29	889	0.178	158	0.2	4.929	A
3 - The Street	99	120	826	0.119	99	0.1	4.953	A

Existing Configuration - 2031 Baseline + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 90% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	13.26	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		17	2 - Yapton Lane (NB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Baseline + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	244	100.000
2 - Yapton Lane (NB)		✓	616	100.000
3 - The Street		✓	90	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	219	25
	2 - Yapton Lane (NB)	542	0	74
	3 - The Street	35	55	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.31	6.15	0.5	A
2 - Yapton Lane (NB)	0.76	16.91	3.1	
3 - The Street	0.17	7.58	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	184	41	866	0.212	183	0.3	5.263	A
2 - Yapton Lane (NB)	464	19	894	0.519	460	1.1	8.204	A
3 - The Street	68	404	675	0.100	67	0.1	5.916	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	219	49	861	0.255	219	0.3	5.609	A
2 - Yapton Lane (NB)	554	22	892	0.621	552	1.6	10.497	B
3 - The Street	81	485	633	0.128	81	0.1	6.522	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	269	60	854	0.315	268	0.5	6.144	A
2 - Yapton Lane (NB)	678	27	890	0.762	673	3.0	16.165	
3 - The Street	99	592	576	0.172	99	0.2	7.535	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	269	61	853	0.315	269	0.5	6.155	A
2 - Yapton Lane (NB)	678	28	890	0.762	678	3.1	16.908	
3 - The Street	99	596	574	0.173	99	0.2	7.579	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	219	50	860	0.255	220	0.3	5.625	A
2 - Yapton Lane (NB)	554	23	892	0.621	559	1.7	10.989	B
3 - The Street	81	492	629	0.129	81	0.1	6.575	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	184	41	866	0.212	184	0.3	5.284	A
2 - Yapton Lane (NB)	464	19	894	0.519	466	1.1	8.454	A
3 - The Street	68	410	672	0.101	68	0.1	5.959	A

Existing Configuration - 2031 Baseline + Com Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	10.92	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		23	1 - Yapton Lane (SB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Baseline + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	522	100.000
2 - Yapton Lane (NB)		✓	238	100.000
3 - The Street		✓	135	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	482	40
	2 - Yapton Lane (NB)	187	0	51
	3 - The Street	33	102	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.70	14.59	2.3	B
2 - Yapton Lane (NB)	0.30	5.82	0.4	A
3 - The Street	0.19	5.70	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	393	76	843	0.466	390	0.9	7.875	A
2 - Yapton Lane (NB)	179	30	888	0.202	178	0.3	5.061	A
3 - The Street	102	140	815	0.125	101	0.1	5.035	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	469	92	834	0.563	468	1.3	9.789	A
2 - Yapton Lane (NB)	214	36	885	0.242	214	0.3	5.356	A
3 - The Street	121	168	800	0.152	121	0.2	5.300	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	575	112	821	0.700	571	2.2	14.184	B
2 - Yapton Lane (NB)	262	44	881	0.297	262	0.4	5.807	A
3 - The Street	149	206	780	0.190	148	0.2	5.696	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	575	112	821	0.700	575	2.3	14.594	B
2 - Yapton Lane (NB)	262	44	881	0.297	262	0.4	5.815	A
3 - The Street	149	206	780	0.191	149	0.2	5.699	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	469	92	834	0.563	473	1.3	10.089	B
2 - Yapton Lane (NB)	214	36	885	0.242	214	0.3	5.370	A
3 - The Street	121	168	800	0.152	122	0.2	5.310	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	393	77	843	0.466	395	0.9	8.061	A
2 - Yapton Lane (NB)	179	30	888	0.202	179	0.3	5.082	A
3 - The Street	102	141	814	0.125	102	0.1	5.054	A

Existing Configuration - 2031 Baseline + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	13.43	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		16	2 - Yapton Lane (NB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2031 Baseline + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	244	100.000
2 - Yapton Lane (NB)		✓	619	100.000
3 - The Street		✓	97	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	219	25
	2 - Yapton Lane (NB)	542	0	77
	3 - The Street	35	62	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.32	6.21	0.5	A
2 - Yapton Lane (NB)	0.77	17.17	3.2	
3 - The Street	0.19	7.70	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	184	46	862	0.213	183	0.3	5.279	A
2 - Yapton Lane (NB)	466	19	894	0.521	462	1.1	8.244	A
3 - The Street	73	404	675	0.108	73	0.1	5.966	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	219	56	857	0.256	219	0.3	5.644	A
2 - Yapton Lane (NB)	556	22	892	0.624	554	1.6	10.580	B
3 - The Street	87	485	633	0.138	87	0.2	6.597	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	269	68	849	0.317	268	0.5	6.196	A
2 - Yapton Lane (NB)	682	27	890	0.766	676	3.0	16.387	
3 - The Street	107	592	576	0.185	107	0.2	7.658	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	269	68	849	0.317	269	0.5	6.207	A
2 - Yapton Lane (NB)	682	28	890	0.766	681	3.2	17.168	
3 - The Street	107	596	574	0.186	107	0.2	7.705	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	219	56	856	0.256	220	0.3	5.658	A
2 - Yapton Lane (NB)	556	23	892	0.624	562	1.7	11.090	B
3 - The Street	87	492	629	0.139	87	0.2	6.650	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	184	47	862	0.213	184	0.3	5.310	A
2 - Yapton Lane (NB)	466	19	894	0.521	468	1.1	8.503	A
3 - The Street	73	410	672	0.109	73	0.1	6.011	A

Existing Configuration - 2031 Baseline + Com Dev + Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	The Street/Yapton Lane	Mini-roundabout	1, 2, 3	10.96	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		23	1 - Yapton Lane (SB)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2031 Baseline + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Lane (SB)		✓	522	100.000
2 - Yapton Lane (NB)		✓	245	100.000
3 - The Street		✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
From	1 - Yapton Lane (SB)	0	482	40
	2 - Yapton Lane (NB)	187	0	58
	3 - The Street	33	105	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Yapton Lane (SB)	2 - Yapton Lane (NB)	3 - The Street
	1 - Yapton Lane (SB)	10	10	10
	2 - Yapton Lane (NB)	10	10	10
	3 - The Street	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Lane (SB)	0.70	14.72	2.3	B
2 - Yapton Lane (NB)	0.31	5.89	0.4	A
3 - The Street	0.19	5.73	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	393	79	842	0.467	390	0.9	7.898	A
2 - Yapton Lane (NB)	184	30	888	0.208	183	0.3	5.099	A
3 - The Street	104	140	815	0.127	103	0.1	5.054	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	469	94	832	0.564	468	1.3	9.833	A
2 - Yapton Lane (NB)	220	36	885	0.249	220	0.3	5.408	A
3 - The Street	124	168	800	0.155	124	0.2	5.321	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	575	115	819	0.702	571	2.2	14.297	B
2 - Yapton Lane (NB)	270	44	881	0.306	269	0.4	5.880	A
3 - The Street	152	206	780	0.195	152	0.2	5.726	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	575	116	819	0.702	575	2.3	14.716	B
2 - Yapton Lane (NB)	270	44	881	0.306	270	0.4	5.888	A
3 - The Street	152	206	780	0.195	152	0.2	5.729	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	469	95	832	0.564	473	1.3	10.142	B
2 - Yapton Lane (NB)	220	36	885	0.249	221	0.3	5.423	A
3 - The Street	124	168	800	0.155	124	0.2	5.329	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Yapton Lane (SB)	393	79	842	0.467	395	0.9	8.086	A
2 - Yapton Lane (NB)	184	30	888	0.208	185	0.3	5.118	A
3 - The Street	104	141	814	0.128	104	0.1	5.070	A

Appendix N

K&M TRAFFIC SURVEYS

DATE : TUESDAY 6TH MARCH 2018

LOCATION : WALBERTON, WEST SUSSEX

TYE LANE / HIGH STREET PRIORITY JUNCTION

	TYE LANE OUT LEFT TO A27 ARUNDEL ROAD WESTBOUND							TYE LANE LEFT TURN IN FROM A27 EAST							A27 ARUNDEL RD FROM EAST STRAIGHT AHEAD TO A27 ARUNDEL RD WEST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	7		1			8		2					2		272	23		1		296	
0715-0730	10		1			11		3					3		363	10	2	3		378	
0730-0745	12					12		4					4		401	23	1		1	426	
0745-0800	15	1				16		4					4		354	12	2			368	
0800-0815	17					17		9					9		421	27		2		450	
0815-0830	16					16		5		1			6		308	22				330	
0830-0845	12					12		7		1			8		331	21		1		353	
0845-0900	12	1				13		7		1			8		282	32		3		317	
0900-0915	17					17		5					5		307	26	4	1		338	
0915-0930	7					7		6					6		245	27	2			274	
0930-0945	12					12		5	1				6		247	25	1		1	274	
0945-1000	3					3		6					6		232	25	1	1		259	
0700-1000	140	2	2	0	0	144		63	1	3	0	0	67		3763	273	13	12	2	4063	
0700-0800	44	1	2	0	0	47		13	0	0	0	0	13		1390	68	5	4	1	1468	
0715-0815	54	1	1	0	0	56		20	0	0	0	0	20		1539	72	5	5	1	1622	
0730-0830	60	1	0	0	0	61		22	0	1	0	0	23		1484	84	3	2	1	1574	
0745-0845	60	1	0	0	0	61		25	0	2	0	0	27		1414	82	2	3	0	1501	
0800-0900	57	1	0	0	0	58		28	0	3	0	0	31		1342	102	0	6	0	1450	
0815-0915	57	1	0	0	0	58		24	0	3	0	0	27		1228	101	4	5	0	1338	
0830-0930	48	1	0	0	0	49		25	0	2	0	0	27		1165	106	6	5	0	1282	
0845-0945	48	1	0	0	0	49		23	1	1	0	0	25		1081	110	7	4	1	1203	
0900-1000	39	0	0	0	0	39		22	1	0	0	0	23		1031	103	8	2	1	1145	

K&M TRAFFIC SURVEYS

DATE : TUESDAY 6TH MARCH 2018

LOCATION : WALBERTON, WEST SUSSEX

TYE LANE / HIGH STREET PRIORITY JUNCTION

	TYE LANE OUT LEFT TO A27 ARUNDEL ROAD WESTBOUND							TYE LANE LEFT TURN IN FROM A27 EAST							A27 ARUNDEL RD FROM EAST STRAIGHT AHEAD TO A27 ARUNDEL RD WEST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	4	1	1			6		8	2		1		11		266	19	1			286	
1615-1630	12					12		10					10		251	20		1		272	
1630-1645	7	1	1			9		20					20		275	11		1		287	
1645-1700	3					3		9					9		191	7				198	
1700-1715	11					11		7					7		240	12	1	2		255	
1715-1730	9					9		10					10		270	10	1	1		282	
1730-1745	7					7		9					9		262	2		1		265	
1745-1800	3					3		8					8		208	4				212	
1800-1815	1					1		12		1	1		14		187	7				194	
1815-1830	4					4		10					10		174	4	1			179	
1830-1845	5	1				6		7		1			8		158	4				162	
1845-1900	4					4		10		1			11		128	6	2	1		137	
1600-1900	70	3	2	0	0	75		120	2	3	2	0	127		2610	106	6	7	0	2729	
1600-1700	26	2	2	0	0	30		47	2	0	1	0	50		983	57	1	2	0	1043	
1615-1715	33	1	1	0	0	35		46	0	0	0	0	46		957	50	1	4	0	1012	
1630-1730	30	1	1	0	0	32		46	0	0	0	0	46		976	40	2	4	0	1022	
1645-1745	30	0	0	0	0	30		35	0	0	0	0	35		963	31	2	4	0	1000	
1700-1800	30	0	0	0	0	30		34	0	0	0	0	34		980	28	2	4	0	1014	
1715-1815	20	0	0	0	0	20		39	0	1	1	0	41		927	23	1	2	0	953	
1730-1830	15	0	0	0	0	15		39	0	1	1	0	41		831	17	1	1	0	850	
1745-1845	13	1	0	0	0	14		37	0	2	1	0	40		727	19	1	0	0	747	
1800-1900	14	1	0	0	0	15		39	0	3	1	0	43		647	21	3	1	0	672	

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.0.2.5947 © Copyright: TRL Limited, 2017	
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Filename: Tye Lane - A27.j9

Path: W:\Projects\040-049\041 Barratt Homes\041.0071 Land at Tye Lane, Walberton\Modelling

Report generation date: 07/09/2020 13:05:08

-
- »Existing Configuration - 2020 Baseline, AM
 - »Existing Configuration - 2020 Baseline, PM
 - »Existing Configuration - 2023 Baseline, AM
 - »Existing Configuration - 2023 Baseline, PM
 - »Existing Configuration - 2023 Baseline + Com Dev, AM
 - »Existing Configuration - 2023 Baseline + Com Dev, PM
 - »Existing Configuration - 2023 Baseline + Com Dev + Dev, AM
 - »Existing Configuration - 2023 Baseline + Com Dev + Dev, PM
 - »Existing Configuration - 2031 Baseline , AM
 - »Existing Configuration - 2031 Baseline , PM
 - »Existing Configuration - 2031 Baseline + Com Dev, AM
 - »Existing Configuration - 2031 Baseline + Com Dev, PM
 - »Existing Configuration - 2031 Baseline + Com Dev + Dev, AM
 - »Existing Configuration - 2031 Baseline + Com Dev + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Existing Configuration - 2020 Baseline											
Stream B-AC	0.2	13.48	0.19	B	0.44	48 %	0.1	9.16	0.08	A	0.25	135 %
Stream C-AB	0.0	0.00	0.00	A		[Stream B-AC]	0.0	0.00	0.00	A		[Stream B-AC]
	Existing Configuration - 2023 Baseline											
Stream B-AC	0.3	14.26	0.21	B	0.47	42 %	0.1	9.37	0.08	A	0.25	126 %
Stream C-AB	0.0	0.00	0.00	A		[Stream B-AC]	0.0	0.00	0.00	A		[Stream B-AC]
	Existing Configuration - 2023 Baseline + Com Dev											
Stream B-AC	0.3	14.80	0.21	B	0.48	39 %	0.1	9.49	0.08	A	0.25	121 %
Stream C-AB	0.0	0.00	0.00	A		[Stream B-AC]	0.0	0.00	0.00	A		[Stream B-AC]
	Existing Configuration - 2023 Baseline + Com Dev + Dev											
Stream B-AC	0.6	18.30	0.36		0.98	23 %	0.2	10.16	0.14	B	0.44	100 %
Stream C-AB	0.0	0.00	0.00	A		[Stream B-AC]	0.0	0.00	0.00	A		[Stream B-AC]
	Existing Configuration - 2031 Baseline											
Stream B-AC	0.3	15.39	0.23		0.51	35 %	0.1	9.70	0.09	A	0.26	114 %
Stream C-AB	0.0	0.00	0.00	A		[Stream B-AC]	0.0	0.00	0.00	A		[Stream B-AC]
	Existing Configuration - 2031 Baseline + Com Dev											
Stream B-AC	0.3	16.03	0.24		0.52	32 %	0.1	9.83	0.09	A	0.26	109 %
Stream C-AB	0.0	0.00	0.00	A		[Stream B-AC]	0.0	0.00	0.00	A		[Stream B-AC]
	Existing Configuration - 2031 Baseline + Com Dev + Dev											
Stream B-AC	0.6	20.21	0.39		1.06	18 %	0.2	10.55	0.15	B	0.45	90 %
Stream C-AB	0.0	0.00	0.00	A		[Stream B-AC]	0.0	0.00	0.00	A		[Stream B-AC]

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	Tye Lane - The Street
Location	Walberton
Site number	
Date	25/08/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	Barratt Homes
Enumerator	Shannon
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2020 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15
D5	2023 Baseline + Com Dev	AM	ONE HOUR	07:45	09:15	15
D6	2023 Baseline + Com Dev	PM	ONE HOUR	16:45	18:15	15
D7	2023 Baseline + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2023 Baseline + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D9	2031 Baseline	AM	ONE HOUR	07:45	09:15	15
D10	2031 Baseline	PM	ONE HOUR	16:45	18:15	15
D11	2031 Baseline + Com Dev	AM	ONE HOUR	07:45	09:15	15
D12	2031 Baseline + Com Dev	PM	ONE HOUR	16:45	18:15	15
D13	2031 Baseline + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D14	2031 Baseline + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2020 Baseline, AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.44	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	48	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	A27 (WB)		Major
B	Tye Lane		Minor
C	A27 (EB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A27 (EB)	7.75				✓	

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Tye Lane	One lane	2.75	50	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	530	0.057	0.143	0.090	0.204
1	B-C	670	0.060	0.152	-	-
1	C-B	632	0.144	0.144	-	-

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Baseline	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1677	100.000
B - Tye Lane		✓	57	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	20	1657
	B - Tye Lane	0	0	57
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	13.48	0.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	43	418	0.103	42	0.1	9.574	A
C-AB	0	393	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	15			15			
A-C	1247			1247			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	51	381	0.135	51	0.2	10.907	B
C-AB	0	358	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	18			18			
A-C	1490			1490			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	330	0.190	62	0.2	13.446	B
C-AB	0	309	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	22			22			
A-C	1824			1824			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	330	0.190	63	0.2	13.482	B
C-AB	0	309	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	22			22			
A-C	1824			1824			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	51	381	0.135	52	0.2	10.939	B
C-AB	0	358	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	18			18			
A-C	1490			1490			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	43	418	0.103	43	0.1	9.605	A
C-AB	0	393	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	15			15			
A-C	1247			1247			

Existing Configuration - 2020 Baseline, PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	135	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2020 Baseline	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1116	100.000
B - Tye Lane		✓	31	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	51	1065
	B - Tye Lane	0	0	31
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	9.16	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	23	484	0.048	23	0.1	7.800	A
C-AB	0	454	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	38			38			
A-C	802			802			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	28	460	0.061	28	0.1	8.322	A
C-AB	0	430	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	957			957			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	34	427	0.080	34	0.1	9.161	A
C-AB	0	398	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	56			56			
A-C	1173			1173			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	34	427	0.080	34	0.1	9.164	A
C-AB	0	398	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	56			56			
A-C	1173			1173			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	28	460	0.061	28	0.1	8.327	A
C-AB	0	430	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	46			46			
A-C	957			957			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	23	484	0.048	23	0.1	7.808	A
C-AB	0	454	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	38			38			
A-C	802			802			

Existing Configuration - 2023 Baseline, AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.47	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1745	100.000
B - Tye Lane		✓	60	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	21	1724
	B - Tye Lane	0	0	60
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	14.26	0.3	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	410	0.110	45	0.1	9.834	A
C-AB	0	386	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	16			16			
A-C	1298			1298			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	54	372	0.145	54	0.2	11.317	B
C-AB	0	349	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	19			19			
A-C	1550			1550			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	318	0.207	66	0.3	14.223	B
C-AB	0	298	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	23			23			
A-C	1898			1898			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	318	0.207	66	0.3	14.262	B
C-AB	0	298	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	23			23			
A-C	1898			1898			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	54	372	0.145	54	0.2	11.351	B
C-AB	0	349	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	19			19			
A-C	1550			1550			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	410	0.110	45	0.1	9.869	A
C-AB	0	366	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	16			16			
A-C	1298			1298			

Existing Configuration - 2023 Baseline, PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	126	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1162	100.000
B - Tye Lane		✓	32	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	53	1109
	B - Tye Lane	0	0	32
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	9.37	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	24	479	0.050	24	0.1	7.901	A
C-AB	0	449	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	40			40			
A-C	835			835			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	29	454	0.063	29	0.1	8.460	A
C-AB	0	424	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	48			48			
A-C	997			997			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	35	419	0.084	35	0.1	9.366	A
C-AB	0	391	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	58			58			
A-C	1221			1221			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	35	419	0.084	35	0.1	9.370	A
C-AB	0	391	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	58			58			
A-C	1221			1221			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	29	454	0.063	29	0.1	8.467	A
C-AB	0	424	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	48			48			
A-C	997			997			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	24	479	0.050	24	0.1	7.910	A
C-AB	0	449	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	40			40			
A-C	835			835			

Existing Configuration - 2023 Baseline + Com Dev, AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	39	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023 Baseline + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1800	100.000
B - Tye Lane		✓	60	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	21	1779
	B - Tye Lane	0	0	60
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	14.80	0.3	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	404	0.112	45	0.1	10.008	B
C-AB	0	380	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	16			16			
A-C	1339			1339			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	54	364	0.148	54	0.2	11.588	B
C-AB	0	342	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	19			19			
A-C	1599			1599			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	309	0.214	66	0.3	14.756	B
C-AB	0	290	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	23			23			
A-C	1959			1959			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	309	0.214	66	0.3	14.802	B
C-AB	0	290	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	23			23			
A-C	1959			1959			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	54	364	0.148	54	0.2	11.631	B
C-AB	0	342	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	19			19			
A-C	1599			1599			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	404	0.112	45	0.1	10.045	B
C-AB	0	380	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	16			16			
A-C	1339			1339			

Existing Configuration - 2023 Baseline + Com Dev, PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	121	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023 Baseline + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1191	100.000
B - Tye Lane		✓	32	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	53	1138
	B - Tye Lane	0	0	32
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	9.49	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	24	476	0.051	24	0.1	7.959	A
C-AB	0	446	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	40			40			
A-C	857			857			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	29	450	0.064	29	0.1	8.540	A
C-AB	0	421	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	48			48			
A-C	1023			1023			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	35	415	0.085	35	0.1	9.486	A
C-AB	0	386	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	58			58			
A-C	1253			1253			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	35	415	0.085	35	0.1	9.490	A
C-AB	0	386	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	58			58			
A-C	1253			1253			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	29	450	0.064	29	0.1	8.545	A
C-AB	0	421	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	48			48			
A-C	1023			1023			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	24	476	0.051	24	0.1	7.968	A
C-AB	0	446	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	40			40			
A-C	857			857			

Existing Configuration - 2023 Baseline + Com Dev + Dev, AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.98	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2023 Baseline + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1805	100.000
B - Tye Lane		✓	102	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	26	1779
	B - Tye Lane	0	0	102
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.36	18.30	0.6	
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	77	404	0.190	76	0.2	10.949	B
C-AB	0	379	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	20			20			
A-C	1339			1339			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	92	364	0.252	91	0.3	13.183	B
C-AB	0	341	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	23			23			
A-C	1599			1599			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	112	309	0.364	111	0.6	18.144	
C-AB	0	289	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	29			29			
A-C	1959			1959			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	112	309	0.364	112	0.6	18.299	
C-AB	0	289	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	29			29			
A-C	1959			1959			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	92	364	0.252	93	0.3	13.309	B
C-AB	0	341	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	23			23			
A-C	1599			1599			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	77	404	0.190	77	0.2	11.038	B
C-AB	0	379	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	20			20			
A-C	1339			1339			

Existing Configuration - 2023 Baseline + Com Dev + Dev, PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.44	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	100	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2023 Baseline + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1202	100.000
B - Tye Lane		✓	54	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	64	1138
	B - Tye Lane	0	0	54
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.14	10.16	0.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	41	475	0.086	40	0.1	8.265	A
C-AB	0	444	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	48			48			
A-C	857			857			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	49	450	0.108	48	0.1	8.972	A
C-AB	0	419	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	58			58			
A-C	1023			1023			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	59	414	0.144	59	0.2	10.148	B
C-AB	0	384	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	70			70			
A-C	1253			1253			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	59	414	0.144	59	0.2	10.158	B
C-AB	0	384	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	70			70			
A-C	1253			1253			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	49	450	0.108	49	0.1	8.983	A
C-AB	0	419	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	58			58			
A-C	1023			1023			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	41	475	0.086	41	0.1	8.284	A
C-AB	0	444	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	48			48			
A-C	857			857			

Existing Configuration - 2031 Baseline , AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.51	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Baseline	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1837	100.000
B - Tye Lane		✓	63	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	22	1815
	B - Tye Lane	0	0	63
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.23	15.39	0.3	
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	400	0.119	47	0.1	10.186	B
C-AB	0	376	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	17			17			
A-C	1366			1366			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	57	359	0.158	56	0.2	11.880	B
C-AB	0	337	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	20			20			
A-C	1632			1632			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	69	303	0.229	69	0.3	15.343	
C-AB	0	284	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	24			24			
A-C	1998			1998			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	69	303	0.229	69	0.3	15.395	
C-AB	0	284	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	24			24			
A-C	1998			1998			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	57	359	0.158	57	0.2	11.931	B
C-AB	0	337	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	20			20			
A-C	1632			1632			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	400	0.119	48	0.1	10.230	B
C-AB	0	376	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	17			17			
A-C	1366			1366			

Existing Configuration - 2031 Baseline , PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.26	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	114	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Baseline	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1229	100.000
B - Tye Lane		✓	34	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	56	1173
	B - Tye Lane	0	0	34
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	9.70	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	472	0.054	25	0.1	8.059	A
C-AB	0	442	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	42			42			
A-C	883			883			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	445	0.069	31	0.1	8.679	A
C-AB	0	416	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	50			50			
A-C	1055			1055			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	408	0.092	37	0.1	9.695	A
C-AB	0	380	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	62			62			
A-C	1291			1291			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	408	0.092	37	0.1	9.701	A
C-AB	0	380	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	62			62			
A-C	1291			1291			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	445	0.069	31	0.1	8.685	A
C-AB	0	416	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	50			50			
A-C	1055			1055			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	26	472	0.054	26	0.1	8.069	A
C-AB	0	442	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	42			42			
A-C	883			883			

Existing Configuration - 2031 Baseline + Com Dev, AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	32	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Baseline + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1892	100.000
B - Tye Lane		✓	63	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	22	1870
	B - Tye Lane	0	0	63
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	16.03	0.3	
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	393	0.121	47	0.1	10.371	B
C-AB	0	370	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	17			17			
A-C	1408			1408			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	57	352	0.161	56	0.2	12.183	B
C-AB	0	330	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	20			20			
A-C	1681			1681			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	69	294	0.236	69	0.3	15.967	
C-AB	0	275	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	24			24			
A-C	2059			2059			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	69	294	0.236	69	0.3	16.028	
C-AB	0	275	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	24			24			
A-C	2059			2059			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	57	352	0.161	57	0.2	12.238	B
C-AB	0	330	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	20			20			
A-C	1681			1681			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	47	393	0.121	48	0.1	10.417	B
C-AB	0	370	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	17			17			
A-C	1408			1408			

Existing Configuration - 2031 Baseline + Com Dev, PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.26	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	109	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Baseline + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1258	100.000
B - Tye Lane		✓	34	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	56	1202
	B - Tye Lane	0	0	34
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	9.83	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	469	0.055	25	0.1	8.119	A
C-AB	0	438	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	42			42			
A-C	905			905			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	441	0.069	30	0.1	8.763	A
C-AB	0	412	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	50			50			
A-C	1081			1081			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	404	0.093	37	0.1	9.824	A
C-AB	0	375	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	62			62			
A-C	1323			1323			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	404	0.093	37	0.1	9.830	A
C-AB	0	375	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	62			62			
A-C	1323			1323			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	441	0.069	31	0.1	8.771	A
C-AB	0	412	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	50			50			
A-C	1081			1081			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	26	469	0.055	26	0.1	8.130	A
C-AB	0	438	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	42			42			
A-C	905			905			

Existing Configuration - 2031 Baseline + Com Dev + Dev, AM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	1.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	18	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2031 Baseline + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1897	100.000
B - Tye Lane		✓	105	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	27	1870
	B - Tye Lane	0	0	105
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.39	20.21	0.6	
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	393	0.201	78	0.2	11.386	B
C-AB	0	369	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	20			20			
A-C	1408			1408			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	94	351	0.269	94	0.4	13.955	B
C-AB	0	329	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	24			24			
A-C	1681			1681			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	116	294	0.394	115	0.6	19.985	
C-AB	0	274	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	30			30			
A-C	2059			2059			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	116	294	0.394	116	0.6	20.208	
C-AB	0	274	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	30			30			
A-C	2059			2059			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	94	351	0.269	95	0.4	14.121	B
C-AB	0	329	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	24			24			
A-C	1681			1681			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	393	0.201	80	0.3	11.491	B
C-AB	0	369	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	20			20			
A-C	1408			1408			

Existing Configuration - 2031 Baseline + Com Dev + Dev, PM

Data Errors and Warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Tye Lane/A27	T-Junction	One-way from A to C	0.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	90	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2031 Baseline + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A27 (WB)		✓	1269	100.000
B - Tye Lane		✓	56	100.000
C - A27 (EB)		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	0	67	1202
	B - Tye Lane	0	0	56
	C - A27 (EB)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27 (WB)	B - Tye Lane	C - A27 (EB)
From	A - A27 (WB)	10	10	10
	B - Tye Lane	10	10	10
	C - A27 (EB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	10.55	0.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	42	468	0.090	42	0.1	8.438	A
C-AB	0	437	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	50			50			
A-C	905			905			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	50	441	0.114	50	0.1	9.216	A
C-AB	0	411	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	60			60			
A-C	1081			1081			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	403	0.153	61	0.2	10.536	B
C-AB	0	374	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	74			74			
A-C	1323			1323			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	403	0.153	62	0.2	10.549	B
C-AB	0	374	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	74			74			
A-C	1323			1323			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	50	441	0.114	51	0.1	9.233	A
C-AB	0	411	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	60			60			
A-C	1081			1081			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	42	468	0.090	42	0.1	8.459	A
C-AB	0	437	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	50			50			
A-C	905			905			