

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 with Development	AM	ONE HOUR	07:00	08:30	15
D2	2022 with Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wandleys Ln (E)		Major
B	Site Access		Minor
C	Wandleys Ln (W)		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 - Wandleys Ln (W)	6.00			75.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.96	61	43

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	568	0.104	0.262	0.165	0.374
1	B-C	713	0.109	0.276	-	-
1	C-B	617	0.239	0.239	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 with Development	AM	ONE HOUR	07:00	08:30	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 - Wandleys Ln (E)		✓	26	100.000
B - Site Access		✓	57	100.000
C - Wandleys Ln (W)		✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Wandleys Ln (E)	B - Site Access	C - Wandleys Ln (W)
From	A - Wandleys Ln (E)	0	12	14
	B - Site Access	39	0	18
	C - Wandleys Ln (W)	44	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wandleys Ln (E)	B - Site Access	C - Wandleys Ln (W)
From	A - Wandleys Ln (E)	0	0	0
	B - Site Access	0	0	0
	C - Wandleys Ln (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.11	6.78	0.1	A
C-AB	0.01	5.71	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	43	598	0.072	43	0.1	6.479	A
C-AB	4	634	0.006	4	0.0	5.710	A
C-A	33			33			
AB	9			9			
AC	11			11			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	51	596	0.086	51	0.1	6.604	A
C-AB	5	638	0.008	5	0.0	5.687	A
C-A	39			39			
A-B	11			11			
A-C	13			13			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	594	0.106	63	0.1	6.778	A
C-AB	6	642	0.009	6	0.0	5.656	A
C-A	48			48			
A-B	13			13			
A-C	15			15			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	594	0.106	63	0.1	6.778	A
C-AB	6	642	0.009	6	0.0	5.659	A
C-A	48			48			
A-B	13			13			
A-C	15			15			

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	596	0.086	51	0.1	6.607	A
C-AB	5	638	0.008	5	0.0	5.688	A
C-A	39			39			
A-B	11			11			
A-C	13			13			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	43	598	0.072	43	0.1	6.485	A
C-AB	4	634	0.006	4	0.0	5.710	A
C-A	33			33			
A-B	9			9			
A-C	11			11			

2022 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 with Development	PM	ONE HOUR	16:15	17:45	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 - Wandleys Ln (E)		✓	50	100.000
B - Site Access		✓	26	100.000
C - Wandleys Ln (W)		✓	37	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Wandleys Ln (E)	B - Site Access	C - Wandleys Ln (W)
From	A - Wandleys Ln (E)	0	35	15
	B - Site Access	18	0	8
	C - Wandleys Ln (W)	21	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wandleys Ln (E)	B - Site Access	C - Wandleys Ln (W)
From	A - Wandleys Ln (E)	0	0	0
	B - Site Access	0	0	0
	C - Wandleys Ln (W)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	6.42	0.1	A
C-AB	0.03	5.99	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	20	595	0.033	19	0.0	6.255	A
C-AB	12	619	0.020	12	0.0	5.934	A
C-A	15			15			
A-B	26			26			
A-C	11			11			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	23	593	0.039	23	0.0	6.324	A
C-AB	15	619	0.024	15	0.0	5.956	A
C-A	18			18			
A-B	31			31			
A-C	13			13			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	29	589	0.049	29	0.1	6.418	A
C-AB	18	620	0.030	18	0.0	5.986	A
C-A	22			22			
A-B	39			39			
A-C	17			17			

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	589	0.049	29	0.1	6.418	A
C-AB	18	620	0.030	18	0.0	5.988	A
C-A	22			22			
A-B	39			39			
A-C	17			17			

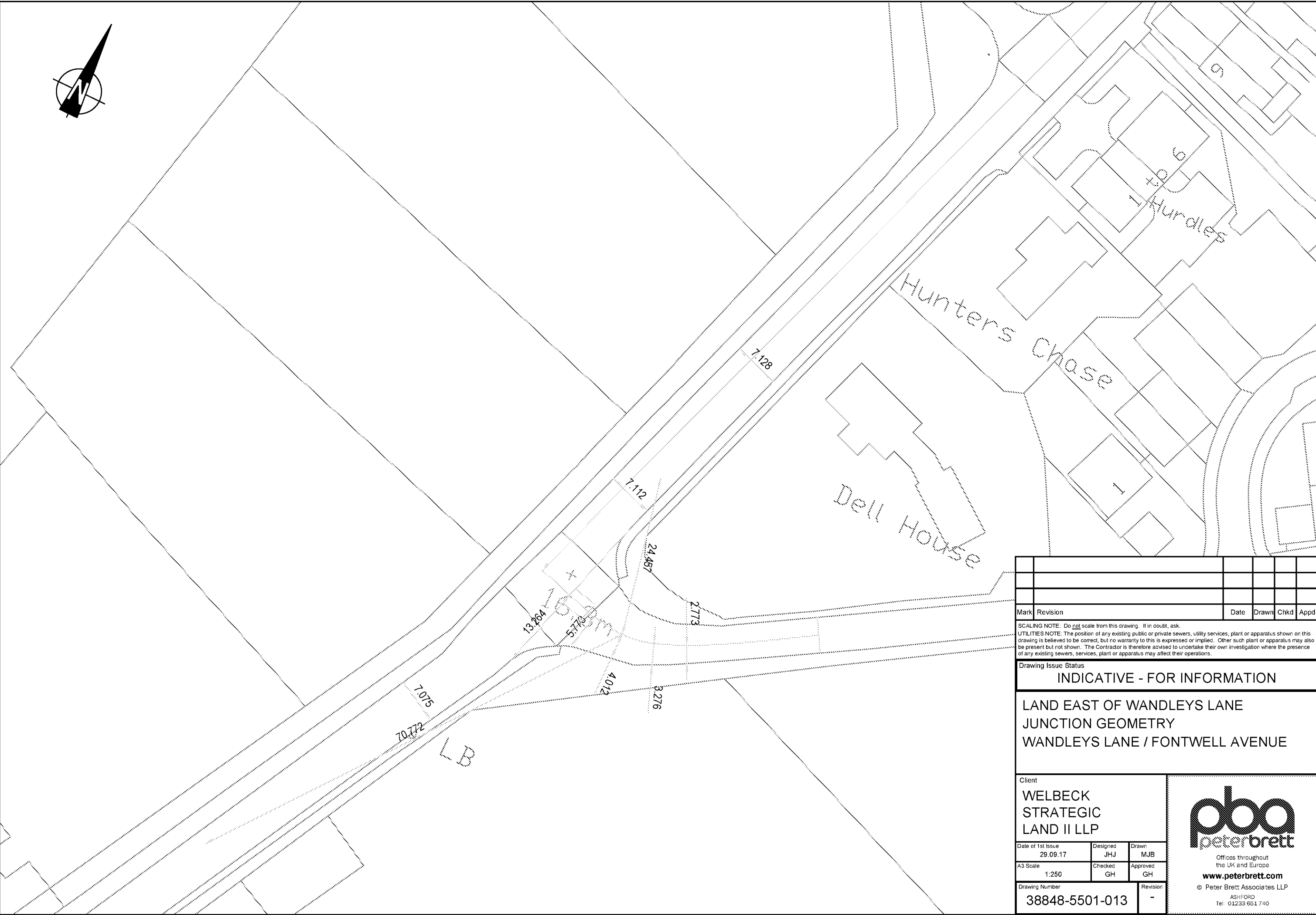
17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	23	593	0.039	23	0.0	6.327	A
C-AB	15	619	0.024	15	0.0	5.956	A
C-A	18			18			
A-B	31			31			
A-C	13			13			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	20	595	0.033	20	0.0	6.261	A
C-AB	12	619	0.020	12	0.0	5.937	A
C-A	15			15			
A-B	26			26			
A-C	11			11			

Appendix J A29 / Wandleys Lane



Mark	Revision	Date	Drawn	Chkd	Appd
SCALING NOTE: Do not scale from this drawing. If in doubt, ask. UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.					
Drawing Issue Status					
INDICATIVE - FOR INFORMATION					
LAND EAST OF WANDLEYS LANE JUNCTION GEOMETRY WANDLEYS LANE / FONTWELL AVENUE					
Client			 Offices throughout the UK and Europe www.peterbrett.com © Peter Brett Associates LLP ASHFORD Tel: 01233 651 740		
WELBECK STRATEGIC LAND II LLP					
Date of 1st Issue	Designed	Drawn			
29.09.17	JHJ	MJB			
A3 Scale	Checked	Approved			
1:250	GH	GH			
Drawing Number		Revision			
38848-5501-013		-			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Fontwell Ave - Wandleys Ln.j9

Path: J:\38848 - GH - Wandleys Lane, Fontwell\BRIEF 5501 - Transport\MODELLING\TRANSPORT\JUNCTIONS 9

Report generation date: 28/09/2017 14:45:19

»2017 Observed, AM
»2017 Observed, PM
»2022 Baseline, AM
»2022 Baseline, PM
»2022 with Dev, AM
»2022 with Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2017 Observed								
Stream B-AC	0.1	8.05	0.06	A	0.0	8.02	0.03	A
Stream C-AB	0.3	4.29	0.13	A	0.1	5.36	0.08	A
2022 Baseline								
Stream B-AC	0.1	9.41	0.07	A	0.0	9.10	0.04	A
Stream C-AB	0.5	4.16	0.17	A	0.2	5.15	0.10	A
2022 with Dev								
Stream B-AC	0.1	8.45	0.10	A	0.1	8.80	0.06	A
Stream C-AB	0.6	4.20	0.19	A	0.4	5.39	0.16	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	24/08/2017
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	PBA\jhodder-jones
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017 Observed	AM	ONE HOUR	07:00	08:30	15
D2	2017 Observed	PM	ONE HOUR	16:15	17:45	15
D3	2022 Baseline	AM	ONE HOUR	07:00	08:30	15
D4	2022 Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2022 with Dev	AM	ONE HOUR	07:00	08:30	15
D6	2022 with Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Fontwell Ave (N)		Major
B	Wandleys Ln		Minor
C	Fontwell Ave (S)		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 - Fontwell Ave (S)	7.11			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Wandleys Ln	One lane	5.00	71	24

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	615	0.107	0.270	0.170	0.385
1	B-C	767	0.112	0.283	-	-
1	C-B	719	0.265	0.265	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017 Observed	AM	ONE HOUR	07:00	08:30	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 - Fontwell Ave (N)		✓	357	100.000
B - Wandleys Ln		✓	24	100.000
C - Fontwell Ave (S)		✓	603	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
From	A - Fontwell Ave (N)	0	6	351
	B - Wandleys Ln	12	0	12
	C - Fontwell Ave (S)	558	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
From	A - Fontwell Ave (N)	0	0	8
	B - Wandleys Ln	0	0	0
	C - Fontwell Ave (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	8.05	0.1	A
C-AB	0.13	4.29	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	543	0.033	18	0.0	6.849	A
C-AB	63	905	0.070	63	0.1	4.276	A
C-A	391			391			
A-B	5			5			
A-C	264			264			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	515	0.042	22	0.0	7.300	A
C-AB	87	945	0.092	86	0.2	4.188	A
C-A	456			456			

A-B	5			5			
A-C	316			316			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	26	474	0.056	26	0.1	8.045	A
C-AB	128	1004	0.128	128	0.3	4.106	A
C-A	536			536			
A-B	7			7			
A-C	386			386			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	26	474	0.056	26	0.1	8.048	A
C-AB	129	1004	0.128	129	0.3	4.118	A
C-A	535			535			
A-B	7			7			
A-C	386			386			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	514	0.042	22	0.0	7.307	A
C-AB	87	945	0.092	87	0.2	4.212	A
C-A	455			455			
A-B	5			5			
A-C	316			316			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	543	0.033	18	0.0	6.854	A
C-AB	64	905	0.070	64	0.1	4.292	A
C-A	390			390			
A-B	5			5			
A-C	264			264			

2017 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017 Observed	PM	ONE HOUR	16:15	17:45	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 - Fontwell Ave (N)		✓	725	100.000
B - Wandleys Ln		✓	14	100.000
C - Fontwell Ave (S)		✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
From	A - Fontwell Ave (N)	0	18	707
	B - Wandleys Ln	2	0	12
	C - Fontwell Ave (S)	325	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
From	A - Fontwell Ave (N)	0	0	2
	B - Wandleys Ln	0	0	8
	C - Fontwell Ave (S)	4	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	8.02	0.0	A
C-AB	0.08	5.36	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	11	539	0.020	10	0.0	6.813	A
C-AB	31	703	0.044	31	0.1	5.355	A
C-A	234			234			
A-B	14			14			
A-C	532			532			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	13	508	0.025	13	0.0	7.268	A
C-AB	41	714	0.058	41	0.1	5.356	A
C-A	275			275			
A-B	16			16			
A-C	636			636			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	15	464	0.033	15	0.0	8.022	A
C-AB	58	731	0.080	58	0.1	5.359	A
C-A	329			329			
A-B	20			20			
A-C	778			778			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	15	464	0.033	15	0.0	8.022	A
C-AB	59	731	0.080	59	0.1	5.358	A
C-A	329			329			
A-B	20			20			
A-C	778			778			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	13	508	0.025	13	0.0	7.270	A
C-AB	41	714	0.058	42	0.1	5.351	A
C-A	275			275			
A-B	16			16			
A-C	636			636			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	11	539	0.020	11	0.0	6.814	A

C-AB	31	703	0.045	31	0.1	5.356	A
C-A	234			234			
A-B	14			14			
A-C	532			532			

2022 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Baseline	AM	ONE HOUR	07:00	08:30	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 - Fontwell Ave (N)		✓	473	100.000
B - Wandleys Ln		✓	26	100.000
C - Fontwell Ave (S)		✓	738	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
From	A - Fontwell Ave (N)	0	6	467
	B - Wandleys Ln	13	0	13
	C - Fontwell Ave (S)	689	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
From	A - Fontwell Ave (N)	0	0	7
	B - Wandleys Ln	0	0	0
	C - Fontwell Ave (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.07	9.41	0.1	A
C-AB	0.17	4.16	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	20	503	0.039	19	0.0	7.437	A
C-AB	81	950	0.086	81	0.2	4.142	A
C-A	474			474			
A-B	5			5			
A-C	352			352			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	23	466	0.050	23	0.1	8.138	A
C-AB	116	1002	0.116	116	0.3	4.060	A
C-A	547			547			
A-B	5			5			
A-C	420			420			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	29	411	0.070	29	0.1	9.404	A
C-AB	184	1077	0.170	183	0.5	4.021	A
C-A	629			629			
A-B	7			7			
A-C	514			514			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	29	411	0.070	29	0.1	9.412	A
C-AB	184	1078	0.171	184	0.5	4.038	A
C-A	628			628			
A-B	7			7			
A-C	514			514			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	23	465	0.050	23	0.1	8.148	A
C-AB	117	1002	0.116	118	0.3	4.089	A
C-A	547			547			
A-B	5			5			
A-C	420			420			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	20	503	0.039	20	0.0	7.448	A

C-AB	82	950	0.086	82	0.2	4.163	A
C-A	474			474			
A-B	5			5			
A-C	352			352			

2022 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Baseline	PM	ONE HOUR	16:15	17:45	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 - Fontwell Ave (N)		✓	880	100.000
B - Wandleys Ln		✓	15	100.000
C - Fontwell Ave (S)		✓	464	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
	A - Fontwell Ave (N)	0	19	861
	B - Wandleys Ln	2	0	13
	C - Fontwell Ave (S)	435	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
	A - Fontwell Ave (N)	0	0	2
	B - Wandleys Ln	0	0	8
	C - Fontwell Ave (S)	3	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	9.10	0.0	A
C-AB	0.10	5.15	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	11	505	0.022	11	0.0	7.285	A
C-AB	39	737	0.053	39	0.1	5.154	A
C-A	310			310			
A-B	14			14			
A-C	648			648			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	13	467	0.029	13	0.0	7.939	A
C-AB	54	757	0.071	54	0.1	5.124	A
C-A	363			363			
A-B	17			17			
A-C	774			774			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	17	412	0.040	16	0.0	9.101	A
C-AB	82	789	0.103	81	0.2	5.098	A
C-A	429			429			
A-B	21			21			
A-C	948			948			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	17	412	0.040	17	0.0	9.103	A
C-AB	82	789	0.104	82	0.2	5.095	A
C-A	429			429			
A-B	21			21			
A-C	948			948			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	13	467	0.029	14	0.0	7.943	A
C-AB	54	758	0.072	55	0.1	5.115	A
C-A	363			363			
A-B	17			17			
A-C	774			774			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	11	505	0.022	11	0.0	7.287	A

C-AB	39	738	0.054	40	0.1	5.153	A
C-A	310			310			
A-B	14			14			
A-C	648			648			

2022 with Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 with Dev	AM	ONE HOUR	07:00	08:30	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 - Fontwell Ave (N)		✓	473	100.000
B - Wandleys Ln		✓	44	100.000
C - Fontwell Ave (S)		✓	743	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
From	A - Fontwell Ave (N)	0	6	467
	B - Wandleys Ln	13	0	31
	C - Fontwell Ave (S)	689	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
From	A - Fontwell Ave (N)	0	0	6
	B - Wandleys Ln	0	0	0
	C - Fontwell Ave (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	8.45	0.1	A
C-AB	0.19	4.20	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	33	558	0.059	33	0.1	6.855	A
C-AB	90	950	0.094	89	0.2	4.178	A
C-A	470			470			
A-B	5			5			
A-C	352			352			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	524	0.075	39	0.1	7.429	A
C-AB	128	1002	0.127	127	0.3	4.111	A
C-A	540			540			
A-B	5			5			
A-C	420			420			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	48	475	0.102	48	0.1	8.438	A
C-AB	202	1078	0.187	201	0.6	4.103	A
C-A	616			616			
A-B	7			7			
A-C	514			514			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	48	475	0.102	48	0.1	8.446	A
C-AB	203	1079	0.188	203	0.6	4.120	A
C-A	615			615			
A-B	7			7			
A-C	514			514			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	524	0.076	40	0.1	7.438	A
C-AB	128	1003	0.128	129	0.3	4.144	A
C-A	540			540			
A-B	5			5			
A-C	420			420			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	33	558	0.059	33	0.1	6.867	A

C-AB	90	951	0.095	91	0.2	4.202	A
C-A	469			469			
A-B	5			5			
A-C	352			352			

2022 with Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 with Dev	PM	ONE HOUR	16:15	17:45	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 - Fontwell Ave (N)		✓	880	100.000
B - Wandleys Ln		✓	23	100.000
C - Fontwell Ave (S)		✓	480	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
From	A - Fontwell Ave (N)	0	19	861
	B - Wandleys Ln	2	0	21
	C - Fontwell Ave (S)	435	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Fontwell Ave (N)	B - Wandleys Ln	C - Fontwell Ave (S)
From	A - Fontwell Ave (N)	0	0	2
	B - Wandleys Ln	0	0	5
	C - Fontwell Ave (S)	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	8.80	0.1	A
C-AB	0.16	5.39	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	17	528	0.033	17	0.0	7.051	A
C-AB	60	745	0.081	60	0.2	5.253	A
C-A	301			301			
A-B	14			14			
A-C	648			648			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	21	489	0.042	21	0.0	7.684	A
C-AB	83	765	0.109	83	0.2	5.288	A
C-A	348			348			
A-B	17			17			
A-C	774			774			

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	435	0.058	25	0.1	8.795	A
C-AB	125	795	0.158	125	0.4	5.383	A
C-A	403			403			
A-B	21			21			
A-C	948			948			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	434	0.058	25	0.1	8.798	A
C-AB	126	796	0.158	126	0.4	5.387	A
C-A	403			403			
A-B	21			21			
A-C	948			948			

17:15 - 17:30

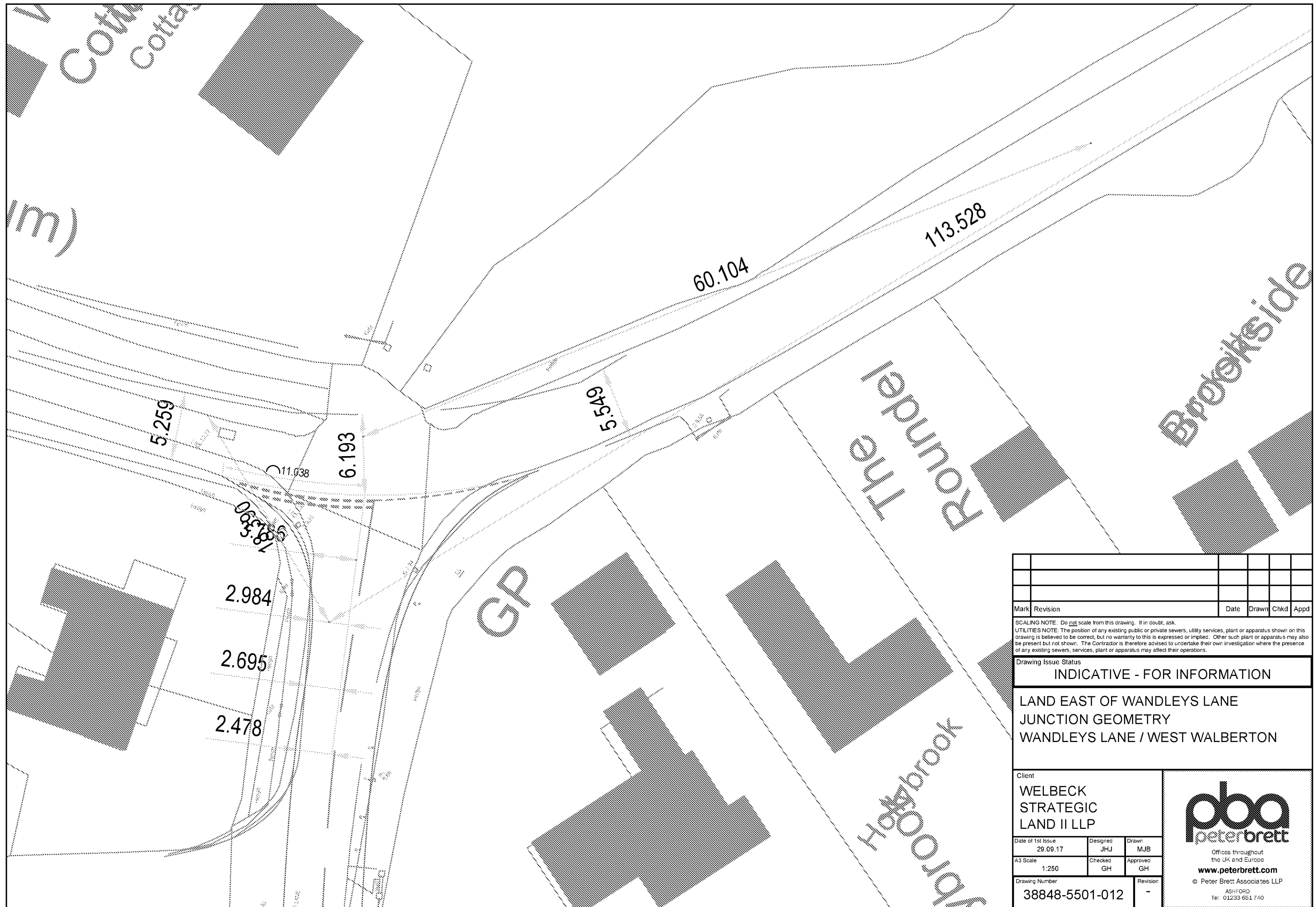
Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	21	489	0.042	21	0.0	7.688	A
C-AB	84	765	0.109	84	0.2	5.293	A
C-A	348			348			
A-B	17			17			
A-C	774			774			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	17	528	0.033	17	0.0	7.058	A

C-AB	61	746	0.082	61	0.2	5.261	A
C-A	301			301			
A-B	14			14			
A-C	648			648			

Appendix K Wandleys Lane / W. Walberton Lane



Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: Wandleys Ln - W Walberton Ln.j9

Path: J:\38848 - GH - Wandleys Lane, Fontwell\BRIEF 5501 - Transport\MODELLING\TRANSPORT\JUNCTIONS 9

Report generation date: 28/09/2017 14:48:10

»2017 Observed, AM
»2017 Observed, PM
»2022 Baseline, AM
»2022 Baseline, PM
»2022 with Dev, AM
»2022 with Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2017 Observed								
Stream B-AC	0.1	5.37	0.07	A	0.1	5.56	0.05	A
Stream C-AB	0.0	5.99	0.01	A	0.0	5.60	0.01	A
2022 Baseline								
Stream B-AC	0.1	5.41	0.08	A	0.1	5.60	0.06	A
Stream C-AB	0.0	5.99	0.01	A	0.0	5.57	0.02	A
2022 with Dev								
Stream B-AC	0.2	5.77	0.13	A	0.1	5.64	0.08	A
Stream C-AB	0.0	6.12	0.03	A	0.1	5.82	0.08	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	09/05/2017
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	PBA\jhodder-jones
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017 Observed	AM	ONE HOUR	07:00	08:30	15
D2	2017 Observed	PM	ONE HOUR	16:15	17:45	15
D3	2022 Baseline	AM	ONE HOUR	07:00	08:30	15
D4	2022 Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2022 with Dev	AM	ONE HOUR	07:00	08:30	15
D6	2022 with Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	W Walberton Ln (E)		Major
B	Wandleys Ln		Minor
C	W Walberton Ln (W)		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 - W Walberton Ln (W)	6.00			60.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Wandleys Ln	One lane	4.60	19	114

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	625	0.114	0.288	0.181	0.411
1	B-C	807	0.124	0.312	-	-
1	C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017 Observed	AM	ONE HOUR	07:00	08:30	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 - W Walberton Ln (E)		✓	137	100.000
B - Wandleys Ln		✓	46	100.000
C - W Walberton Ln (W)		✓	52	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
From	A - W Walberton Ln (E)	0	8	129
	B - Wandleys Ln	5	0	41
	C - W Walberton Ln (W)	47	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
From	A - W Walberton Ln (E)	0	0	2
	B - Wandleys Ln	0	0	2
	C - W Walberton Ln (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.07	5.37	0.1	A
C-AB	0.01	5.99	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	35	736	0.047	34	0.0	5.128	A
C-AB	4	608	0.007	4	0.0	5.962	A
C-A	35			35			
A-B	6			6			
A-C	97			97			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	41	730	0.057	41	0.1	5.227	A
C-AB	5	608	0.008	5	0.0	5.971	A
C-A	42			42			

A-B	7			7			
A-C	116			116			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	51	721	0.070	51	0.1	5.367	A
C-AB	6	607	0.010	6	0.0	5.983	A
C-A	51			51			
A-B	9			9			
A-C	142			142			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	51	721	0.070	51	0.1	5.367	A
C-AB	6	607	0.010	6	0.0	5.987	A
C-A	51			51			
A-B	9			9			
A-C	142			142			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	41	730	0.057	41	0.1	5.230	A
C-AB	5	608	0.008	5	0.0	5.975	A
C-A	42			42			
A-B	7			7			
A-C	116			116			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	35	736	0.047	35	0.0	5.132	A
C-AB	4	608	0.007	4	0.0	5.966	A
C-A	35			35			
A-B	6			6			
A-C	97			97			

2017 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017 Observed	PM	ONE HOUR	16:15	17:45	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 - W Walberton Ln (E)		✓	62	100.000
B - Wandleys Ln		✓	33	100.000
C - W Walberton Ln (W)		✓	112	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
	A - W Walberton Ln (E)	0	7	55
	B - Wandleys Ln	14	0	19
	C - W Walberton Ln (W)	105	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
	A - W Walberton Ln (E)	0	0	5
	B - Wandleys Ln	0	0	0
	C - W Walberton Ln (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	5.56	0.1	A
C-AB	0.01	5.60	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	695	0.036	25	0.0	5.370	A
C-AB	6	650	0.009	6	0.0	5.593	A
C-A	78			78			
A-B	5			5			
A-C	41			41			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	30	690	0.043	30	0.0	5.448	A
C-AB	7	658	0.011	7	0.0	5.534	A
C-A	93			93			
A-B	6			6			
A-C	49			49			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	36	684	0.053	36	0.1	5.558	A
C-AB	9	669	0.014	9	0.0	5.457	A
C-A	114			114			
A-B	8			8			
A-C	61			61			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	36	684	0.053	36	0.1	5.558	A
C-AB	9	669	0.014	9	0.0	5.460	A
C-A	114			114			
A-B	8			8			
A-C	61			61			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	30	690	0.043	30	0.0	5.449	A
C-AB	7	658	0.011	7	0.0	5.537	A
C-A	93			93			
A-B	6			6			
A-C	49			49			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	25	695	0.036	25	0.0	5.373	A

C-AB	6	650	0.009	6	0.0	5.597	A
C-A	78			78			
A-B	5			5			
A-C	41			41			

2022 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Baseline	AM	ONE HOUR	07:00	08:30	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 - W Walberton Ln (E)		✓	149	100.000
B - Wandleys Ln		✓	49	100.000
C - W Walberton Ln (W)		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
	A - W Walberton Ln (E)	0	9	140
	B - Wandleys Ln	5	0	44
	C - W Walberton Ln (W)	51	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
	A - W Walberton Ln (E)	0	0	2
	B - Wandleys Ln	0	0	2
	C - W Walberton Ln (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	5.41	0.1	A
C-AB	0.01	5.99	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	735	0.050	37	0.1	5.154	A
C-AB	4	608	0.007	4	0.0	5.964	A
C-A	38			38			
A-B	7			7			
A-C	105			105			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	44	728	0.061	44	0.1	5.262	A
C-AB	5	607	0.008	5	0.0	5.972	A
C-A	45			45			
A-B	8			8			
A-C	126			126			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	54	719	0.075	54	0.1	5.415	A
C-AB	6	607	0.010	6	0.0	5.985	A
C-A	56			56			
A-B	10			10			
A-C	154			154			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	54	719	0.075	54	0.1	5.415	A
C-AB	6	607	0.010	6	0.0	5.988	A
C-A	56			56			
A-B	10			10			
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	44	728	0.061	44	0.1	5.265	A
C-AB	5	607	0.008	5	0.0	5.975	A
C-A	45			45			
A-B	8			8			
A-C	126			126			

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	735	0.050	37	0.1	5.159	A

C-AB	4	608	0.007	4	0.0	5.967	A
C-A	38			38			
A-B	7			7			
A-C	105			105			

2022 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Baseline	PM	ONE HOUR	16:15	17:45	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 - W Walberton Ln (E)		✓	67	100.000
B - Wandleys Ln		✓	36	100.000
C - W Walberton Ln (W)		✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
	A - W Walberton Ln (E)	0	8	59
	B - Wandleys Ln	15	0	21
	C - W Walberton Ln (W)	114	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
	A - W Walberton Ln (E)	0	0	5
	B - Wandleys Ln	0	0	0
	C - W Walberton Ln (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	5.60	0.1	A
C-AB	0.02	5.57	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	27	694	0.039	27	0.0	5.391	A
C-AB	7	653	0.011	7	0.0	5.570	A
C-A	85			85			
A-B	6			6			
A-C	44			44			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	32	689	0.047	32	0.0	5.477	A
C-AB	9	662	0.013	9	0.0	5.507	A
C-A	101			101			
A-B	7			7			
A-C	53			53			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	683	0.058	40	0.1	5.598	A
C-AB	11	674	0.016	11	0.0	5.425	A
C-A	123			123			
A-B	9			9			
A-C	65			65			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	683	0.058	40	0.1	5.598	A
C-AB	11	674	0.016	11	0.0	5.427	A
C-A	123			123			
A-B	9			9			
A-C	65			65			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	32	689	0.047	32	0.0	5.480	A
C-AB	9	662	0.013	9	0.0	5.511	A
C-A	101			101			
A-B	7			7			
A-C	53			53			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	27	694	0.039	27	0.0	5.396	A

C-AB	7	653	0.011	7	0.0	5.574	A
C-A	85			85			
A-B	6			6			
A-C	44			44			

2022 with Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 with Dev	AM	ONE HOUR	07:00	08:30	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 - W Walberton Ln (E)		✓	150	100.000
B - Wandleys Ln		✓	88	100.000
C - W Walberton Ln (W)		✓	67	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
	A - W Walberton Ln (E)	0	10	140
	B - Wandleys Ln	10	0	78
	C - W Walberton Ln (W)	51	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
	A - W Walberton Ln (E)	0	0	2
	B - Wandleys Ln	0	0	1
	C - W Walberton Ln (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	5.77	0.2	A
C-AB	0.03	6.12	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	738	0.090	66	0.1	5.354	A
C-AB	13	607	0.021	13	0.0	6.054	A
C-A	38			38			
A-B	8			8			
A-C	105			105			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	79	731	0.108	79	0.1	5.522	A
C-AB	16	607	0.026	16	0.0	6.083	A
C-A	45			45			
A-B	9			9			
A-C	126			126			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	97	721	0.134	97	0.2	5.763	A
C-AB	19	607	0.032	19	0.0	6.123	A
C-A	54			54			
A-B	11			11			
A-C	154			154			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	97	721	0.134	97	0.2	5.765	A
C-AB	19	607	0.032	19	0.0	6.125	A
C-A	54			54			
A-B	11			11			
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	79	731	0.108	79	0.1	5.526	A
C-AB	16	607	0.026	16	0.0	6.088	A
C-A	45			45			
A-B	9			9			
A-C	126			126			

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	738	0.090	66	0.1	5.362	A

C-AB	13	607	0.021	13	0.0	6.058	A
C-A	38			38			
A-B	8			8			
A-C	105			105			

2022 with Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 with Dev	PM	ONE HOUR	16:15	17:45	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 - W Walberton Ln (E)		✓	71	100.000
B - Wandleys Ln		✓	53	100.000
C - W Walberton Ln (W)		✓	152	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
	A - W Walberton Ln (E)	0	12	59
	B - Wandleys Ln	17	0	36
	C - W Walberton Ln (W)	114	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - W Walberton Ln (E)	B - Wandleys Ln	C - W Walberton Ln (W)
	A - W Walberton Ln (E)	0	0	5
	B - Wandleys Ln	0	0	0
	C - W Walberton Ln (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	5.64	0.1	A
C-AB	0.08	5.82	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	710	0.056	40	0.1	5.371	A
C-AB	33	652	0.050	33	0.1	5.807	A
C-A	81			81			
A-B	9			9			
A-C	44			44			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	48	704	0.068	48	0.1	5.482	A
C-AB	40	661	0.061	40	0.1	5.798	A
C-A	96			96			
A-B	11			11			
A-C	53			53			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	58	696	0.084	58	0.1	5.641	A
C-AB	51	673	0.076	51	0.1	5.788	A
C-A	116			116			
A-B	13			13			
A-C	65			65			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	58	696	0.084	58	0.1	5.641	A
C-AB	52	673	0.077	52	0.1	5.794	A
C-A	116			116			
A-B	13			13			
A-C	65			65			

17:15 - 17:30

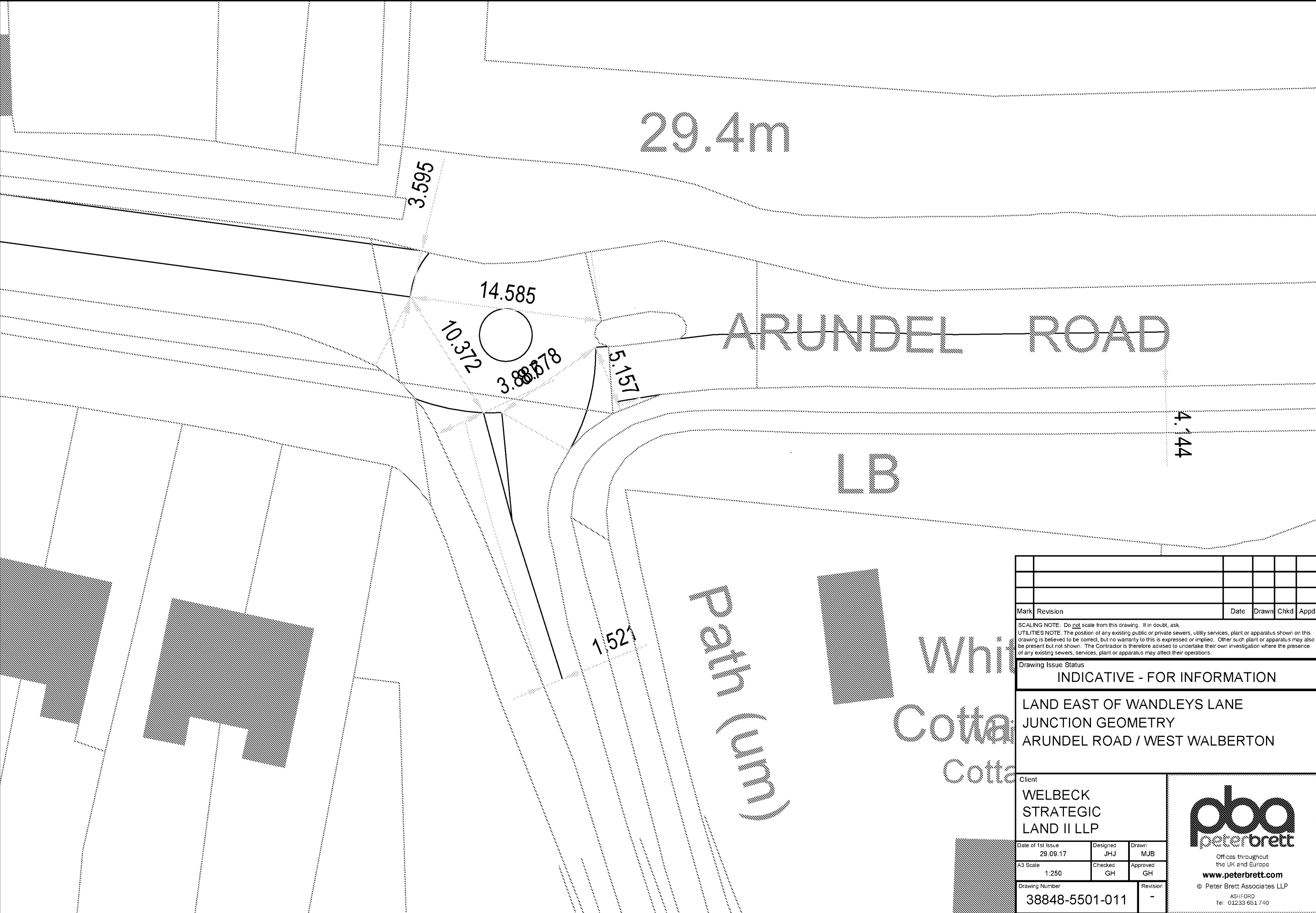
Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	48	704	0.068	48	0.1	5.483	A
C-AB	40	661	0.061	41	0.1	5.807	A
C-A	96			96			
A-B	11			11			
A-C	53			53			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	40	710	0.056	40	0.1	5.374	A

C-AB	33	653	0.051	33	0.1	5.816	A
C-A	81			81			
A-B	9			9			
A-C	44			44			

Appendix L Arundel Road Mini-roundabout



Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

INDICATIVE - FOR INFORMATION

LAND EAST OF WANDLEYS LANE
JUNCTION GEOMETRY
ARUNDEL ROAD / WEST WALBERTON

Client

WELBECK
STRATEGIC
LAND II LLP

Date of 1st Issue	Designed	Drawn
29.09.17	JHJ	MJB

A3 Scale	Checked	Approved
1:250	GH	GH

Drawing Number	Revision
38848-5501-011	-

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peterbrett

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Tel: 01233 651 740

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
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For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Arundel Rd - W Walberton Ln Mini Rbt.j9
Path: J:\38848 - GH - Wandleys Lane, Fontwell\BRIEF 5501 - Transport\MODELLING\TRANSPORT\JUNCTIONS 9
Report generation date: 28/09/2017 14:51:45

»2017 Observed, AM
»2017 Observed, PM
»2022 Baseline, AM
»2022 Baseline, PM
»2022 with Dev, AM
»2022 with Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2017 Observed								
1 - Arundel Rd (E)	0.0	4.77	0.02	A	0.0	3.81	0.03	A
2 - W Walberton Ln	0.3	5.82	0.23	A	0.1	5.09	0.10	A
3 - Arundel Rd (W)	0.1	4.28	0.07	A	0.1	4.23	0.12	A
2022 Baseline								
1 - Arundel Rd (E)	0.0	4.39	0.04	A	0.0	3.85	0.04	A
2 - W Walberton Ln	0.3	6.02	0.25	A	0.2	5.39	0.16	A
3 - Arundel Rd (W)	0.1	4.42	0.11	A	0.1	4.30	0.13	A
2022 with Dev								
1 - Arundel Rd (E)	0.0	4.37	0.05	A	0.0	3.92	0.05	A
2 - W Walberton Ln	0.4	6.43	0.30	A	0.2	5.51	0.19	A
3 - Arundel Rd (W)	0.1	4.51	0.12	A	0.2	4.43	0.15	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/05/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\jhodder-jones
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017 Observed	AM	ONE HOUR	07:00	08:30	15
D2	2017 Observed	PM	ONE HOUR	16:15	17:45	15
D3	2022 Baseline	AM	ONE HOUR	07:00	08:30	15
D4	2022 Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2022 with Dev	AM	ONE HOUR	07:00	08:30	15
D6	2022 with Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 91% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	5.36	A

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Arundel Rd (E)	
2	W Walberton Ln	
3	Arundel Rd (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Arundel Rd (E)	4.14	4.14	5.16	1.7	8.68	5.04	0.0	
2 - W Walberton Ln	2.00	2.00	3.89	6.8	10.37	7.12	0.0	
3 - Arundel Rd (W)	3.58	3.58	3.60	0.5	14.59	12.99	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Arundel Rd (E)	0.647	1080
2 - W Walberton Ln	0.590	829
3 - Arundel Rd (W)	0.622	995

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017 Observed	AM	ONE HOUR	07:00	08:30	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 - Arundel Rd (E)		✓	17	100.000
2 - W Walberton Ln		✓	170	100.000
3 - Arundel Rd (W)		✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
From	1 - Arundel Rd (E)	0	5	12
	2 - W Walberton Ln	83	0	87
	3 - Arundel Rd (W)	13	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
From	1 - Arundel Rd (E)	0	0	50
	2 - W Walberton Ln	2	0	1
	3 - Arundel Rd (W)	8	2	0

Results**Results Summary for whole modelled period**

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Arundel Rd (E)	0.02	4.77	0.0	A
2 - W Walberton Ln	0.23	5.82	0.3	A
3 - Arundel Rd (W)	0.07	4.28	0.1	A

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	13	35	781	0.016	13	0.0	4.686	A
2 - W Walberton Ln	128	9	809	0.158	127	0.2	5.276	A
3 - Arundel Rd (W)	45	62	926	0.049	45	0.1	4.087	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	15	42	777	0.020	15	0.0	4.722	A
2 - W Walberton Ln	153	11	807	0.189	153	0.2	5.497	A
3 - Arundel Rd (W)	54	75	918	0.059	54	0.1	4.166	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	19	52	773	0.024	19	0.0	4.773	A

2 - W Walberton Ln	187	13	805	0.232	187	0.3	5.819	A
3 - Arundel Rd (W)	66	91	908	0.073	66	0.1	4.277	A

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 - Arundel Rd (E)	19	52	773	0.024	19	0.0	4.773	A
2 - W Walberton Ln	187	13	805	0.232	187	0.3	5.824	A
3 - Arundel Rd (W)	66	91	908	0.073	66	0.1	4.277	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 - Arundel Rd (E)	15	42	777	0.020	15	0.0	4.725	A
2 - W Walberton Ln	153	11	807	0.189	153	0.2	5.504	A
3 - Arundel Rd (W)	54	75	918	0.059	54	0.1	4.167	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 - Arundel Rd (E)	13	35	781	0.016	13	0.0	4.687	A
2 - W Walberton Ln	128	9	809	0.158	128	0.2	5.289	A
3 - Arundel Rd (W)	45	63	925	0.049	45	0.1	4.092	A

2017 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	4.49	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017 Observed	PM	ONE HOUR	16:15	17:45	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 - Arundel Rd (E)		✓	26	100.000
2 - W Walberton Ln		✓	74	100.000
3 - Arundel Rd (W)		✓	102	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
	1 - Arundel Rd (E)	0	17	9
	2 - W Walberton Ln	19	0	55
	3 - Arundel Rd (W)	7	95	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
	1 - Arundel Rd (E)	0	6	0
	2 - W Walberton Ln	11	0	2
	3 - Arundel Rd (W)	14	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Arundel Rd (E)	0.03	3.81	0.0	A
2 - W Walberton Ln	0.10	5.09	0.1	A
3 - Arundel Rd (W)	0.12	4.23	0.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	20	71	994	0.020	19	0.0	3.692	A
2 - W Walberton Ln	56	7	791	0.070	55	0.1	4.892	A
3 - Arundel Rd (W)	77	14	967	0.079	76	0.1	4.041	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	23	85	985	0.024	23	0.0	3.741	A
2 - W Walberton Ln	67	8	790	0.084	66	0.1	4.974	A
3 - Arundel Rd (W)	92	17	965	0.095	92	0.1	4.119	A

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 - Arundel Rd (E)	29	104	973	0.029	29	0.0	3.810	A
2 - W Walberton Ln	81	10	789	0.103	81	0.1	5.087	A
3 - Arundel Rd (W)	112	21	963	0.117	112	0.1	4.232	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 - Arundel Rd (E)	29	105	973	0.029	29	0.0	3.810	A
2 - W Walberton Ln	81	10	789	0.103	81	0.1	5.087	A
3 - Arundel Rd (W)	112	21	963	0.117	112	0.1	4.232	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 - Arundel Rd (E)	23	86	985	0.024	23	0.0	3.745	A
2 - W Walberton Ln	67	8	790	0.084	67	0.1	4.976	A
3 - Arundel Rd (W)	92	17	965	0.095	92	0.1	4.120	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 - Arundel Rd (E)	20	72	994	0.020	20	0.0	3.693	A
2 - W Walberton Ln	56	7	791	0.070	56	0.1	4.899	A
3 - Arundel Rd (W)	77	14	967	0.079	77	0.1	4.044	A

2022 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 2 and 3 have 87% 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	untitled	Mini-roundabout	1, 2, 3	5.36	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Baseline	AM	ONE HOUR	07:00	08:30	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 - Arundel Rd (E)		✓	33	100.000
2 - W Walberton Ln		✓	185	100.000
3 - Arundel Rd (W)		✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
	1 - Arundel Rd (E)	0	15	18
	2 - W Walberton Ln	90	0	95
	3 - Arundel Rd (W)	14	77	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
	1 - Arundel Rd (E)	0	0	36
	2 - W Walberton Ln	2	0	1
	3 - Arundel Rd (W)	8	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Arundel Rd (E)	0.04	4.39	0.0	A
2 - W Walberton Ln	0.25	6.02	0.3	A
3 - Arundel Rd (W)	0.11	4.42	0.1	A

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	25	58	871	0.029	25	0.0	4.254	A
2 - W Walberton Ln	139	13	806	0.173	138	0.2	5.385	A
3 - Arundel Rd (W)	69	67	933	0.073	68	0.1	4.160	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	30	69	865	0.034	30	0.0	4.310	A
2 - W Walberton Ln	166	16	804	0.207	166	0.3	5.642	A
3 - Arundel Rd (W)	82	81	925	0.088	82	0.1	4.268	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	36	85	856	0.042	36	0.0	4.390	A
2 - W Walberton Ln	204	20	801	0.254	203	0.3	6.020	A
3 - Arundel Rd (W)	100	99	914	0.110	100	0.1	4.424	A

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 - Arundel Rd (E)	36	85	856	0.042	36	0.0	4.390	A
2 - W Walberton Ln	204	20	801	0.254	204	0.3	6.025	A
3 - Arundel Rd (W)	100	99	914	0.110	100	0.1	4.425	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 - Arundel Rd (E)	30	69	865	0.034	30	0.0	4.313	A
2 - W Walberton Ln	166	16	804	0.207	167	0.3	5.650	A
3 - Arundel Rd (W)	82	81	925	0.088	82	0.1	4.270	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 - Arundel Rd (E)	25	58	871	0.029	25	0.0	4.255	A
2 - W Walberton Ln	139	14	806	0.173	139	0.2	5.402	A
3 - Arundel Rd (W)	69	68	933	0.073	69	0.1	4.165	A

2022 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 2 and 3 have 87% 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	untitled	Mini-roundabout	1, 2, 3	4.74	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Baseline	PM	ONE HOUR	16:15	17:45	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 - Arundel Rd (E)		✓	32	100.000
2 - W Walberton Ln		✓	119	100.000
3 - Arundel Rd (W)		✓	112	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
	1 - Arundel Rd (E)	0	19	13
	2 - W Walberton Ln	21	0	98
	3 - Arundel Rd (W)	8	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
	1 - Arundel Rd (E)	0	6	0
	2 - W Walberton Ln	11	0	1
	3 - Arundel Rd (W)	14	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Arundel Rd (E)	0.04	3.85	0.0	A
2 - W Walberton Ln	0.16	5.39	0.2	A
3 - Arundel Rd (W)	0.13	4.30	0.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	24	78	993	0.024	24	0.0	3.713	A
2 - W Walberton Ln	90	10	801	0.112	89	0.1	5.053	A
3 - Arundel Rd (W)	84	16	966	0.087	84	0.1	4.079	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	29	93	984	0.029	29	0.0	3.769	A
2 - W Walberton Ln	107	12	800	0.134	107	0.2	5.194	A
3 - Arundel Rd (W)	101	19	964	0.104	101	0.1	4.170	A

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 - Arundel Rd (E)	35	114	970	0.036	35	0.0	3.849	A
2 - W Walberton Ln	131	14	798	0.164	131	0.2	5.391	A
3 - Arundel Rd (W)	123	23	961	0.128	123	0.1	4.297	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 - Arundel Rd (E)	35	115	970	0.036	35	0.0	3.849	A
2 - W Walberton Ln	131	14	798	0.164	131	0.2	5.393	A
3 - Arundel Rd (W)	123	23	961	0.128	123	0.1	4.297	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 - Arundel Rd (E)	29	94	984	0.029	29	0.0	3.769	A
2 - W Walberton Ln	107	12	800	0.134	107	0.2	5.199	A
3 - Arundel Rd (W)	101	19	964	0.104	101	0.1	4.173	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 - Arundel Rd (E)	24	78	993	0.024	24	0.0	3.717	A
2 - W Walberton Ln	90	10	801	0.112	90	0.1	5.061	A
3 - Arundel Rd (W)	84	16	966	0.087	84	0.1	4.085	A

2022 with 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 2 and 3 have 88% 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	untitled	Mini-roundabout	1, 2, 3	5.66	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 with Dev	AM	ONE HOUR	07:00	08:30	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 - Arundel Rd (E)		✓	36	100.000
2 - W Walberton Ln		✓	219	100.000
3 - Arundel Rd (W)		✓	98	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
	1 - Arundel Rd (E)	0	18	18
	2 - W Walberton Ln	101	0	118
	3 - Arundel Rd (W)	14	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
	1 - Arundel Rd (E)	0	0	36
	2 - W Walberton Ln	2	0	1
	3 - Arundel Rd (W)	8	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Arundel Rd (E)	0.05	4.37	0.0	A
2 - W Walberton Ln	0.30	6.43	0.4	A
3 - Arundel Rd (W)	0.12	4.51	0.1	A

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	27	63	880	0.031	27	0.0	4.219	A
2 - W Walberton Ln	165	13	806	0.204	164	0.3	5.594	A
3 - Arundel Rd (W)	74	76	929	0.079	73	0.1	4.205	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	32	75	873	0.037	32	0.0	4.280	A
2 - W Walberton Ln	197	16	804	0.245	197	0.3	5.922	A
3 - Arundel Rd (W)	88	91	920	0.096	88	0.1	4.329	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	40	92	864	0.046	40	0.0	4.367	A
2 - W Walberton Ln	241	20	801	0.301	241	0.4	6.418	A
3 - Arundel Rd (W)	108	111	907	0.119	108	0.1	4.504	A

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 - Arundel Rd (E)	40	92	864	0.046	40	0.0	4.367	A
2 - W Walberton Ln	241	20	801	0.301	241	0.4	6.425	A
3 - Arundel Rd (W)	108	111	907	0.119	108	0.1	4.505	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 - Arundel Rd (E)	32	76	873	0.037	32	0.0	4.283	A
2 - W Walberton Ln	197	16	804	0.245	197	0.3	5.935	A
3 - Arundel Rd (W)	88	91	919	0.096	88	0.1	4.331	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 - Arundel Rd (E)	27	63	880	0.031	27	0.0	4.222	A
2 - W Walberton Ln	165	14	806	0.205	165	0.3	5.617	A
3 - Arundel Rd (W)	74	76	929	0.079	74	0.1	4.211	A

2022 with 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 2 and 3 have 86% 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	untitled	Mini-roundabout	1, 2, 3	4.84	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 with Dev	PM	ONE HOUR	16:15	17:45	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 - Arundel Rd (E)		✓	40	100.000
2 - W Walberton Ln		✓	135	100.000
3 - Arundel Rd (W)		✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
	1 - Arundel Rd (E)	0	27	13
	2 - W Walberton Ln	26	0	109
	3 - Arundel Rd (W)	8	126	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - Arundel Rd (E)	2 - W Walberton Ln	3 - Arundel Rd (W)
	1 - Arundel Rd (E)	0	4	0
	2 - W Walberton Ln	8	0	1
	3 - Arundel Rd (W)	14	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Arundel Rd (E)	0.05	3.92	0.0	A
2 - W Walberton Ln	0.19	5.51	0.2	A
3 - Arundel Rd (W)	0.15	4.43	0.2	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	30	94	991	0.030	30	0.0	3.744	A
2 - W Walberton Ln	102	10	804	0.126	101	0.1	5.115	A
3 - Arundel Rd (W)	101	19	965	0.105	100	0.1	4.161	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Arundel Rd (E)	36	113	979	0.037	36	0.0	3.815	A
2 - W Walberton Ln	121	12	803	0.151	121	0.2	5.277	A
3 - Arundel Rd (W)	120	23	963	0.125	120	0.1	4.273	A

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 - Arundel Rd (E)	44	139	963	0.046	44	0.0	3.916	A
2 - W Walberton Ln	149	14	802	0.185	148	0.2	5.510	A
3 - Arundel Rd (W)	148	29	959	0.154	147	0.2	4.434	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 - Arundel Rd (E)	44	139	963	0.046	44	0.0	3.916	A
2 - W Walberton Ln	149	14	802	0.185	149	0.2	5.512	A
3 - Arundel Rd (W)	148	29	959	0.154	148	0.2	4.434	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 - Arundel Rd (E)	36	113	979	0.037	36	0.0	3.816	A
2 - W Walberton Ln	121	12	803	0.151	122	0.2	5.284	A
3 - Arundel Rd (W)	120	23	963	0.125	121	0.1	4.277	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 - Arundel Rd (E)	30	95	991	0.030	30	0.0	3.749	A
2 - W Walberton Ln	102	10	804	0.126	102	0.1	5.127	A
3 - Arundel Rd (W)	101	20	965	0.105	101	0.1	4.165	A

Appendix M A29 / A27 West Roundabout

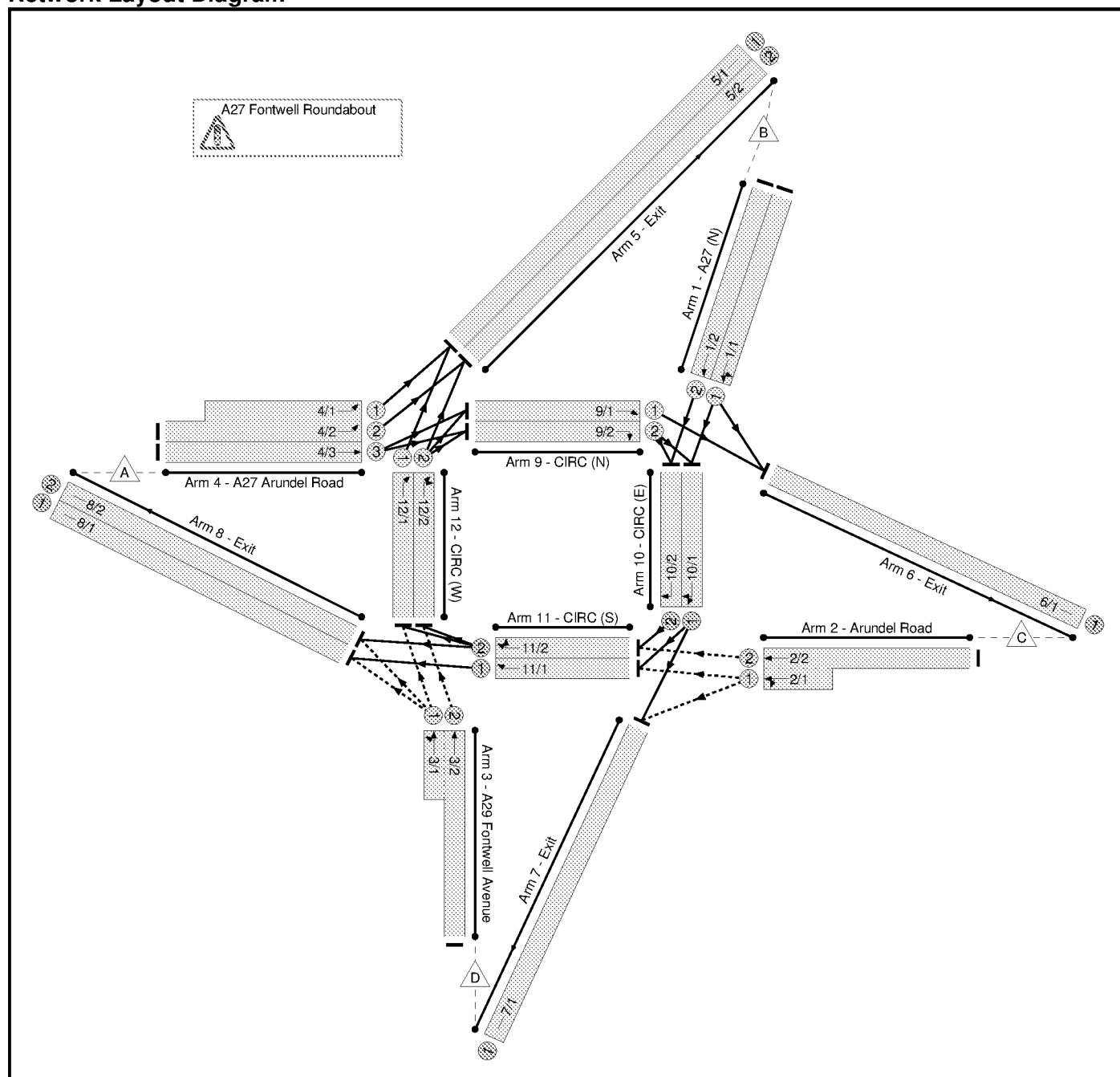
Full Input Data And Results

Full Input Data And Results

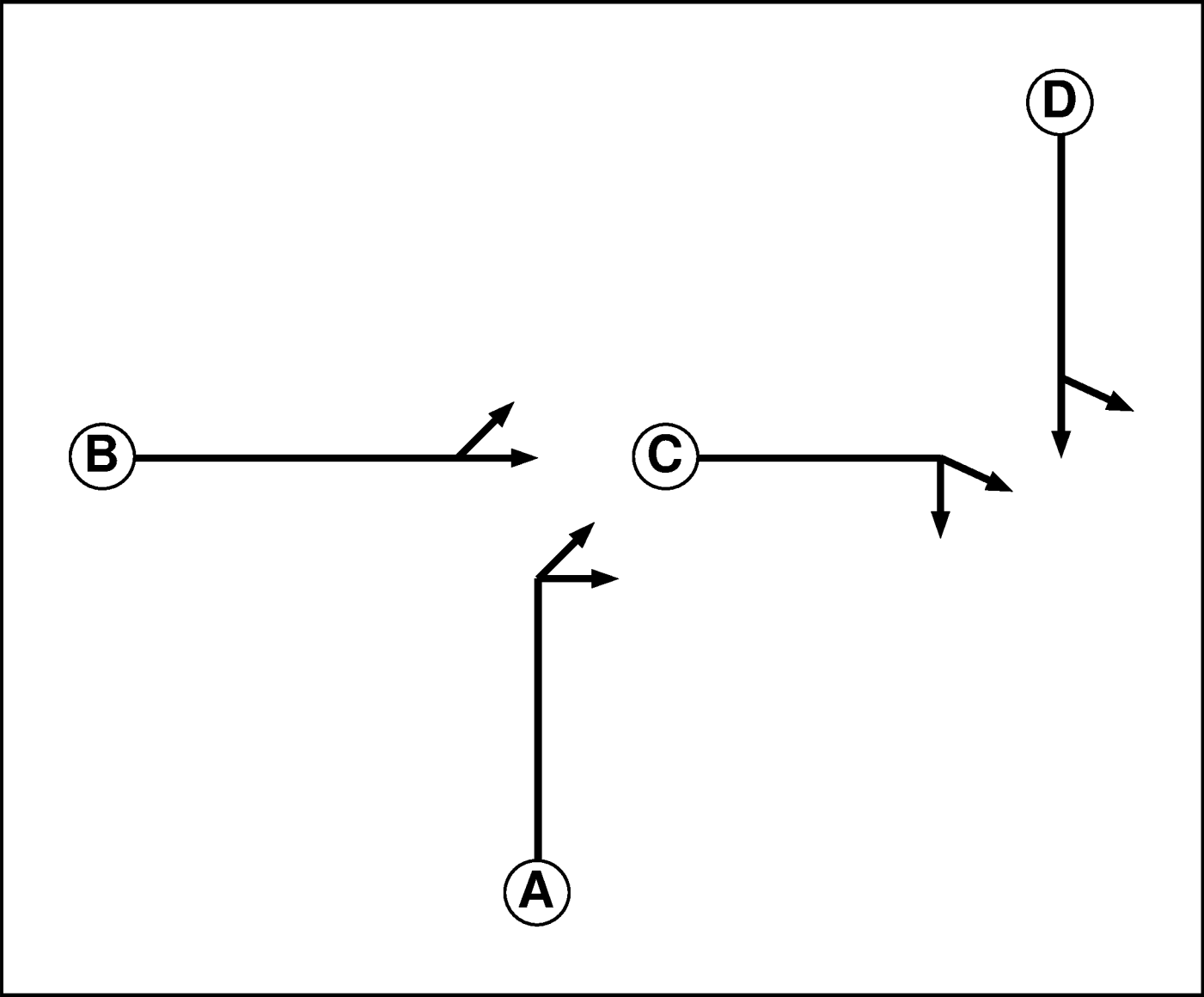
User and Project Details

Project:	Arun Transport Study
Title:	Proposed Signalised Layout
Location:	A27 / Arundel Road / A29 Fontwell Avenue / A27 Arundel Road
File name:	A27 Fontwell - Arundel - TA Model v02.lsg3x
Author:	MJB
Company:	Peter Brett Associates LLP
Address:	Calgarth House, 39-41 Bank Street, Ashford, TN23 1DQ
Notes:	None.

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

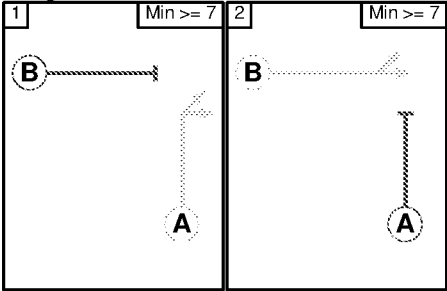
		Starting Phase				
Terminating Phase		A	B	C	D	
	A		5	-	-	
	B	5		-	-	
	C	-	-		5	
	D	-	-	5		

Phases in Stage

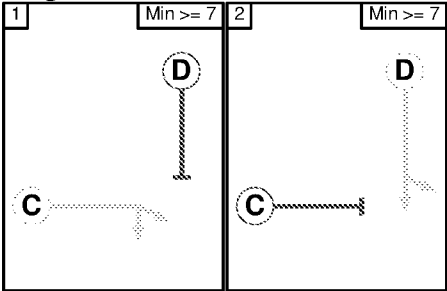
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change
Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A27 Fontwell Roundabout											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Arundel Road)	7/1 (Left)	1439	0	10/1	1.09	All	-	-	-	-	-
	11/1 (Ahead)	1439	0	10/1	1.09	All					
				10/2	1.09	All					
2/2 (Arundel Road)	11/2 (Ahead)	1439	0	10/1	1.09	All	-	-	-	-	-
				10/2	1.09	All					
3/1 (A29 Fontwell Avenue)	8/1 (Left)	1439	0	11/2	1.09	To 8/2 (Ahead)	-	-	-	-	-
	8/2 (Left)	1439	0	11/2	1.09	To 8/2 (Ahead)					
	12/1 (Ahead)	1439	0	11/2	1.09	All					
3/2 (A29 Fontwell Avenue)	12/2 (Ahead)	1439	0	11/2	1.09	All	-	-	-	-	-
				11/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: A27 Fontwell Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A27 (N))	U	D	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	30.00
											Arm 10 Ahead	Inf
1/2 (A27 (N))	U	D	2	3	60.0	Geom	-	5.00	0.00	N	Arm 10 Ahead	Inf
2/1 (Arundel Road)	O		2	3	5.0	Geom	-	3.00	0.00	Y	Arm 7 Left	22.00
											Arm 11 Ahead	Inf
2/2 (Arundel Road)	O		2	3	60.0	Geom	-	3.00	0.00	Y	Arm 11 Ahead	100.00
3/1 (A29 Fontwell Avenue)	O		2	3	5.0	Geom	-	3.75	0.00	Y	Arm 8 Left	15.00
											Arm 12 Ahead	100.00
3/2 (A29 Fontwell Avenue)	O		2	3	60.0	Geom	-	3.75	0.00	Y	Arm 12 Ahead	250.00
4/1 (A27 Arundel Road)	U	B	2	3	12.2	Geom	-	4.00	0.00	Y	Arm 5 Left	150.00
4/2 (A27 Arundel Road)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	Arm 5 Left	150.00
4/3 (A27 Arundel Road)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	50.00
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (CIRC (N))	U	C	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Ahead	50.00
9/2 (CIRC (N))	U	C	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 10 Right	15.00
10/1 (CIRC (E))	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 7 Ahead	Inf

Full Input Data And Results

											Arm 11 Right	28.00
10/2 (CIRC (E))	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 11 Right	18.75
11/1 (CIRC (S))	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 8 Ahead	25.00
11/2 (CIRC (S))	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 8 Ahead	Inf
											Arm 12 Right	20.00
12/1 (CIRC (W))	U	A	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Right	28.00
12/2 (CIRC (W))	U	A	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Right	28.00
											Arm 9 Right	15.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
7: '2031 Local Plan AM'	07:15	08:15	01:00	
8: '2031 Local Plan PM'	17:30	18:30	01:00	
9: '2031 Local Plan + Dev AM'	07:15	08:15	01:00	
10: '2031 Local Plan + Dev PM'	17:30	18:30	01:00	

Scenario 1: '2031 Local Plan AM' (FG7: '2031 Local Plan AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	159	1198	144	292	1793
	B	1437	0	0	214	1651
	C	453	0	0	2	455
	D	38	428	0	0	466
	Tot.	2087	1626	144	508	4365

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 Local Plan AM
Junction: A27 Fontwell Roundabout	
1/1	804
1/2	847
2/1 (short)	235
2/2 (with short)	455(In) 220(Out)
3/1 (short)	262
3/2 (with short)	466(In) 204(Out)
4/1 (short)	579
4/2 (with short)	1198(In) 619(Out)
4/3	595
5/1	803
5/2	823
6/1	144
7/1	508
8/1	842
8/2	1245
9/1	144
9/2	451
10/1	1096
10/2	1006
11/1	823
11/2	1226
12/1	224
12/2	204

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	22.00	0.9 %	1914	1914
				Arm 11 Ahead	Inf	99.1 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	14.5 %	1937	1937
				Arm 12 Ahead	100.00	85.5 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	150.00	100.0 %	1995	1995
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	100.0 %	2053	2053
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E))	5.00	0.00	Y	Arm 7 Ahead	Inf	46.2 %	2056	2056
				Arm 11 Right	28.00	53.8 %		
10/2 (CIRC (E))	5.00	0.00	Y	Arm 11 Right	18.75	100.0 %	1958	1958
11/1 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	25.00	100.0 %	1995	1995
11/2 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2115	2115
				Arm 12 Right	20.00	0.0 %		
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

Full Input Data And Results

12/2 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
				Arm 9 Right	15.00	0.0 %		

Scenario 2: '2031 Local Plan PM' (FG8: '2031 Local Plan PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	95	1542	362	787	2786
	B	1078	0	0	634	1712
	C	292	0	0	7	299
	D	59	376	0	0	435
	Tot.	1524	1918	362	1428	5232

Traffic Lane Flows

Lane	Scenario 2: 2031 Local Plan PM
Junction: A27 Fontwell Roundabout	
1/1	828
1/2	884
2/1 (short)	157
2/2 (with short)	299(In) 142(Out)
3/1 (short)	259
3/2 (with short)	435(In) 176(Out)
4/1 (short)	745
4/2 (with short)	1542(In) 797(Out)
4/3	1244
5/1	945
5/2	973
6/1	362
7/1	1428
8/1	373
8/2	1151
9/1	362
9/2	882
10/1	1615
10/2	979
11/1	344
11/2	1121
12/1	200
12/2	176

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	22.00	4.5 %	1909	1909
				Arm 11 Ahead	Inf	95.5 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	22.8 %	1924	1924
				Arm 12 Ahead	100.00	77.2 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	150.00	100.0 %	1995	1995
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	100.0 %	2053	2053
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E))	5.00	0.00	Y	Arm 7 Ahead	Inf	88.0 %	2101	2101
				Arm 11 Right	28.00	12.0 %		
10/2 (CIRC (E))	5.00	0.00	Y	Arm 11 Right	18.75	100.0 %	1958	1958
11/1 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	25.00	100.0 %	1995	1995
11/2 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2115	2115
				Arm 12 Right	20.00	0.0 %		
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

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12/2 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
				Arm 9 Right	15.00	0.0 %		

Scenario 3: '2031 Local Plan + Dev AM' (FG9: '2031 Local Plan + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	159	1198	151	292	1800
	B	1437	0	1	214	1652
	C	476	0	0	2	478
	D	38	428	0	0	466
	Tot.	2110	1626	152	508	4396

Traffic Lane Flows

Lane	Scenario 3: 2031 Local Plan + Dev AM
Junction: A27 Fontwell Roundabout	
1/1	805
1/2	847
2/1 (short)	248
2/2 (with short)	478(In) 230(Out)
3/1 (short)	266
3/2 (with short)	466(In) 200(Out)
4/1 (short)	579
4/2 (with short)	1198(In) 619(Out)
4/3	602
5/1	807
5/2	819
6/1	152
7/1	508
8/1	855
8/2	1255
9/1	151
9/2	451
10/1	1096
10/2	1006
11/1	836
11/2	1236
12/1	228
12/2	200

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.1 %	2115	2115
				Arm 10 Ahead	Inf	99.9 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	22.00	0.8 %	1914	1914
				Arm 11 Ahead	Inf	99.2 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	14.3 %	1937	1937
				Arm 12 Ahead	100.00	85.7 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	150.00	100.0 %	1995	1995
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	100.0 %	2053	2053
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E))	5.00	0.00	Y	Arm 7 Ahead	Inf	46.2 %	2056	2056
				Arm 11 Right	28.00	53.8 %		
10/2 (CIRC (E))	5.00	0.00	Y	Arm 11 Right	18.75	100.0 %	1958	1958
11/1 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	25.00	100.0 %	1995	1995
11/2 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2115	2115
				Arm 12 Right	20.00	0.0 %		
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

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12/2 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
				Arm 9 Right	15.00	0.0 %		

Scenario 4: '2031 Local Plan + Dev PM' (FG10: '2031 Local Plan + Dev PM', Plan 1: 'Network Control Plan 1') Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	95	1542	382	787	2806
	B	1078	0	2	634	1714
	C	303	0	0	7	310
	D	59	376	0	0	435
	Tot.	1535	1918	384	1428	5265

Traffic Lane Flows

Lane	Scenario 4: 2031 Local Plan + Dev PM
Junction: A27 Fontwell Roundabout	
1/1	829
1/2	885
2/1 (short)	163
2/2 (with short)	310(In) 147(Out)
3/1 (short)	259
3/2 (with short)	435(In) 176(Out)
4/1 (short)	745
4/2 (with short)	1542(In) 797(Out)
4/3	1264
5/1	945
5/2	973
6/1	384
7/1	1428
8/1	378
8/2	1157
9/1	382
9/2	882
10/1	1614
10/2	980
11/1	349
11/2	1127
12/1	200
12/2	176

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.2 %	2115	2115
				Arm 10 Ahead	Inf	99.8 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	22.00	4.3 %	1909	1909
				Arm 11 Ahead	Inf	95.7 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	22.8 %	1924	1924
				Arm 12 Ahead	100.00	77.2 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	150.00	100.0 %	1995	1995
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	100.0 %	2053	2053
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E))	5.00	0.00	Y	Arm 7 Ahead	Inf	88.0 %	2102	2102
				Arm 11 Right	28.00	12.0 %		
10/2 (CIRC (E))	5.00	0.00	Y	Arm 11 Right	18.75	100.0 %	1958	1958
11/1 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	25.00	100.0 %	1995	1995
11/2 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2115	2115
				Arm 12 Right	20.00	0.0 %		
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

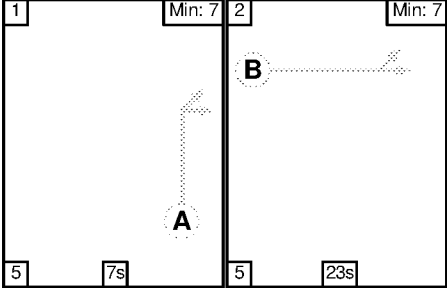
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12/2 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
				Arm 9 Right	15.00	0.0 %		

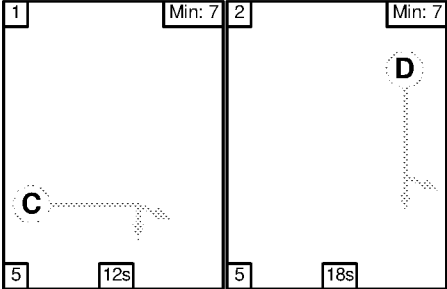
Scenario 1: '2031 Local Plan AM' (FG7: '2031 Local Plan AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

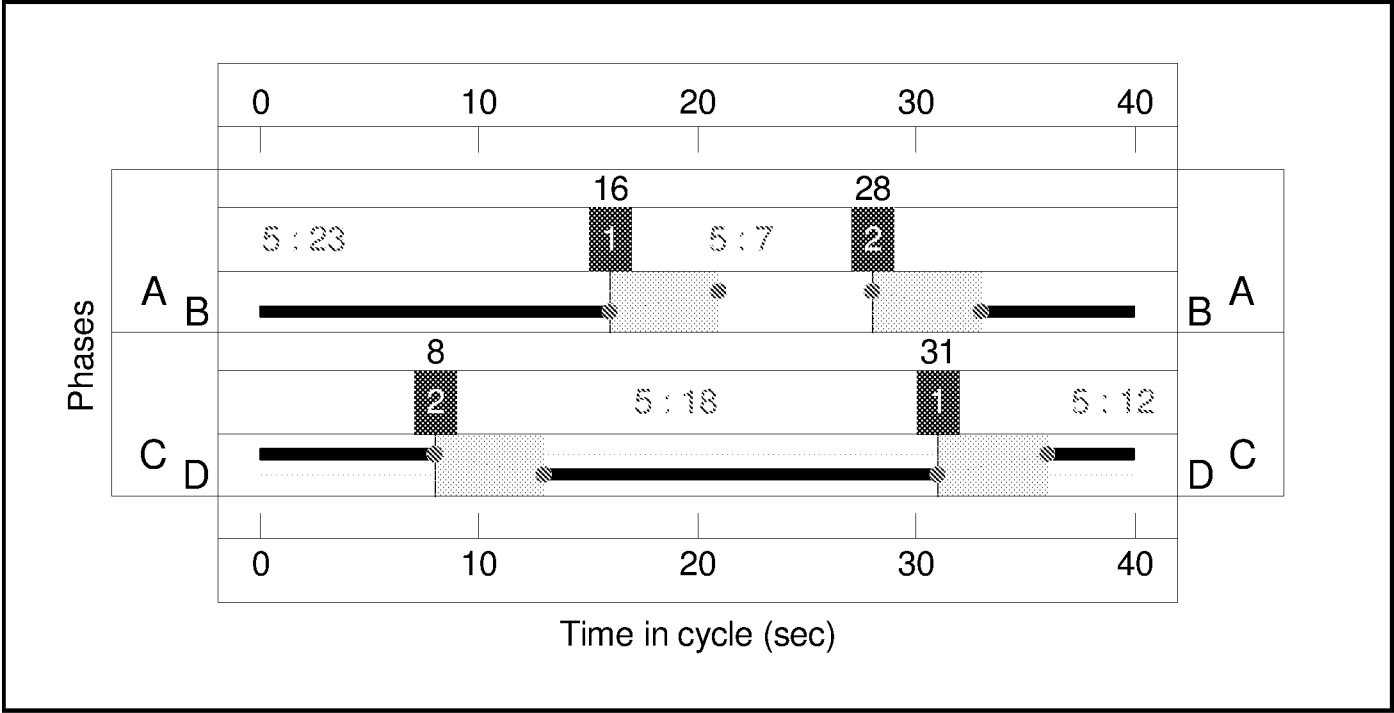
Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	16	28

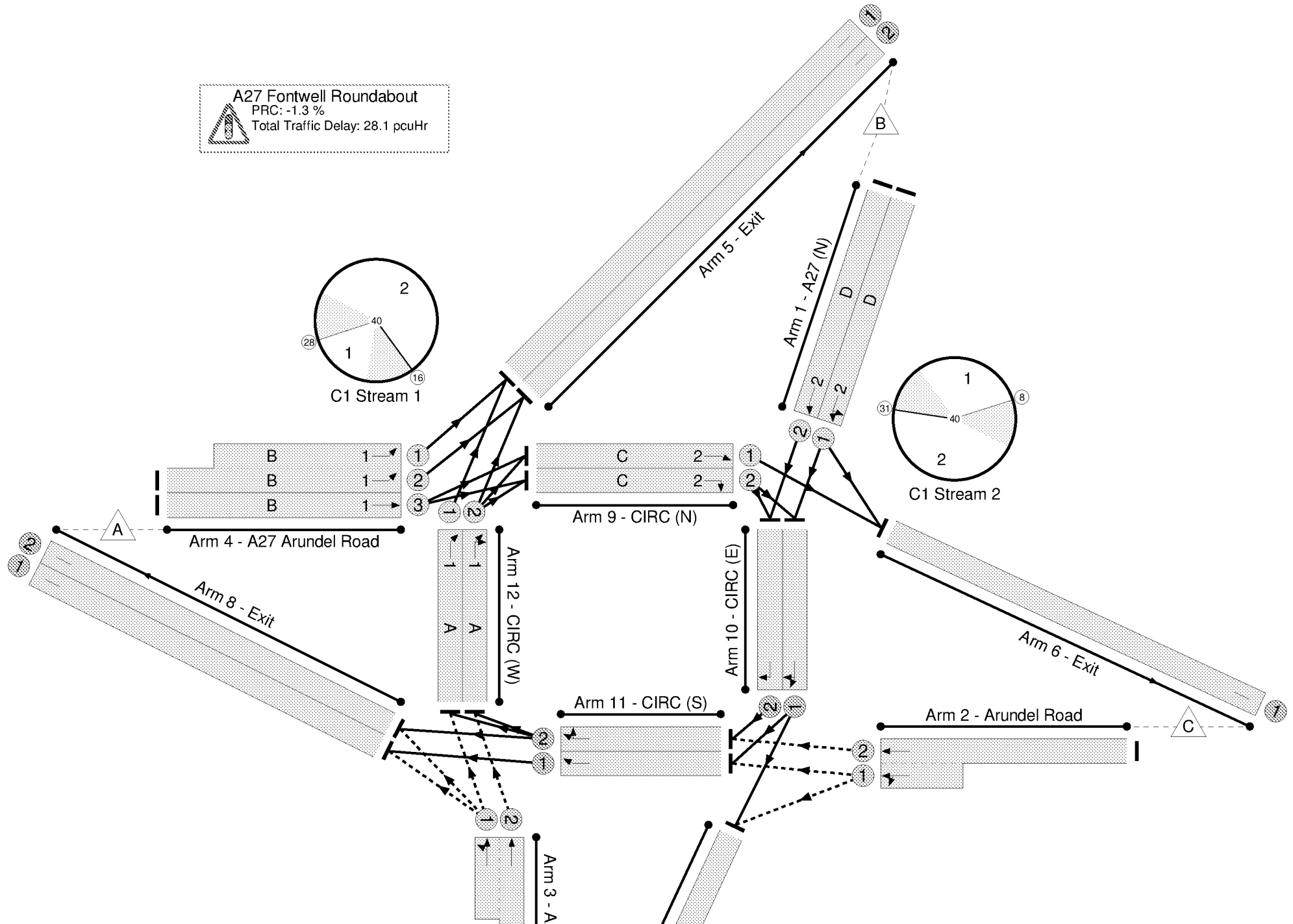
Stage Stream: 2

Stage	1	2
Duration	12	18
Change Point	31	8

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	18	-	804	2115	1005	80.0%
1/2	A27 (N) Ahead	U	2	N/A	D		1	18	-	847	2255	1071	79.1%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	455	1887:1914	532	85.5%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	466	1978:1937	511	91.2%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	23	-	1198	2134:1995	2064	58.0%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	23	-	595	1956	1174	50.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1245	Inf	Inf	0.0%
9/1	CIRC (N) Ahead	U	2	N/A	C		1	12	-	144	2053	667	21.6%
9/2	CIRC (N) Right	U	2	N/A	C		1	12	-	451	1923	625	72.2%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1096	2056	2056	53.3%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1006	1958	1958	51.4%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	823	1995	1995	41.3%

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11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1226	2115	2115	58.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	224	2007	401	55.8%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	204	2007	401	44.4%

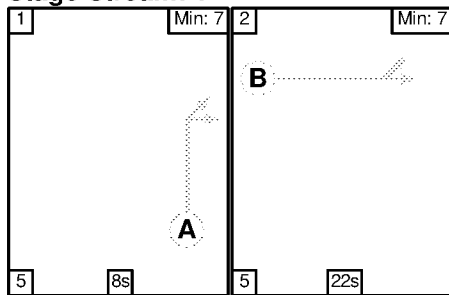
[illegible]

Full Input Data And Results

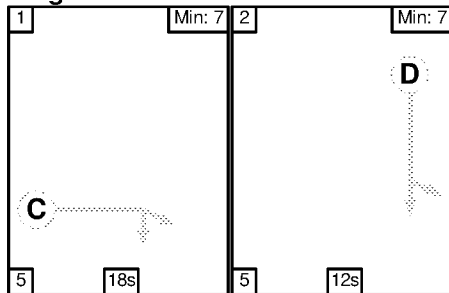
Scenario 2: '2031 Local Plan PM' (FG8: '2031 Local Plan PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

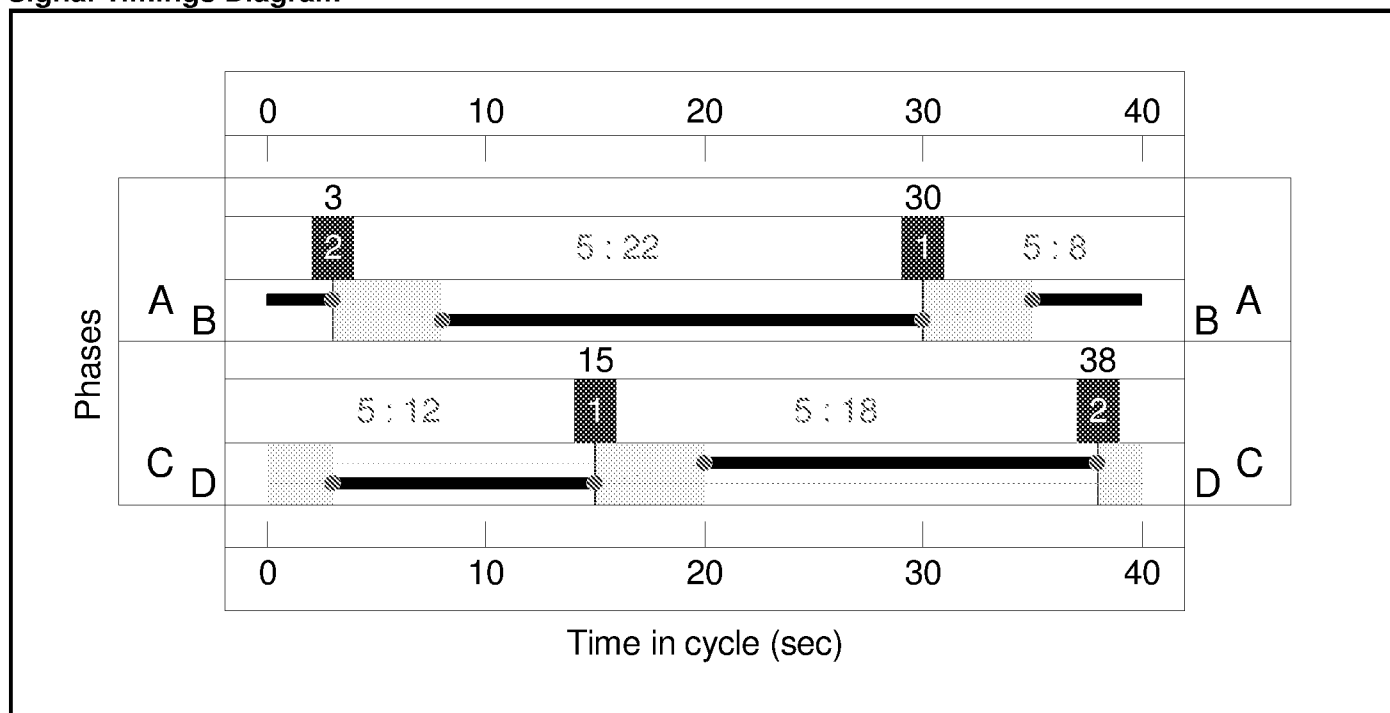
Stage Stream: 1

Stage	1	2
Duration	8	22
Change Point	30	3

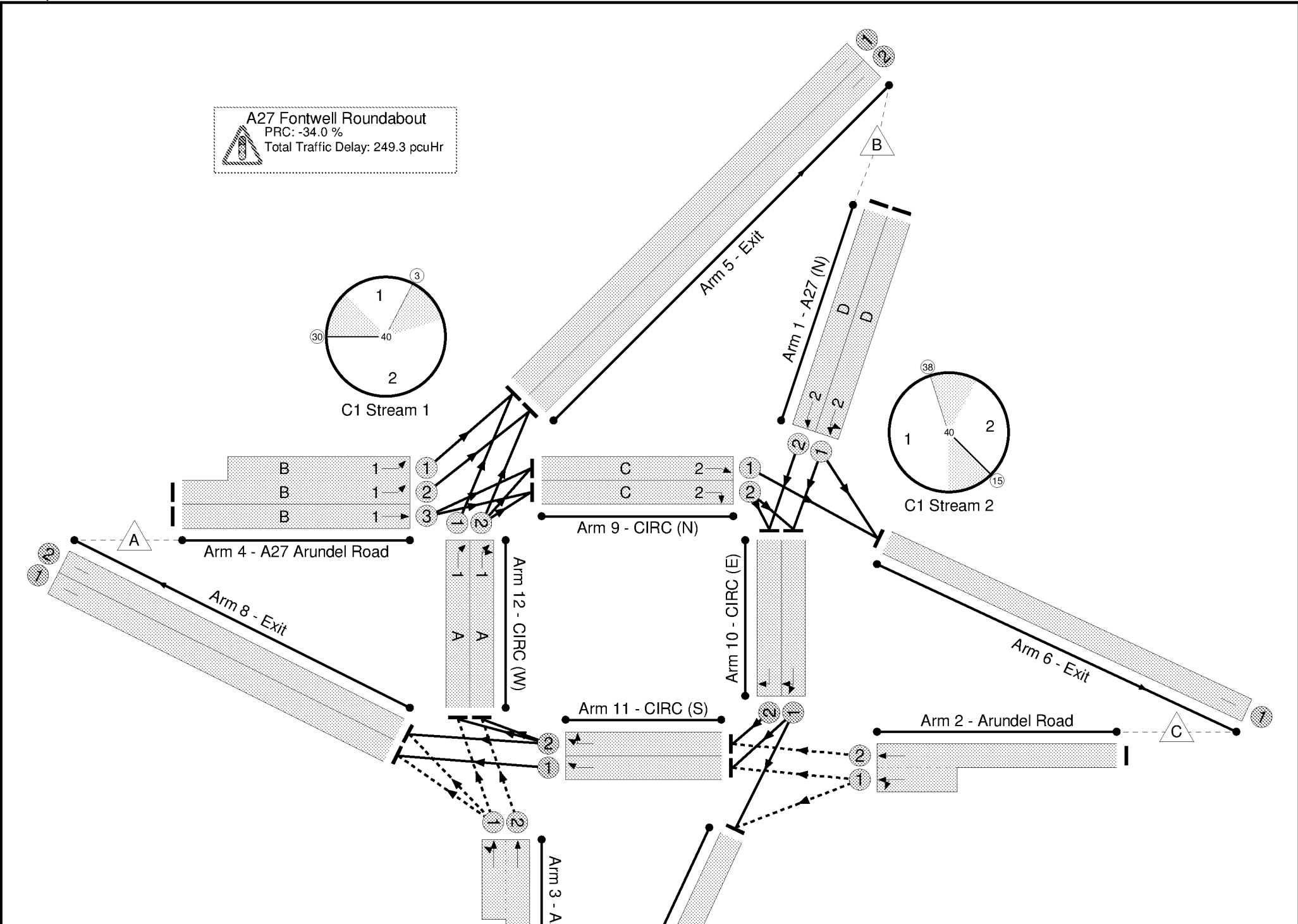
Stage Stream: 2

Stage	1	2
Duration	18	12
Change Point	15	38

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

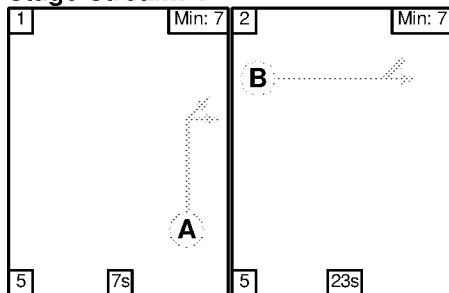
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	120.6%
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	120.6%
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	12	-	828	2115	687	120.5%
1/2	A27 (N) Ahead	U	2	N/A	D		1	12	-	884	2255	733	120.6%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	299	1887:1909	363	82.4%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	435	1978:1924	1071	40.6%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	22	-	1542	2134:1995	2065	74.7%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	22	-	1244	1956	1125	110.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	973	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1428	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1151	Inf	Inf	0.0%
9/1	CIRC (N) Ahead	U	2	N/A	C		1	18	-	362	2053	975	33.6%
9/2	CIRC (N) Right	U	2	N/A	C		1	18	-	882	1923	913	87.3%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1615	2101	2101	66.6%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	979	1958	1958	41.8%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	344	1995	1995	15.6%

Full Input Data And Results

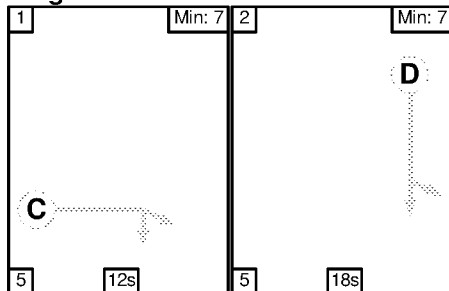
11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1121	2115	2115	45.4%
12/1	CIRC (W) Right	U	1	N/A	A		1	8	-	200	2007	452	44.3%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	8	-	176	2007	452	39.0%

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

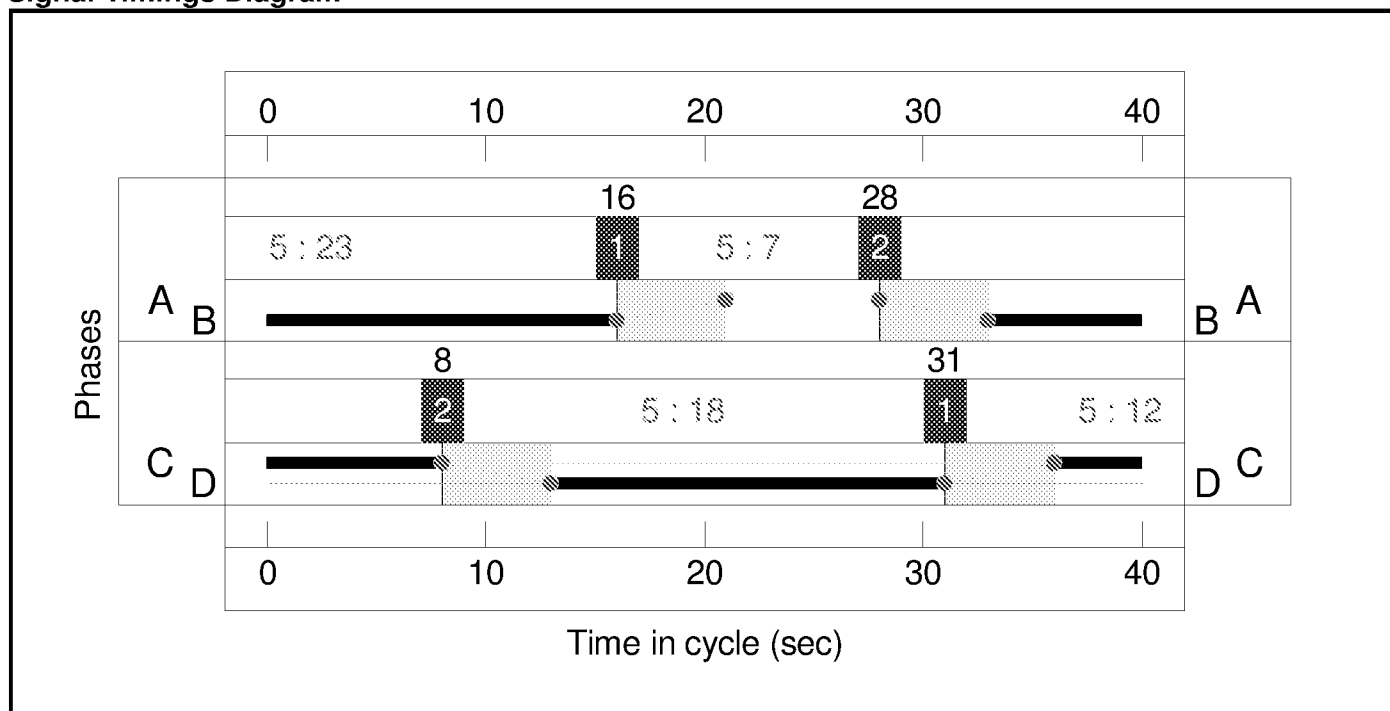
Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	16	28

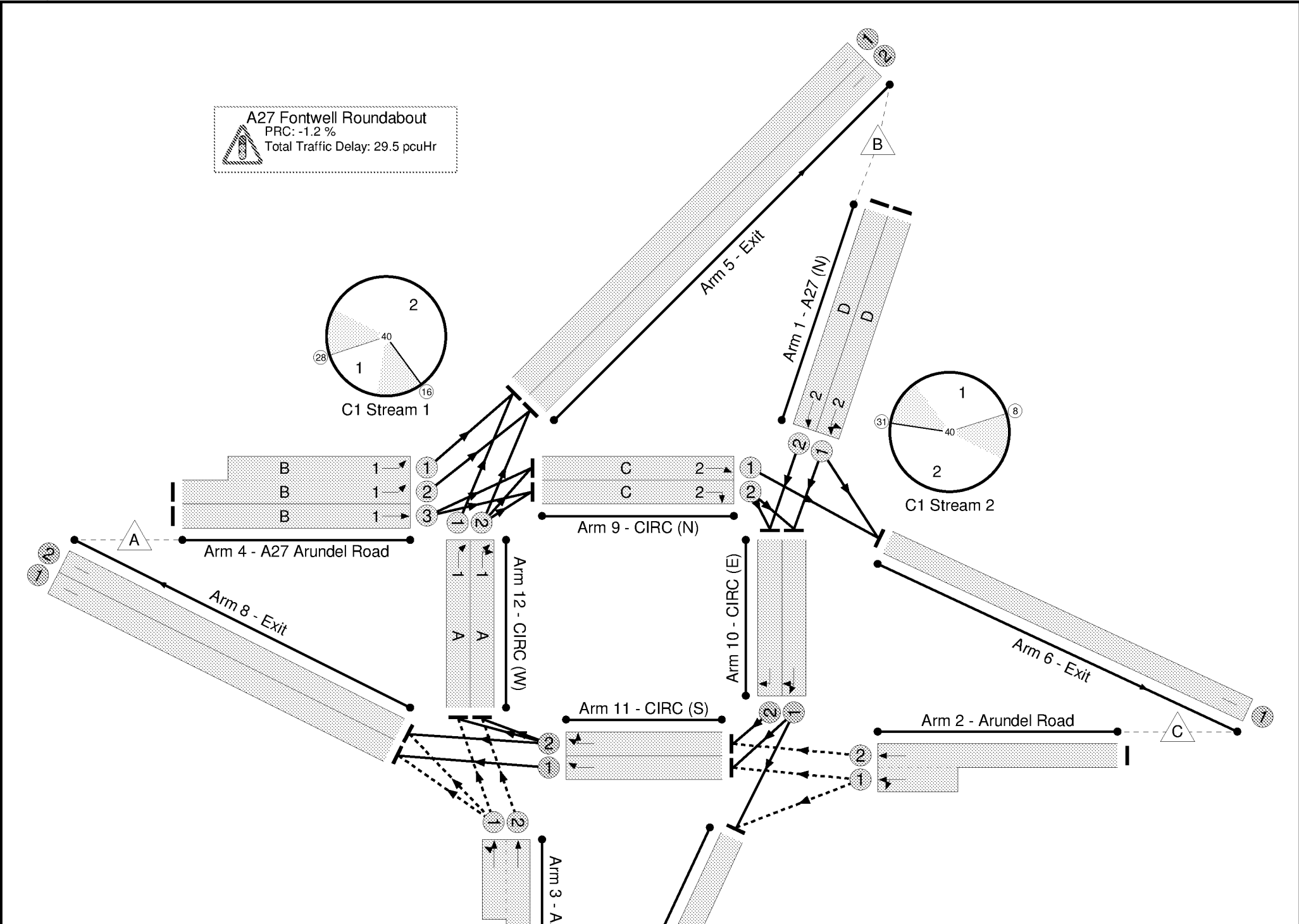
Stage Stream: 2

Stage	1	2
Duration	12	18
Change Point	31	8

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	91.0%
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	91.0%
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	18	-	805	2115	1005	80.1%
1/2	A27 (N) Ahead	U	2	N/A	D		1	18	-	847	2255	1071	79.1%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	478	1887:1914	529	90.3%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	466	1978:1937	512	91.0%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	23	-	1198	2134:1995	2064	58.0%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	23	-	602	1956	1174	51.3%
5/1	Exit	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
9/1	CIRC (N) Ahead	U	2	N/A	C		1	12	-	151	2053	667	22.6%
9/2	CIRC (N) Right	U	2	N/A	C		1	12	-	451	1923	625	72.2%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1096	2056	2056	53.3%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1006	1958	1958	51.4%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	836	1995	1995	41.9%

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11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1236	2115	2115	58.4%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	228	2007	401	56.8%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	200	2007	401	44.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Average Delay Per PCU (s/pcu)	Max. Back of Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	-	-	1848	0	0	11.5	18.0	0.0	29.5	-	-	-	-
A27 Fontwell Roundabout	-	-	1848	0	0	11.5	18.0	0.0	29.5	-	-	-	-
1/1	805	805	-	-	-	2.0	2.0	-	4.0	17.7	7.4	2.0	9.4
1/2	847	847	-	-	-	2.1	1.9	-	3.9	16.7	7.8	1.9	9.6
2/2+2/1	478	478	956	0	0	1.4	4.0	-	5.4	40.9	2.7	4.0	6.7
3/2+3/1	466	446	892	0	0	1.8	4.3	-	6.0	46.7	5.4	4.3	9.7
4/2+4/1	1198	1198	-	-	-	1.5	0.7	-	2.2	6.6	3.8	0.7	4.5
4/3	602	602	-	-	-	0.8	0.5	-	1.3	7.8	3.8	0.5	4.4
5/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	151	151	-	-	-	0.3	0.1	-	0.4	10.6	0.6	0.1	0.7
9/2	451	451	-	-	-	1.0	1.3	-	2.2	17.9	3.2	1.3	4.5
10/1	1096	1096	-	-	-	0.0	0.6	-	0.6	1.9	4.1	0.6	4.6
10/2	1006	1006	-	-	-	0.1	0.5	-	0.6	2.2	7.1	0.5	7.6
11/1	836	836	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
11/2	1236	1236	-	-	-	0.0	0.7	-	0.7	2.0	0.0	0.7	0.7
12/1	228	228	-	-	-	0.4	0.7	-	1.1	17.2	2.3	0.7	3.0
12/2	180	180	-	-	-	0.2	0.4	-	0.6	11.5	1.8	0.4	2.2

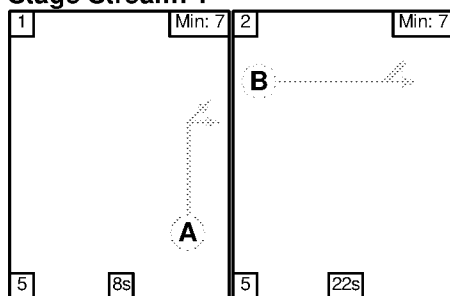
C1 Stream: 1 PRC for Signalled Lanes (%): 55.1 Total Delay for Signalled Lanes (pcuHr): 5.16 Cycle Time (s): 40

C1 Stream: 2 PRC for Signalled Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 10.59 Cycle Time (s): 40

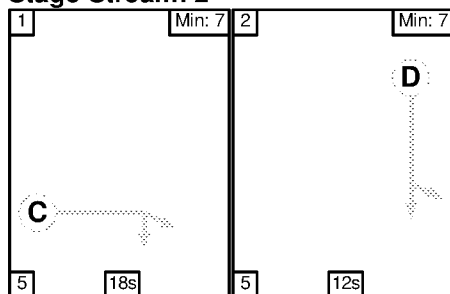
PRC Over All Lanes (%): -1.2 Total Delay Over All Lanes(pcuHr): 29.48

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

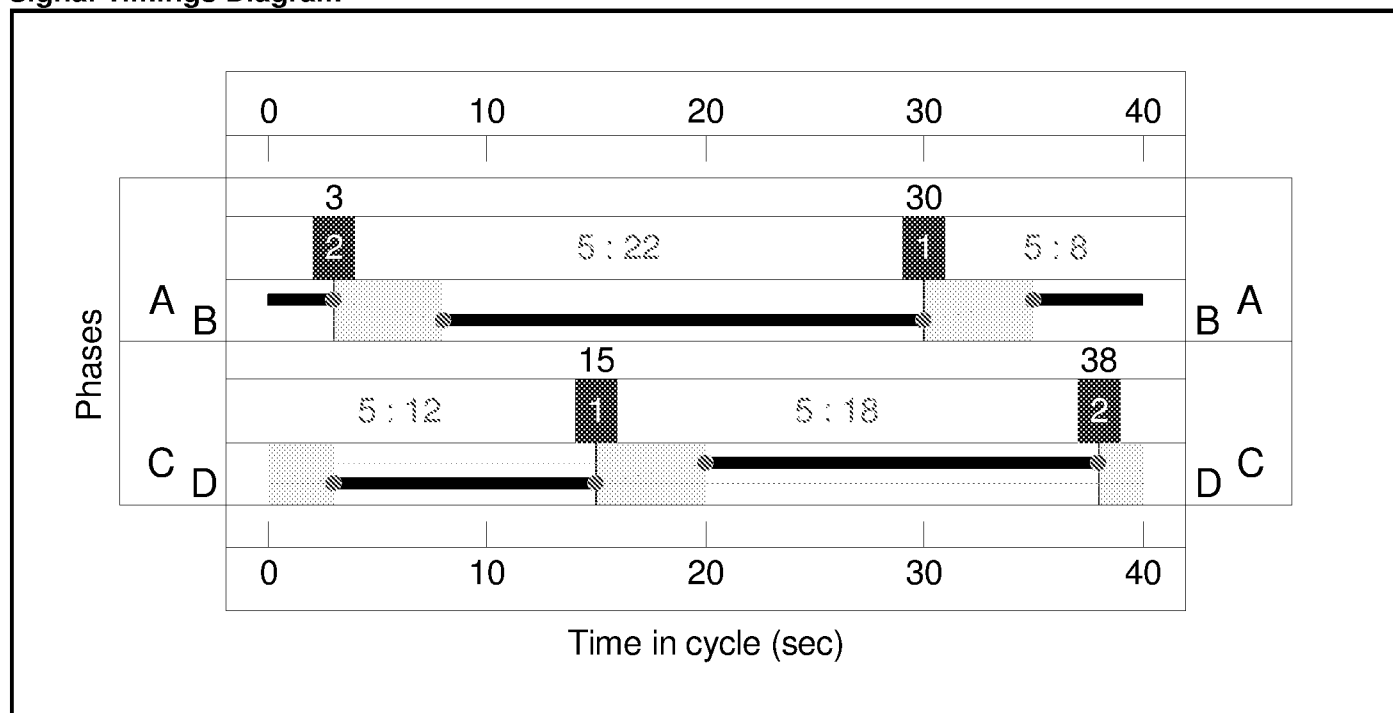
Stage Stream: 1

Stage	1	2
Duration	8	22
Change Point	30	3

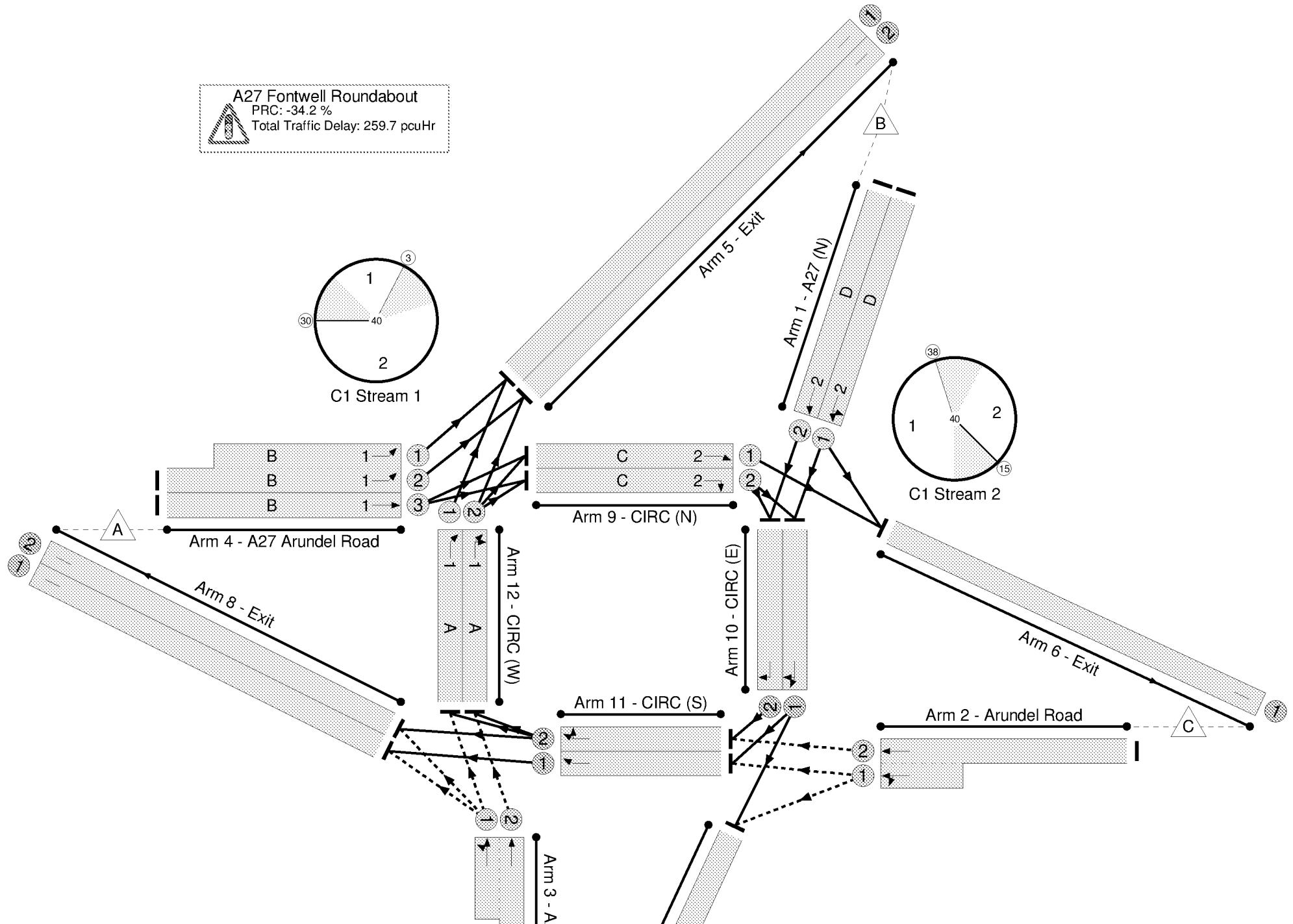
Stage Stream: 2

Stage	1	2
Duration	18	12
Change Point	15	38

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

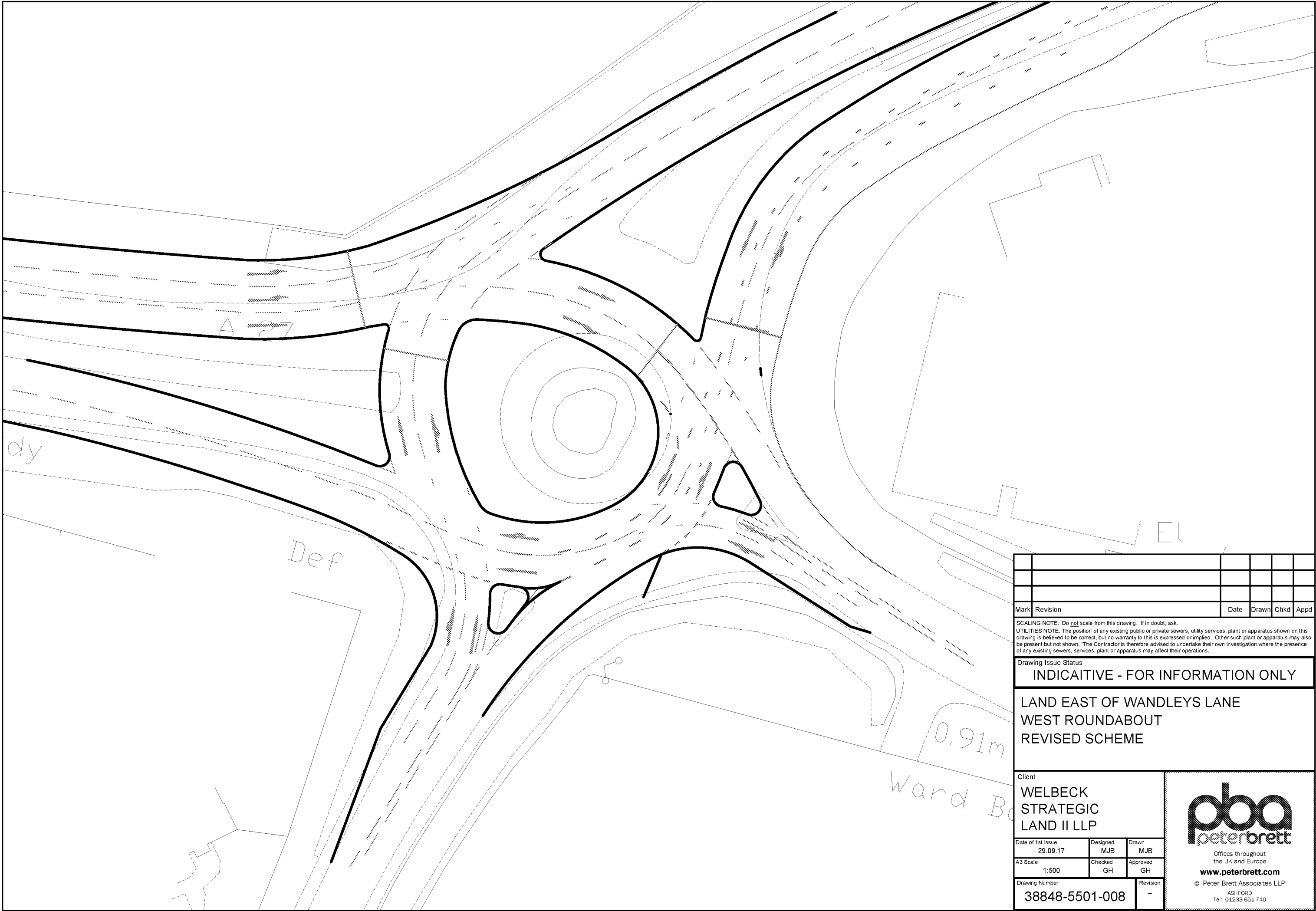
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	120.8%
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	120.8%
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	12	-	829	2115	687	120.6%
1/2	A27 (N) Ahead	U	2	N/A	D		1	12	-	885	2255	733	120.8%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	310	1887:1909	379	81.8%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	435	1978:1924	1066	40.8%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	22	-	1542	2134:1995	2065	74.7%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	22	-	1264	1956	1125	112.4%
5/1	Exit	U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	973	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1428	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1157	Inf	Inf	0.0%
9/1	CIRC (N) Ahead	U	2	N/A	C		1	18	-	382	2053	975	34.9%
9/2	CIRC (N) Right	U	2	N/A	C		1	18	-	882	1923	913	85.9%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1614	2102	2102	65.9%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	980	1958	1958	41.7%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	349	1995	1995	15.8%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1127	2115	2115	45.6%
12/1	CIRC (W) Right	U	1	N/A	A		1	8	-	200	2007	452	44.3%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	8	-	176	2007	452	39.0%

[illegible]

Appendix N A29 / A27 Mitigation



Mark	Revision		Date	Drawn	Chkd Appd
SCALING NOTE: Do not scale from this drawing. If in doubt, ask. UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.					
Drawing Issue Status					
INDICATIVE - FOR INFORMATION ONLY					
LAND EAST OF WANDLEYS LANE WEST ROUNDABOUT REVISED SCHEME					
Client					
WELBECK STRATEGIC LAND II LLP					
Date of 1st Issue	Designed	Drawn			
29.09.17	MJB	MJB			
A3 Scale	Checked	Approved			
1:500	GH	GH			
Drawing Number	Revision				
38848-5501-008	-				
					
Offices throughout the UK and Europe www.peterbrett.com © Peter Brett Associates LLP ASHFORD Tel: 01233 651 740					

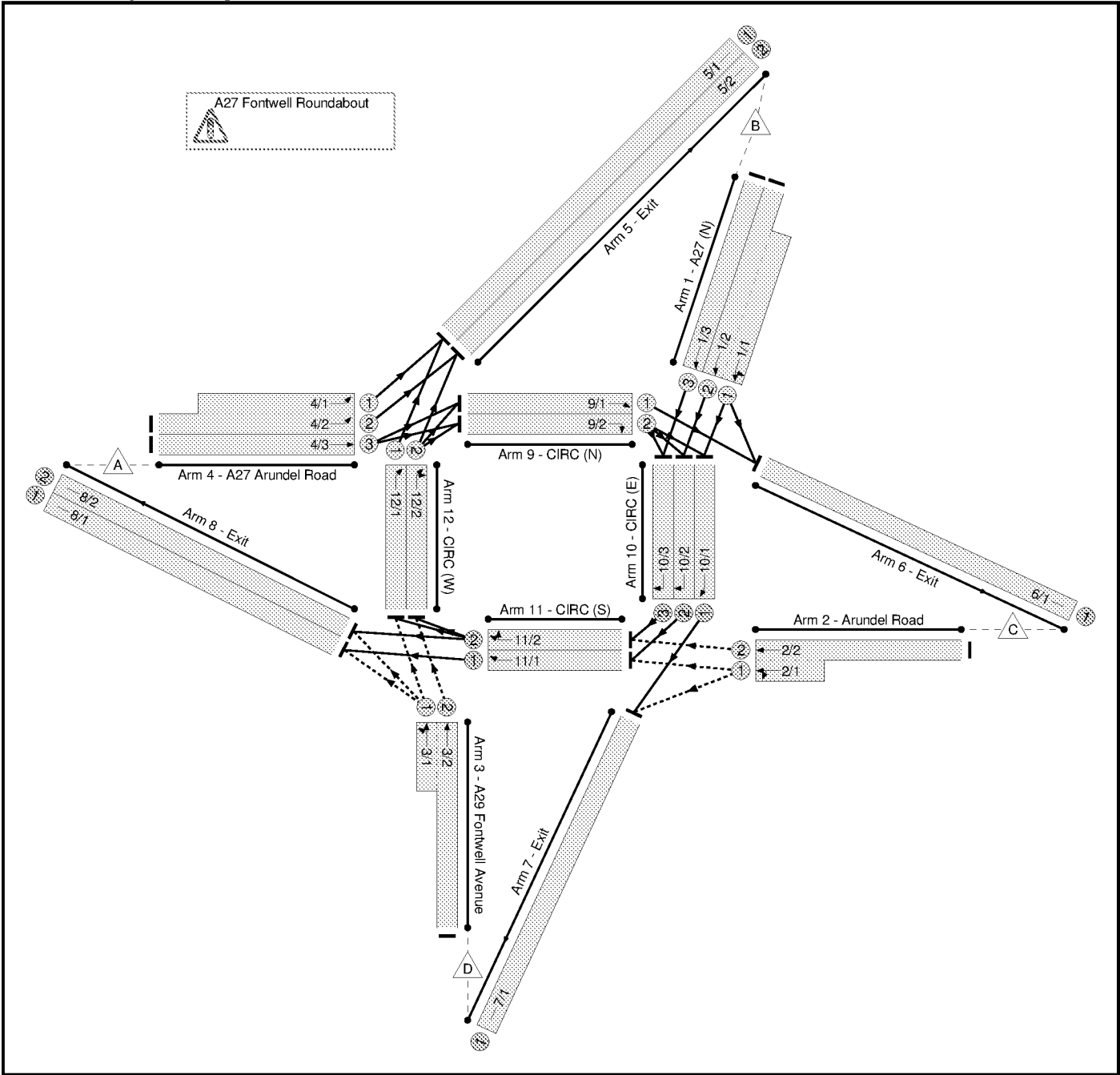
Full Input Data And Results

Full Input Data And Results

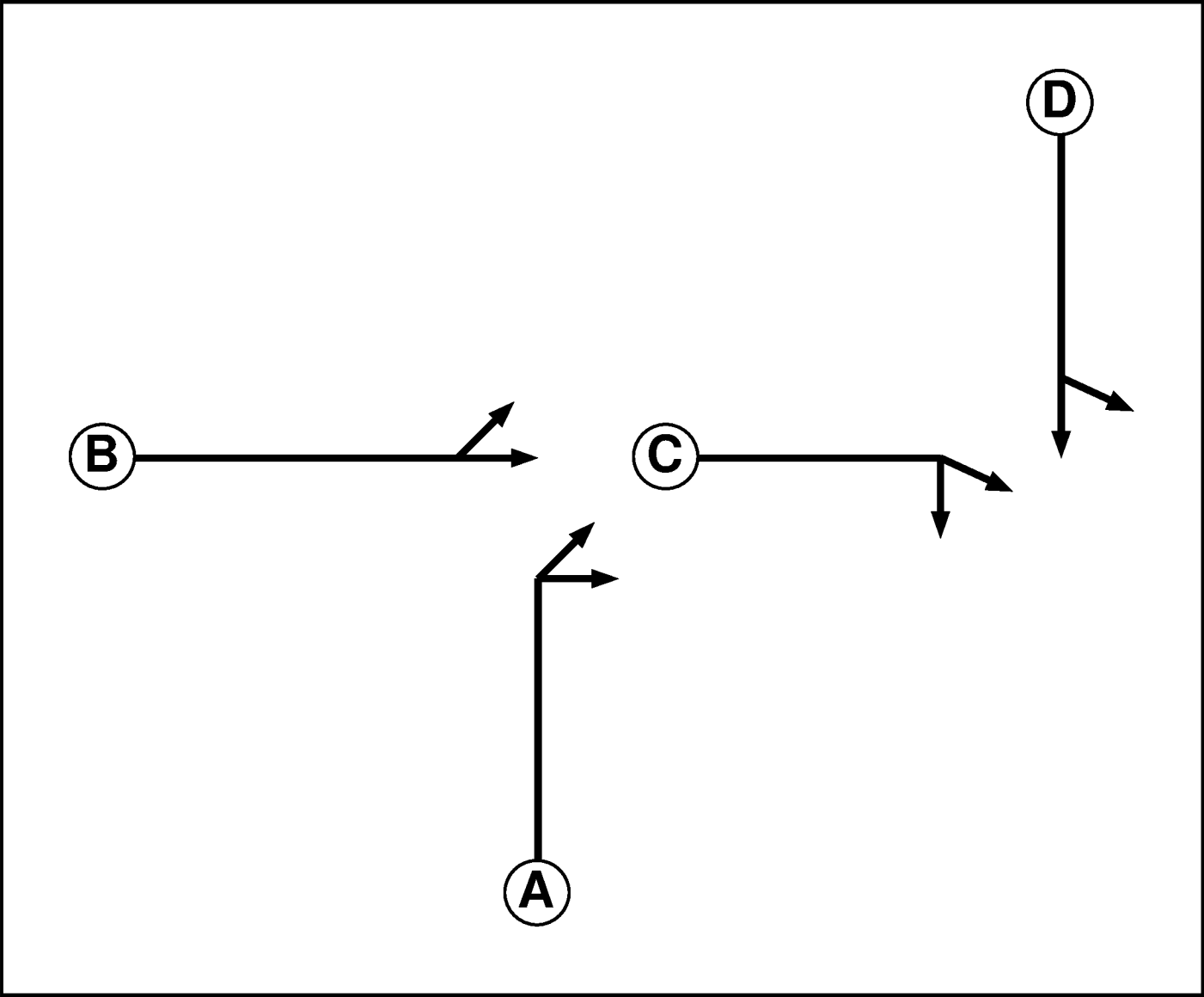
User and Project Details

Project:	Arun Transport Study
Title:	Proposed Signalised Layout
Location:	A27 / Arundel Road / A29 Fontwell Avenue / A27 Arundel Road
File name:	A27 Fontwell - Arundel - TA Mitigation Model v02.lsg3x
Author:	MJB
Company:	Peter Brett Associates LLP
Address:	Calgarth House, 39-41 Bank Street, Ashford, TN23 1DQ
Notes:	None.

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

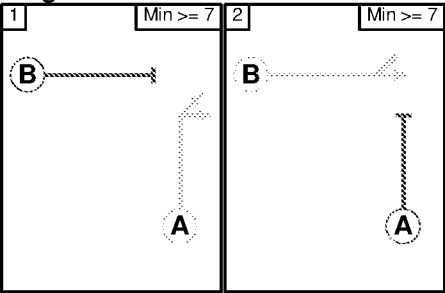
	Starting Phase				
Terminating Phase		A	B	C	D
	A		5	-	-
	B	5		-	-
	C	-	-		5
	D	-	-	5	

Phases in Stage

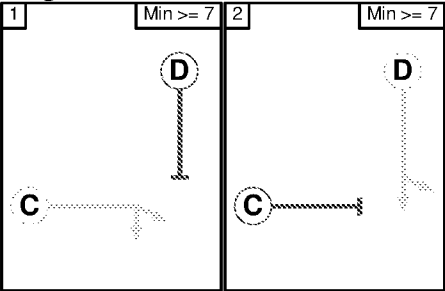
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change
Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A27 Fontwell Roundabout											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Arundel Road)	7/1 (Left)	1439	0	10/2	1.09	All	-	-	-	-	-
	11/1 (Ahead)	1439	0	10/2	1.09	All					
				10/3	1.09	All					
2/2 (Arundel Road)	11/2 (Ahead)	1439	0	10/2	1.09	All	-	-	-	-	-
				10/3	1.09	All					
3/1 (A29 Fontwell Avenue)	8/1 (Left)	1439	0	11/2	1.09	To 8/2 (Ahead)	-	-	-	-	-
	8/2 (Left)	1439	0	11/2	1.09	To 8/2 (Ahead)					
	12/1 (Ahead)	1439	0	11/2	1.09	All					
3/2 (A29 Fontwell Avenue)	12/2 (Ahead)	1439	0	11/2	1.09	All	-	-	-	-	-
				11/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: A27 Fontwell Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A27 (N))	U	D	2	3	13.0	Geom	-	4.00	0.00	Y	Arm 6 Left	Inf
											Arm 10 Ahead	Inf
1/2 (A27 (N))	U	D	2	3	60.0	Geom	-	4.00	0.00	N	Arm 10 Ahead	Inf
1/3 (A27 (N))	U	D	2	3	60.0	Geom	-	4.00	0.00	N	Arm 10 Ahead	Inf
2/1 (Arundel Road)	O		2	3	5.0	Geom	-	3.00	0.00	Y	Arm 7 Left	22.00
											Arm 11 Ahead	Inf
2/2 (Arundel Road)	O		2	3	60.0	Geom	-	3.00	0.00	Y	Arm 11 Ahead	100.00
3/1 (A29 Fontwell Avenue)	O		2	3	5.0	Geom	-	3.75	0.00	Y	Arm 8 Left	15.00
											Arm 12 Ahead	100.00
3/2 (A29 Fontwell Avenue)	O		2	3	60.0	Geom	-	3.75	0.00	Y	Arm 12 Ahead	250.00
4/1 (A27 Arundel Road)	U	B	2	3	12.2	Geom	-	4.00	0.00	Y	Arm 5 Left	150.00
4/2 (A27 Arundel Road)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	Arm 5 Left	150.00
4/3 (A27 Arundel Road)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	50.00
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (CIRC (N))	U	C	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Ahead	50.00
9/2 (CIRC (N))	U	C	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 10 Right	15.00

Full Input Data And Results

10/1 (CIRC (E))	U		2	3	60.0	Geom	-	3.30	0.00	Y	Arm 7 Ahead	Inf
10/2 (CIRC (E))	U		2	3	60.0	Geom	-	3.30	0.00	N	Arm 11 Right	28.00
10/3 (CIRC (E))	U		2	3	60.0	Geom	-	3.30	0.00	N	Arm 11 Right	18.75
11/1 (CIRC (S))	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 8 Ahead	25.00
11/2 (CIRC (S))	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 8 Ahead	Inf
											Arm 12 Right	20.00
12/1 (CIRC (W))	U	A	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Right	28.00
12/2 (CIRC (W))	U	A	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Right	28.00
											Arm 9 Right	15.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Local Plan + Dev AM'	07:15	08:15	01:00	
2: '2031 Local Plan + Dev PM'	17:30	18:30	01:00	
3: '2031 AM Local Plan + Alt Dev'	07:15	08:15	01:00	
4: '2031 PM Local Plan + Alt Dev'	17:30	18:30	01:00	
5: '2031 Local Plan + Dev + Tye Lane AM'	07:15	08:15	01:00	
6: '2031 Local Plan + Dev + Tye Lane PM'	17:30	18:30	01:00	

Scenario 1: '2031 Local Plan + Dev AM' (FG1: '2031 Local Plan + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	159	1198	151	292	1800
	B	1437	0	1	214	1652
	C	476	0	0	2	478
	D	38	428	0	0	466
	Tot.	2110	1626	152	508	4396

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 Local Plan + Dev AM
Junction: A27 Fontwell Roundabout	
1/1 (short)	215
1/2 (with short)	966(In) 751(Out)
1/3	686
2/1 (short)	237
2/2 (with short)	478(In) 241(Out)
3/1 (short)	312
3/2 (with short)	466(In) 154(Out)
4/1 (short)	579
4/2 (with short)	1198(In) 619(Out)
4/3	602
5/1	853
5/2	773
6/1	152
7/1	508
8/1	1005
8/2	1105
9/1	151
9/2	451
10/1	506
10/2	751
10/3	845
11/1	986
11/2	1086
12/1	274
12/2	154

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	4.00	0.00	Y	Arm 6 Left	Inf	0.5 %	2015	2015
				Arm 10 Ahead	Inf	99.5 %		
1/2 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
1/3 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	22.00	0.8 %	1914	1914
				Arm 11 Ahead	Inf	99.2 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	12.2 %	1941	1941
				Arm 12 Ahead	100.00	87.8 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	150.00	100.0 %	1995	1995
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	100.0 %	2053	2053
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E))	3.30	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1945	1945
10/2 (CIRC (E))	3.30	0.00	N	Arm 11 Right	28.00	100.0 %	1979	1979
10/3 (CIRC (E))	3.30	0.00	N	Arm 11 Right	18.75	100.0 %	1931	1931
11/1 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	25.00	100.0 %	1995	1995
11/2	5.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2115	2115

Full Input Data And Results

(CIRC (S))				Arm 12 Right	20.00	0.0 %		
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
				Arm 9 Right	15.00	0.0 %		

Scenario 2: '2031 Local Plan + Dev PM' (FG2: '2031 Local Plan + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	95	1542	382	787	2806
	B	1078	0	2	634	1714
	C	303	0	0	7	310
	D	59	376	0	0	435
	Tot.	1535	1918	384	1428	5265

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 Local Plan + Dev PM
Junction: A27 Fontwell Roundabout	
1/1 (short)	636
1/2 (with short)	1135(In) 499(Out)
1/3	579
2/1 (short)	155
2/2 (with short)	310(In) 155(Out)
3/1 (short)	303
3/2 (with short)	438(In) 135(Out)
4/1 (short)	745
4/2 (with short)	1542(In) 797(Out)
4/3	1264
5/1	989
5/2	932
6/1	384
7/1	1428
8/1	676
8/2	859
9/1	382
9/2	882
10/1	1421
10/2	499
10/3	674
11/1	647
11/2	829
12/1	244
12/2	135

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	4.00	0.00	Y	Arm 6 Left	Inf	0.3 %	2015	2015
				Arm 10 Ahead	Inf	99.7 %		
1/2 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
1/3 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	22.00	4.5 %	1909	1909
				Arm 11 Ahead	Inf	95.5 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	19.5 %	1929	1929
				Arm 12 Ahead	100.00	80.5 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	150.00	100.0 %	1995	1995
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	100.0 %	2053	2053
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E))	3.30	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1945	1945
10/2 (CIRC (E))	3.30	0.00	N	Arm 11 Right	28.00	100.0 %	1979	1979
10/3 (CIRC (E))	3.30	0.00	N	Arm 11 Right	18.75	100.0 %	1931	1931
11/1 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	25.00	100.0 %	1995	1995
11/2	5.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2115	2115

Full Input Data And Results

(CIRC (S))				Arm 12 Right	20.00	0.0 %		
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
				Arm 9 Right	15.00	0.0 %		

Scenario 3: '2031 Local Plan + Alt Dev AM' (FG3: '2031 AM Local Plan + Alt Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	159	1198	151	292	1800
	B	1437	0	1	214	1652
	C	453	0	0	2	455
	D	61	428	0	0	489
	Tot.	2110	1626	152	508	4396

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 Local Plan + Alt Dev AM
Junction: A27 Fontwell Roundabout	
1/1 (short)	215
1/2 (with short)	966(In) 751(Out)
1/3	686
2/1 (short)	226
2/2 (with short)	455(In) 229(Out)
3/1 (short)	366
3/2 (with short)	489(In) 123(Out)
4/1 (short)	579
4/2 (with short)	1198(In) 619(Out)
4/3	602
5/1	884
5/2	742
6/1	152
7/1	508
8/1	1005
8/2	1105
9/1	151
9/2	451
10/1	506
10/2	751
10/3	845
11/1	975
11/2	1074
12/1	305
12/2	123

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	4.00	0.00	Y	Arm 6 Left	Inf	0.5 %	2015	2015
				Arm 10 Ahead	Inf	99.5 %		
1/2 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
1/3 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	22.00	0.9 %	1914	1914
				Arm 11 Ahead	Inf	99.1 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	16.7 %	1934	1934
				Arm 12 Ahead	100.00	83.3 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	150.00	100.0 %	1995	1995
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	100.0 %	2053	2053
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E))	3.30	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1945	1945
10/2 (CIRC (E))	3.30	0.00	N	Arm 11 Right	28.00	100.0 %	1979	1979
10/3 (CIRC (E))	3.30	0.00	N	Arm 11 Right	18.75	100.0 %	1931	1931
11/1 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	25.00	100.0 %	1995	1995
11/2	5.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2115	2115

Full Input Data And Results

(CIRC (S))				Arm 12 Right	20.00	0.0 %		
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
				Arm 9 Right	15.00	0.0 %		

Scenario 4: '2031 Local Plan + Alt Dev PM' (FG4: '2031 PM Local Plan + Alt Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	95	1542	382	787	2806
	B	1078	0	2	634	1714
	C	292	0	0	7	299
	D	70	376	0	0	446
	Tot.	1535	1918	384	1428	5265

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Local Plan + Alt Dev PM
Junction: A27 Fontwell Roundabout	
1/1 (short)	656
1/2 (with short)	1150(In) 494(Out)
1/3	584
2/1 (short)	139
2/2 (with short)	299(In) 160(Out)
3/1 (short)	385
3/2 (with short)	442(In) 57(Out)
4/1 (short)	779
4/2 (with short)	1574(In) 795(Out)
4/3	1244
5/1	1105
5/2	852
6/1	365
7/1	1447
8/1	655
8/2	869
9/1	362
9/2	882
10/1	1440
10/2	494
10/3	679
11/1	626
11/2	839
12/1	326
12/2	57

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	4.00	0.00	Y	Arm 6 Left	Inf	0.5 %	2015	2015
				Arm 10 Ahead	Inf	99.5 %		
1/2 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
1/3 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	22.00	5.0 %	1908	1908
				Arm 11 Ahead	Inf	95.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	15.3 %	1936	1936
				Arm 12 Ahead	100.00	84.7 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	150.00	100.0 %	1995	1995
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	100.0 %	2053	2053
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E))	3.30	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1945	1945
10/2 (CIRC (E))	3.30	0.00	N	Arm 11 Right	28.00	100.0 %	1979	1979
10/3 (CIRC (E))	3.30	0.00	N	Arm 11 Right	18.75	100.0 %	1931	1931
11/1 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	25.00	100.0 %	1995	1995
11/2	5.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2115	2115

Full Input Data And Results

(CIRC (S))				Arm 12 Right	20.00	0.0 %		
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
				Arm 9 Right	15.00	0.0 %		

Scenario 5: '2031 Local Plan + Dev + Tye Lane AM' (FG5: '2031 Local Plan + Dev + Tye Lane AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	159	1211	151	292	1813
	B	1472	0	1	220	1693
	C	476	0	0	2	478
	D	38	430	0	0	468
	Tot.	2145	1641	152	514	4452

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2031 Local Plan + Dev + Tye Lane AM
Junction: A27 Fontwell Roundabout	
1/1 (short)	215
1/2 (with short)	936(In) 721(Out)
1/3	716
2/1 (short)	237
2/2 (with short)	478(In) 241(Out)
3/1 (short)	391
3/2 (with short)	466(In) 75(Out)
4/1 (short)	589
4/2 (with short)	1198(In) 609(Out)
4/3	602
5/1	942
5/2	684
6/1	152
7/1	508
8/1	975
8/2	1135
9/1	151
9/2	451
10/1	506
10/2	721
10/3	875
11/1	956
11/2	1116
12/1	353
12/2	75

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	4.00	0.00	Y	Arm 6 Left	Inf	0.5 %	2015	2015
				Arm 10 Ahead	Inf	99.5 %		
1/2 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
1/3 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	22.00	0.8 %	1914	1914
				Arm 11 Ahead	Inf	99.2 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	9.7 %	1945	1945
				Arm 12 Ahead	100.00	90.3 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	150.00	100.0 %	1995	1995
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	100.0 %	2053	2053
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E))	3.30	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1945	1945
10/2 (CIRC (E))	3.30	0.00	N	Arm 11 Right	28.00	100.0 %	1979	1979
10/3 (CIRC (E))	3.30	0.00	N	Arm 11 Right	18.75	100.0 %	1931	1931
11/1 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	25.00	100.0 %	1995	1995
11/2	5.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2115	2115

Full Input Data And Results

(CIRC (S))				Arm 12 Right	20.00	0.0 %		
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
				Arm 9 Right	15.00	0.0 %		

Scenario 6: '2031 Local Plan + Dev + Tye Lane PM' (FG6: '2031 Local Plan + Dev + Tye Lane PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	95	1574	382	787	2838
	B	1097	0	2	637	1736
	C	303	0	0	7	310
	D	59	380	0	0	439
	Tot.	1554	1954	384	1431	5323

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 Local Plan + Dev + Tye Lane PM
Junction: A27 Fontwell Roundabout	
1/1 (short)	636
1/2 (with short)	1136(In) 500(Out)
1/3	578
2/1 (short)	144
2/2 (with short)	310(In) 166(Out)
3/1 (short)	384
3/2 (with short)	438(In) 54(Out)
4/1 (short)	763
4/2 (with short)	1542(In) 779(Out)
4/3	1264
5/1	1088
5/2	833
6/1	384
7/1	1428
8/1	666
8/2	869
9/1	382
9/2	882
10/1	1421
10/2	500
10/3	673
11/1	637
11/2	839
12/1	325
12/2	54

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	4.00	0.00	Y	Arm 6 Left	Inf	0.3 %	2015	2015
				Arm 10 Ahead	Inf	99.7 %		
1/2 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
1/3 (A27 (N))	4.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2155	2155
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	22.00	4.9 %	1909	1909
				Arm 11 Ahead	Inf	95.1 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	15.4 %	1936	1936
				Arm 12 Ahead	100.00	84.6 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	150.00	100.0 %	1995	1995
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	100.0 %	2053	2053
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E))	3.30	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1945	1945
10/2 (CIRC (E))	3.30	0.00	N	Arm 11 Right	28.00	100.0 %	1979	1979
10/3 (CIRC (E))	3.30	0.00	N	Arm 11 Right	18.75	100.0 %	1931	1931
11/1 (CIRC (S))	5.00	0.00	Y	Arm 8 Ahead	25.00	100.0 %	1995	1995
11/2	5.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2115	2115

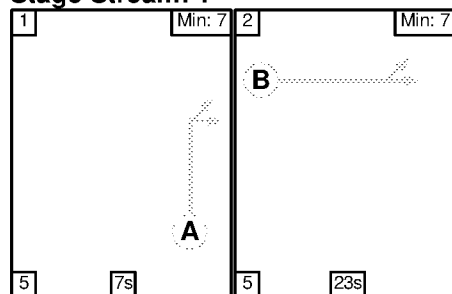
Full Input Data And Results

(CIRC (S))				Arm 12 Right	20.00	0.0 %		
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
				Arm 9 Right	15.00	0.0 %		

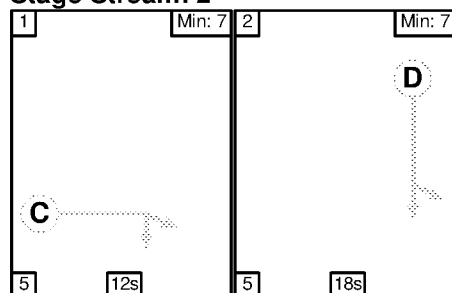
Scenario 1: '2031 Local Plan + Dev AM' (FG1: '2031 Local Plan + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

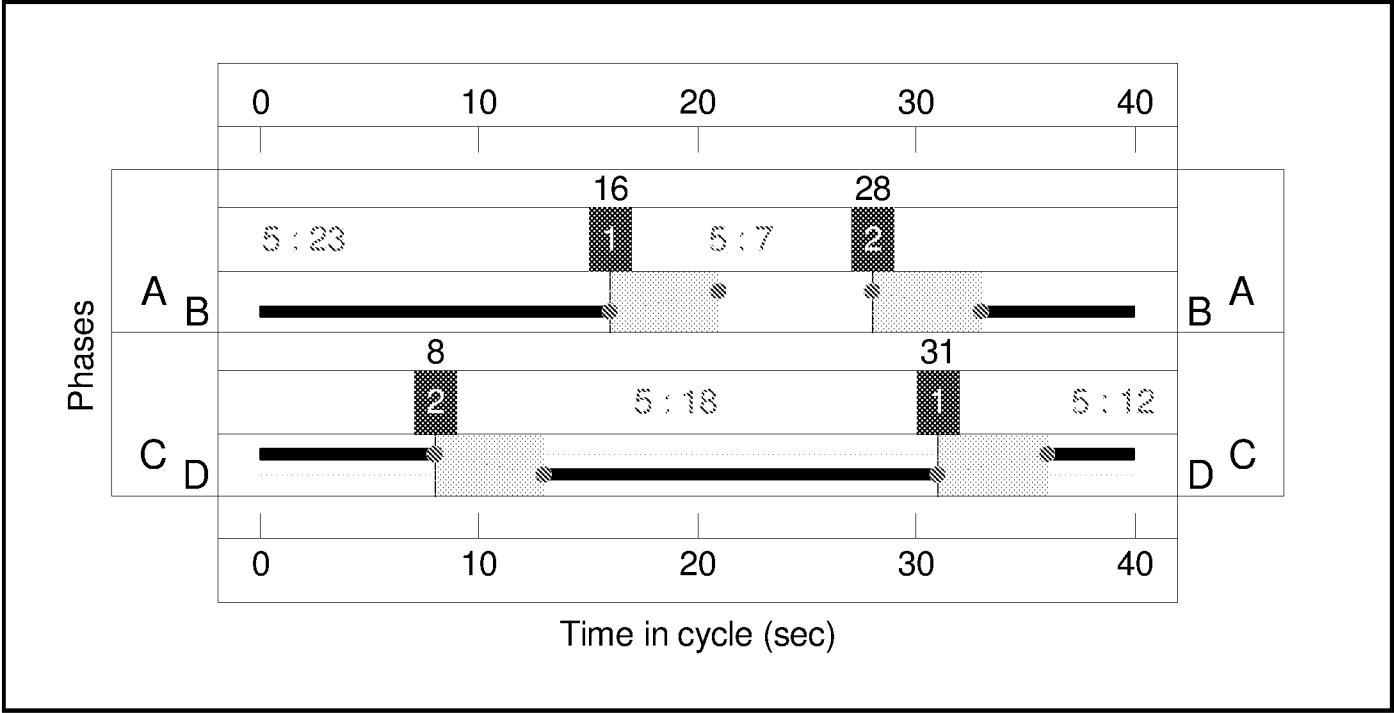
Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	16	28

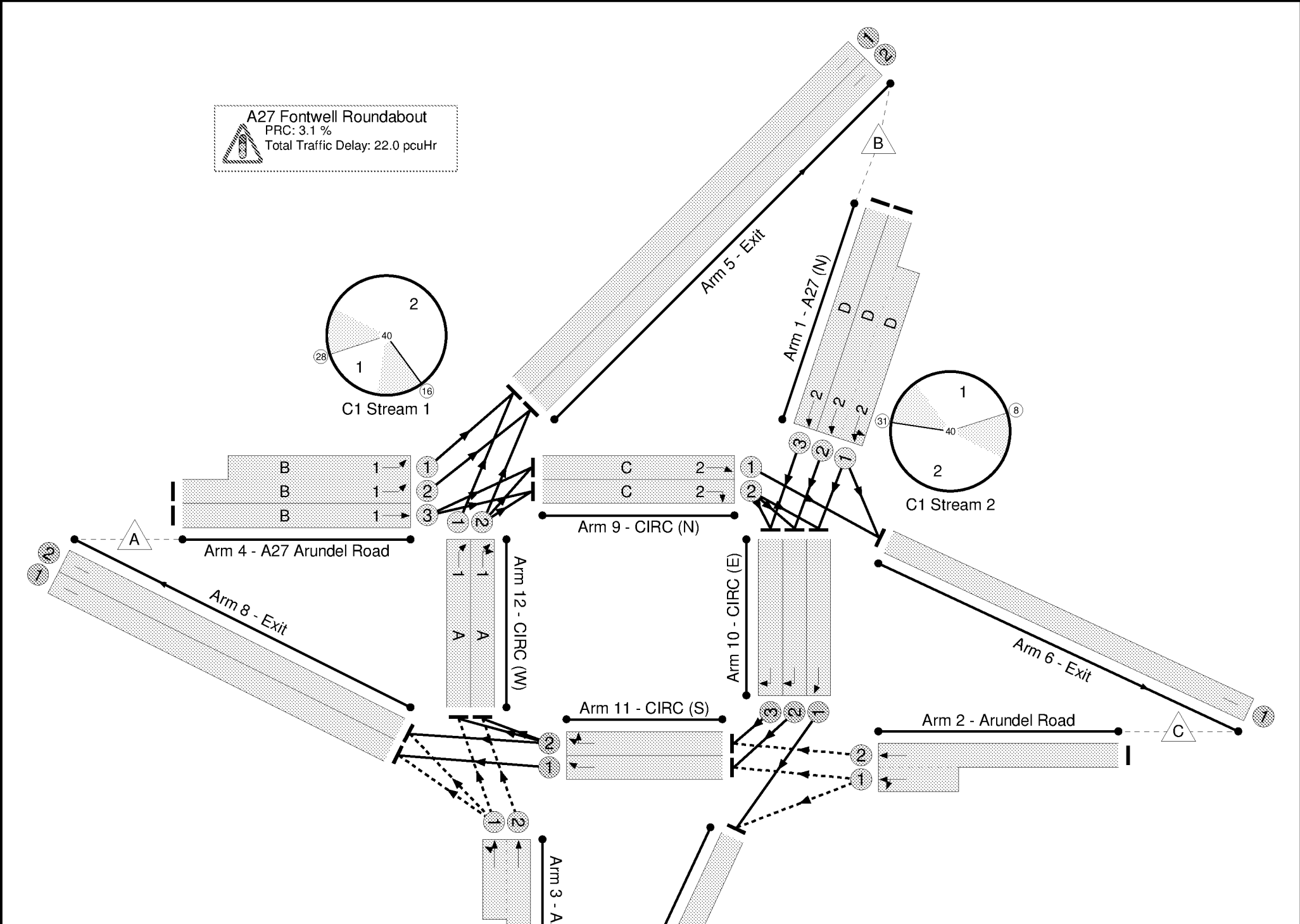
Stage Stream: 2

Stage	1	2
Duration	12	18
Change Point	31	8

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
1/2+1/1	A27 (N) Left Ahead	U	2	N/A	D		1	18	-	966	2155:2015	1317	73.4%
1/3	A27 (N) Ahead	U	2	N/A	D		1	18	-	686	2155	1024	67.0%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	478	1887:1914	1055	45.3%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	466	1978:1941	534	87.3%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	23	-	1198	2134:1995	2064	58.0%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	23	-	602	1956	1174	51.3%
5/1	Exit	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1005	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%
9/1	CIRC (N) Ahead	U	2	N/A	C		1	12	-	151	2053	667	22.6%
9/2	CIRC (N) Right	U	2	N/A	C		1	12	-	451	1923	625	72.2%
10/1	CIRC (E) Ahead	U	N/A	N/A	-		-	-	-	506	1945	1945	26.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	751	1979	1979	37.9%
10/3	CIRC (E) Right	U	N/A	N/A	-		-	-	-	845	1931	1931	43.8%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	986	1995	1995	49.4%

Full Input Data And Results

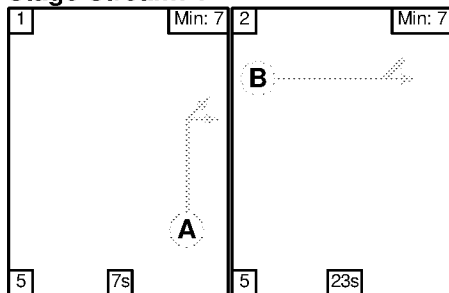
11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1086	2115	2115	51.3%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	274	2007	401	68.3%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	154	2007	401	35.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	-	-	1867	0	0	10.2	11.8	0.0	22.0	-	-	-	-
A27 Fontwell Roundabout	-	-	1867	0	0	10.2	11.8	0.0	22.0	-	-	-	-
1/2+1/1	966	966	-	-	-	2.1	1.4	-	3.5	13.1	6.7	1.4	8.0
1/3	686	686	-	-	-	1.5	1.0	-	2.6	13.4	5.7	1.0	6.7
2/2+2/1	478	478	956	0	0	0.8	0.4	-	1.2	9.3	1.7	0.4	2.1
3/2+3/1	466	456	911	0	0	1.2	3.1	-	4.4	33.7	4.1	3.1	7.2
4/2+4/1	1198	1198	-	-	-	1.5	0.7	-	2.2	6.6	3.8	0.7	4.5
4/3	602	602	-	-	-	0.8	0.5	-	1.3	7.8	3.8	0.5	4.4
5/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1005	1005	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	151	151	-	-	-	0.3	0.1	-	0.4	10.6	0.6	0.1	0.7
9/2	451	451	-	-	-	1.0	1.3	-	2.2	17.9	3.2	1.3	4.5
10/1	506	506	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
10/2	751	751	-	-	-	0.0	0.3	-	0.3	1.6	4.6	0.3	4.9
10/3	845	845	-	-	-	0.0	0.4	-	0.4	1.8	3.9	0.4	4.3
11/1	986	986	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
11/2	1086	1086	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
12/1	274	274	-	-	-	0.8	1.1	-	1.8	23.8	2.8	1.1	3.9
12/2	144	144	-	-	-	0.1	0.3	-	0.4	10.5	0.4	0.3	0.7

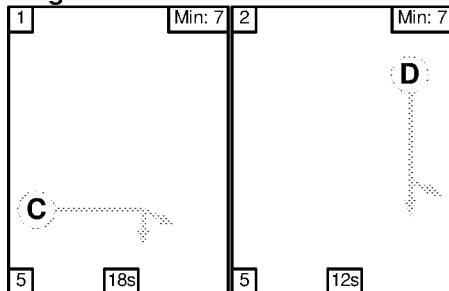
C1	Stream: 1 PRC for Signalised Lanes (%):	31.8	Total Delay for Signalised Lanes (pcuHr):	5.72	Cycle Time (s):	40
C1	Stream: 2 PRC for Signalised Lanes (%):	22.7	Total Delay for Signalised Lanes (pcuHr):	8.74	Cycle Time (s):	40
	PRC Over All Lanes (%):	3.1	Total Delay Over All Lanes(pcuHr):	21.99		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

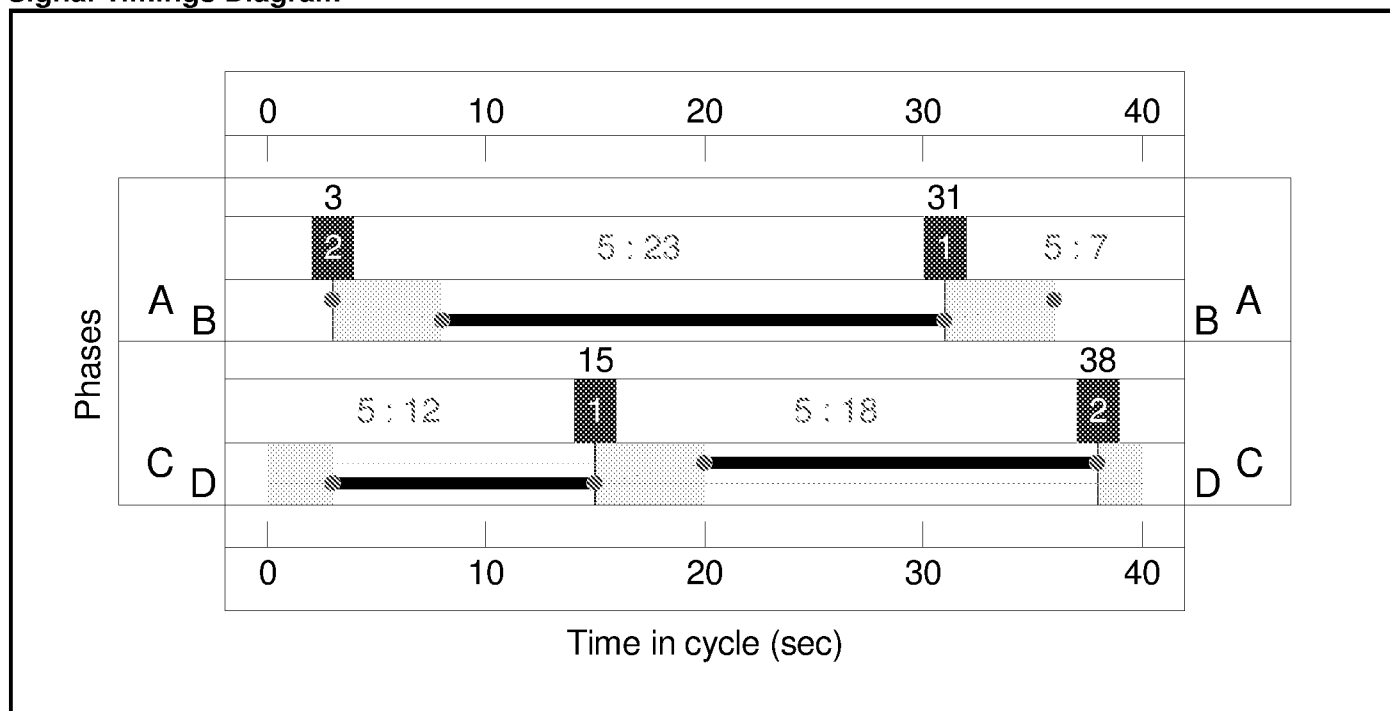
Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	31	3

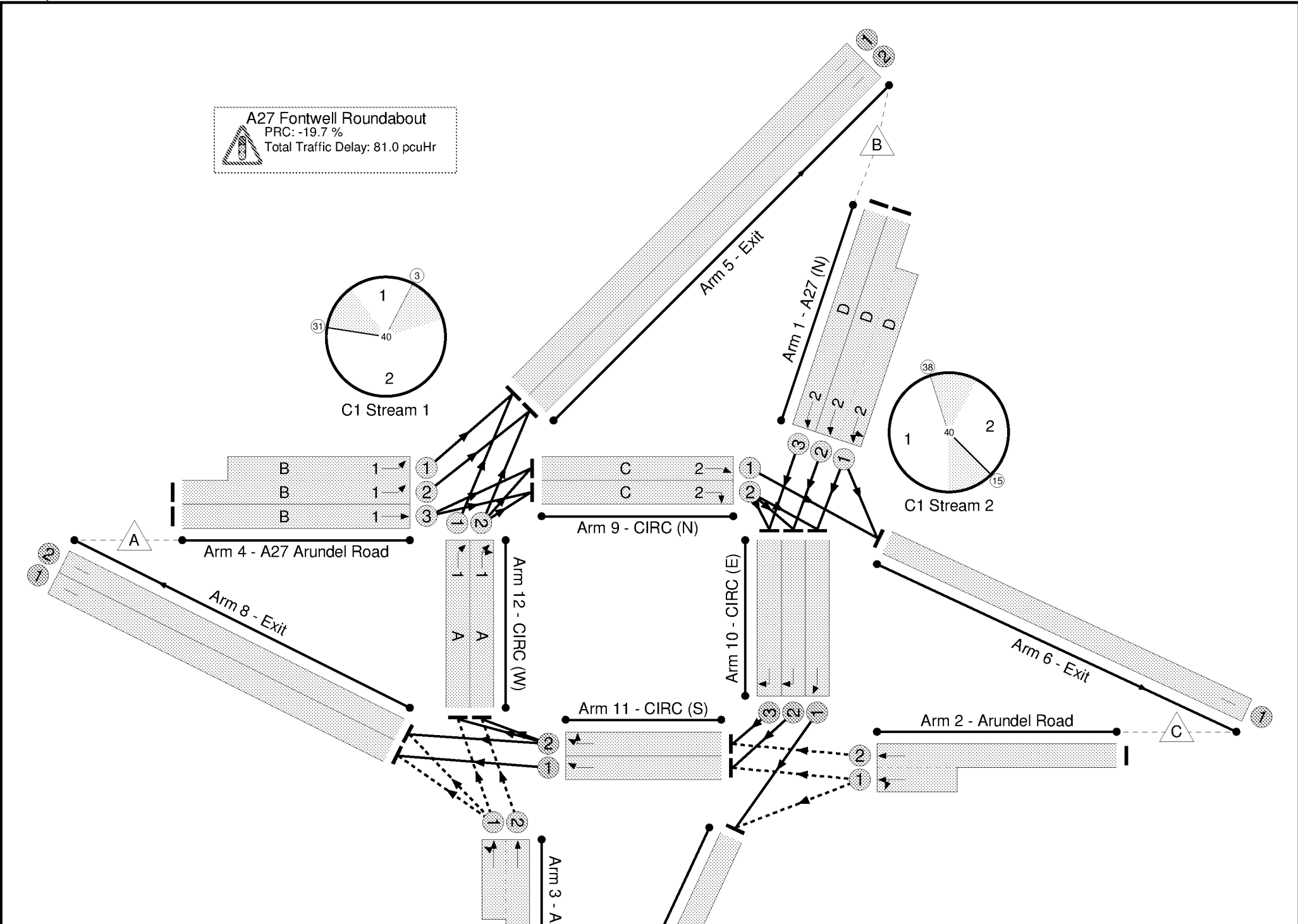
Stage Stream: 2

Stage	1	2
Duration	18	12
Change Point	15	38

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	107.7%
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	107.7%
1/2+1/1	A27 (N) Left Ahead	U	2	N/A	D		1	12	-	1135	2155:2015	1355	83.7%
1/3	A27 (N) Ahead	U	2	N/A	D		1	12	-	579	2155	700	82.7%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	310	1887:1909	1641	18.9%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	438	1978:1929	963	45.5%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	23	-	1542	2134:1995	2065	74.7%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	23	-	1264	1956	1174	107.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	932	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1428	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
9/1	CIRC (N) Ahead	U	2	N/A	C		1	18	-	382	2053	975	36.4%
9/2	CIRC (N) Right	U	2	N/A	C		1	18	-	882	1923	913	89.7%
10/1	CIRC (E) Ahead	U	N/A	N/A	-		-	-	-	1421	1945	1945	70.2%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	499	1979	1979	25.2%
10/3	CIRC (E) Right	U	N/A	N/A	-		-	-	-	674	1931	1931	34.6%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	647	1995	1995	32.4%

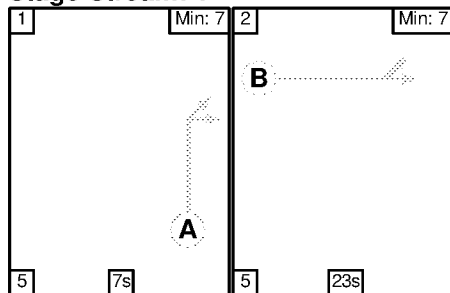
Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	829	2115	2115	38.9%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	244	2007	401	60.8%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	135	2007	401	33.6%

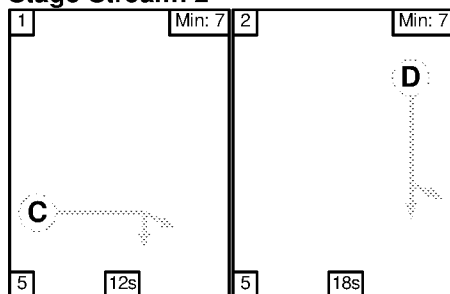
[illegible]

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

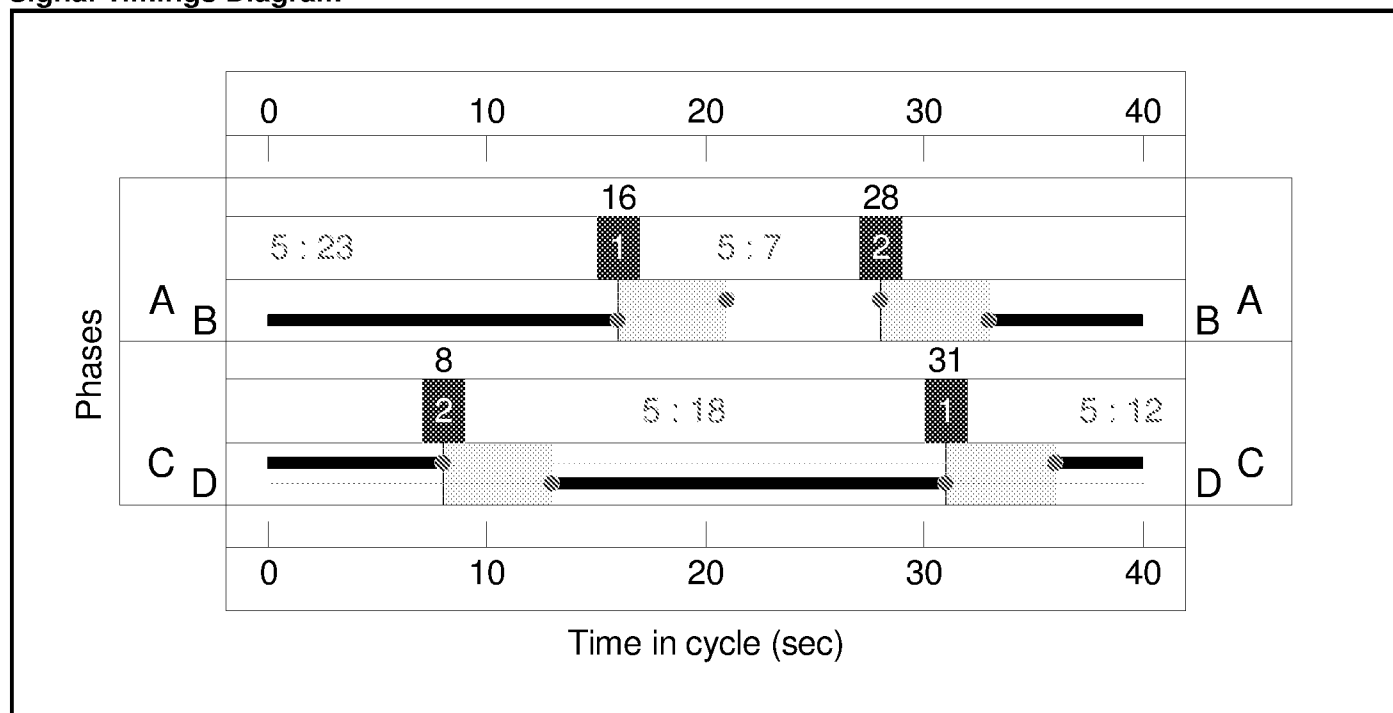
Stage Stream: 1

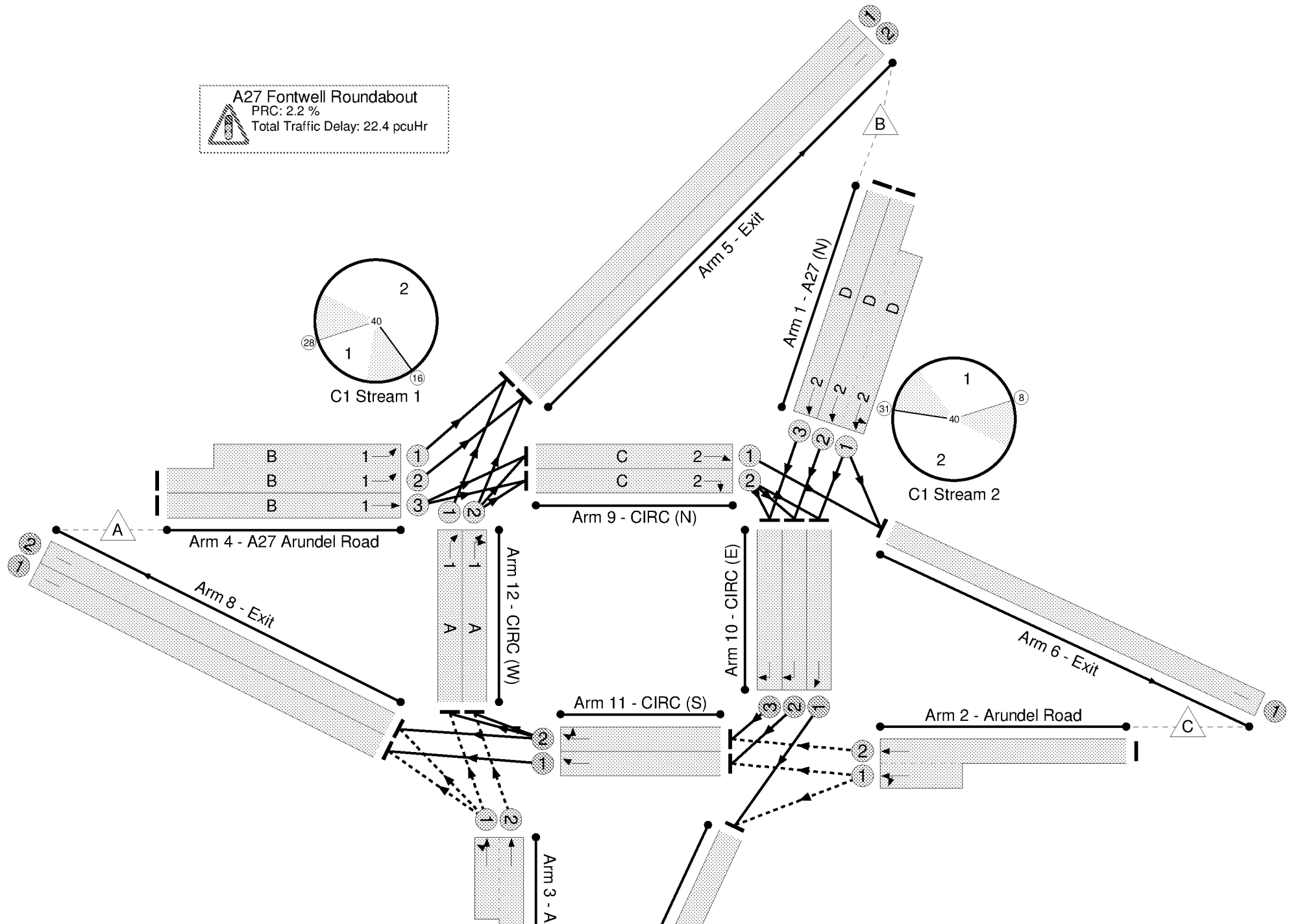
Stage	1	2
Duration	7	23
Change Point	16	28

Stage Stream: 2

Stage	1	2
Duration	12	18
Change Point	31	8

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
1/2+1/1	A27 (N) Left Ahead	U	2	N/A	D		1	18	-	966	2155:2015	1317	73.4%
1/3	A27 (N) Ahead	U	2	N/A	D		1	18	-	686	2155	1024	67.0%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	455	1887:1914	1055	43.1%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	489	1978:1934	555	88.1%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	23	-	1198	2134:1995	2064	58.0%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	23	-	602	1956	1174	51.3%
5/1	Exit	U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1005	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%
9/1	CIRC (N) Ahead	U	2	N/A	C		1	12	-	151	2053	667	22.6%
9/2	CIRC (N) Right	U	2	N/A	C		1	12	-	451	1923	625	72.2%
10/1	CIRC (E) Ahead	U	N/A	N/A	-		-	-	-	506	1945	1945	26.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	751	1979	1979	37.9%
10/3	CIRC (E) Right	U	N/A	N/A	-		-	-	-	845	1931	1931	43.8%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	975	1995	1995	48.9%

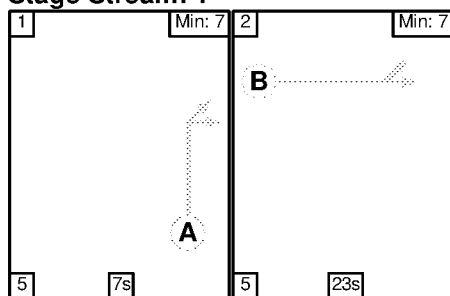
Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1074	2115	2115	50.8%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	305	2007	401	76.0%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	123	2007	401	30.6%

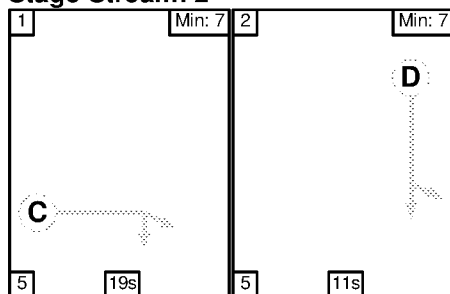
[illegible]

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

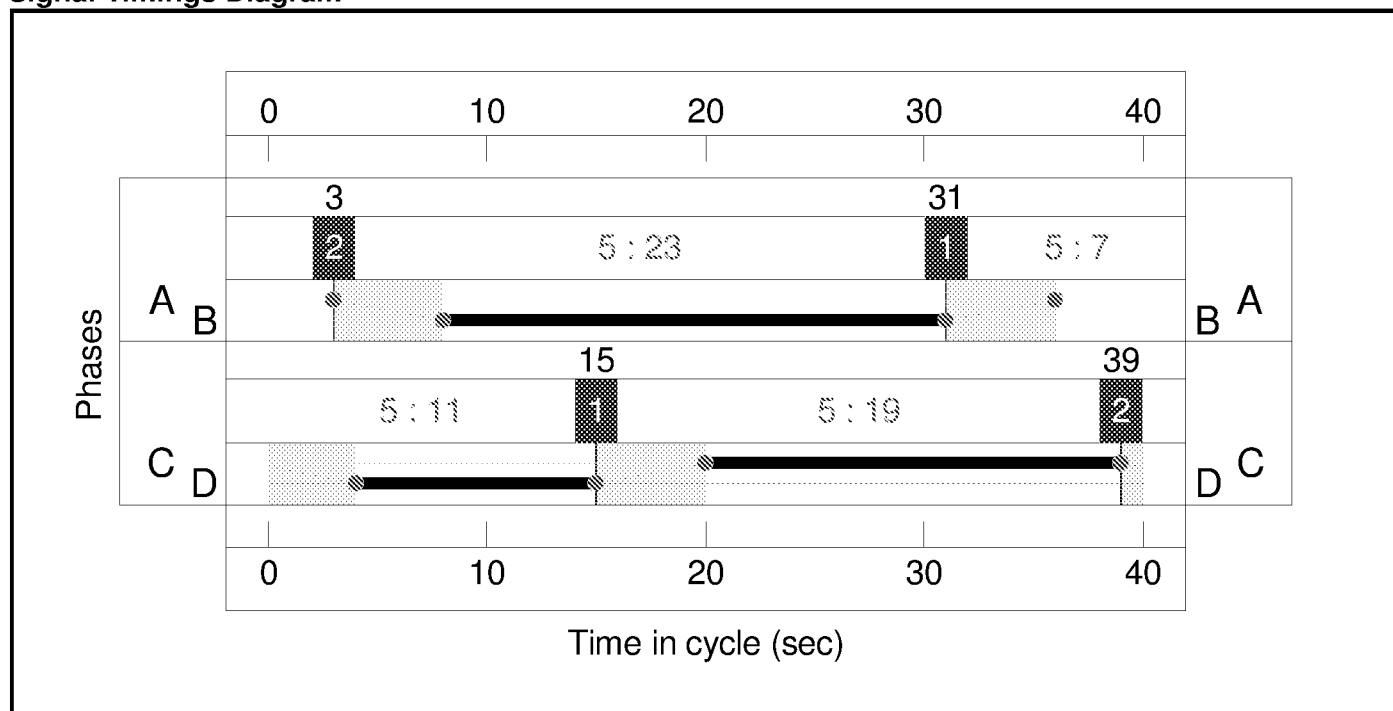
Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	31	3

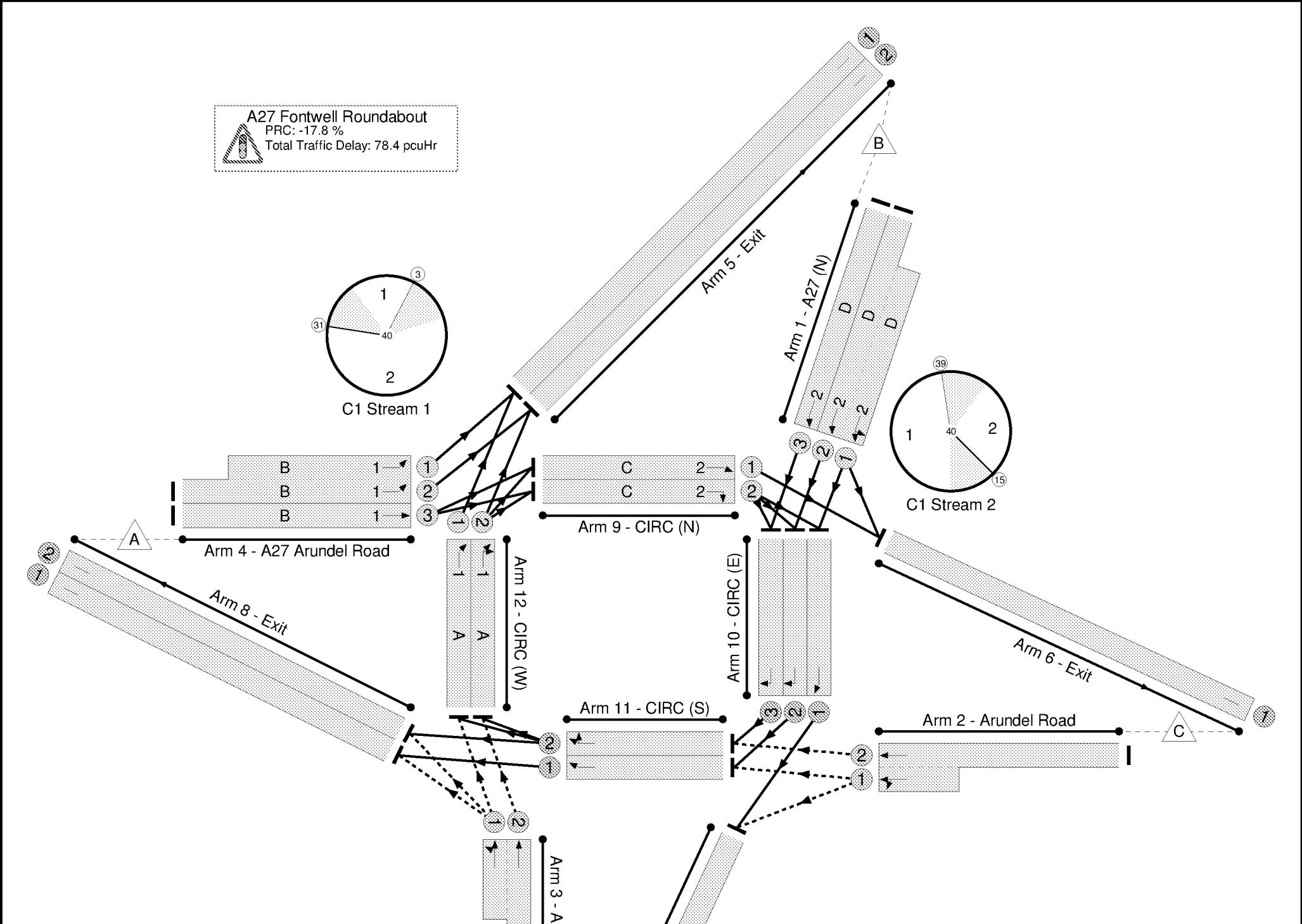
Stage Stream: 2

Stage	1	2
Duration	19	11
Change Point	15	39

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	106.0%
1/2+1/1	A27 (N) Left Ahead	U	2	N/A	D		1	11	-	1150	2155:2015	1251	91.9%
1/3	A27 (N) Ahead	U	2	N/A	D		1	11	-	584	2155	646	90.9%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	299	1887:1908	1550	19.3%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	442	1978:1936	758	58.3%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	23	-	1574	2134:1995	2063	76.3%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	23	-	1244	1956	1174	106.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1447	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
9/1	CIRC (N) Ahead	U	2	N/A	C		1	19	-	362	2053	1027	33.3%
9/2	CIRC (N) Right	U	2	N/A	C		1	19	-	882	1923	962	86.5%
10/1	CIRC (E) Ahead	U	N/A	N/A	-		-	-	-	1440	1945	1945	69.1%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	494	1979	1979	25.0%
10/3	CIRC (E) Right	U	N/A	N/A	-		-	-	-	679	1931	1931	34.9%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	626	1995	1995	31.4%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	839	2115	2115	39.4%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	326	2007	401	81.2%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	57	2007	401	14.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	-	-	1482	0	0	16.7	61.8	0.0	78.4	-	-	-	-
A27 Fontwell Roundabout	-	-	1482	0	0	16.7	61.8	0.0	78.4	-	-	-	-
1/2+1/1	1150	1098	-	-	-	5.3	5.2	-	10.4	32.7	7.9	5.2	13.0
1/3	584	584	-	-	-	2.2	4.1	-	6.3	38.9	6.2	4.1	10.3
2/2+2/1	299	299	598	0	0	0.2	0.1	-	0.3	4.0	0.7	0.1	0.8
3/2+3/1	442	442	884	0	0	0.5	0.7	-	1.2	9.5	2.6	0.7	3.3
4/2+4/1	1574	1574	-	-	-	2.3	1.6	-	3.9	8.8	5.6	1.6	7.2
4/3	1244	1174	-	-	-	3.9	42.5	-	46.4	134.3	14.6	42.5	57.1
5/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1351	1351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	342	342	-	-	-	0.1	0.2	-	0.4	4.1	1.4	0.2	1.6
9/2	832	832	-	-	-	0.8	3.1	-	3.9	16.8	8.8	3.1	11.8
10/1	1344	1344	-	-	-	0.0	1.1	-	1.1	3.0	3.3	1.1	4.4
10/2	494	494	-	-	-	0.0	0.2	-	0.2	1.3	2.8	0.2	2.9
10/3	674	674	-	-	-	0.0	0.3	-	0.3	1.6	4.3	0.3	4.6
11/1	626	626	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	834	834	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/1	326	326	-	-	-	1.2	2.1	-	3.2	35.7	3.0	2.1	5.0
12/2	57	57	-	-	-	0.2	0.1	-	0.2	15.7	0.3	0.1	0.4

C1 Stream: 1 PRC for Signalled Lanes (%): -17.8

C1 Stream: 2 PRC for Signalled Lanes (%): -2.1

PRC Over All Lanes (%): -17.8

Total Delay for Signalled Lanes (pcuHr): 53.77

Total Delay for Signalled Lanes (pcuHr): 21.03

Total Delay Over All Lanes(pcuHr): 78.44

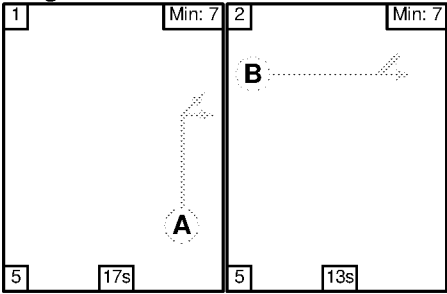
Cycle Time (s): 40

Cycle Time (s): 40

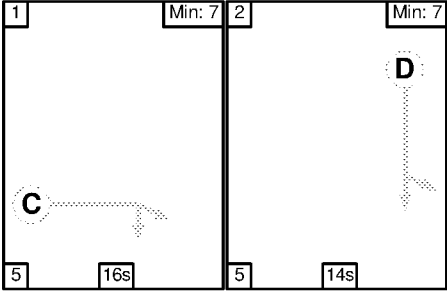
Full Input Data And Results
Scenario 5: '2031 Local Plan + Dev + Tye Lane AM' (FG5: '2031 Local Plan + Dev + Tye Lane AM', Plan 1:
'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

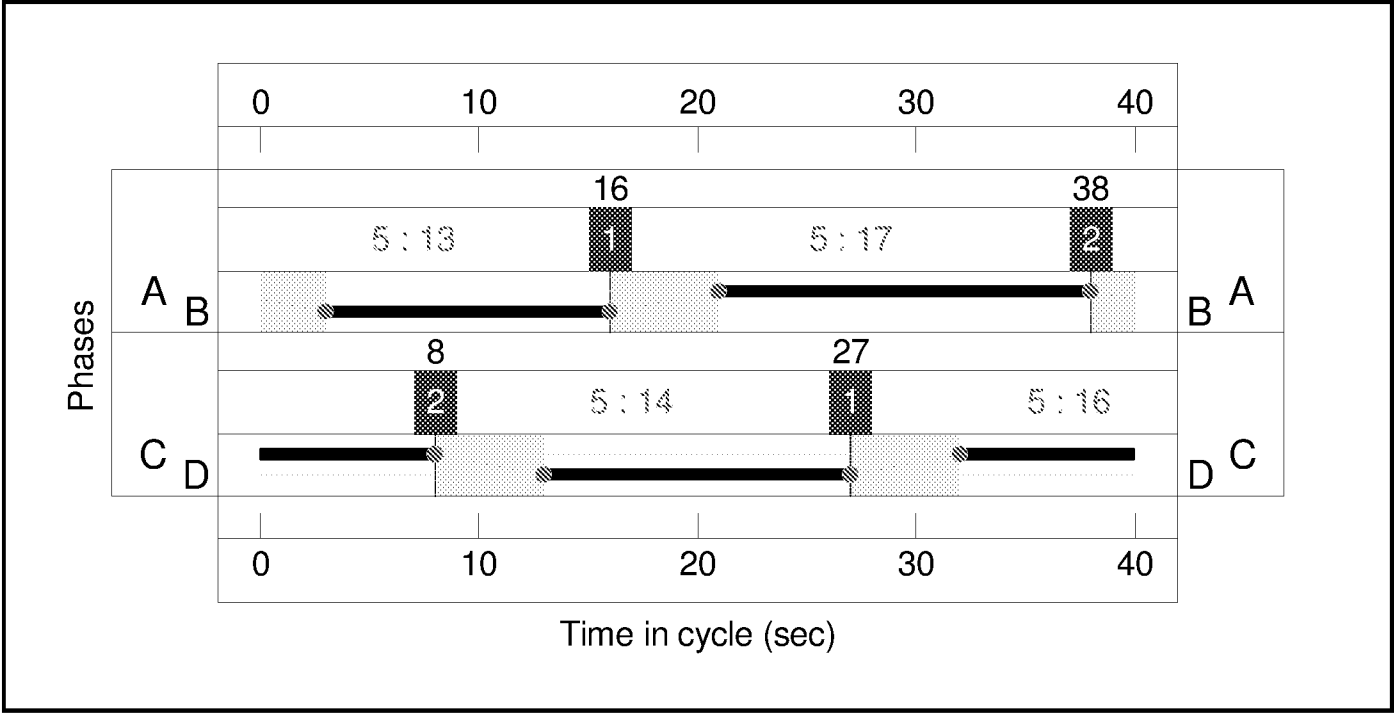
Stage Stream: 1

Stage	1	2
Duration	17	13
Change Point	16	38

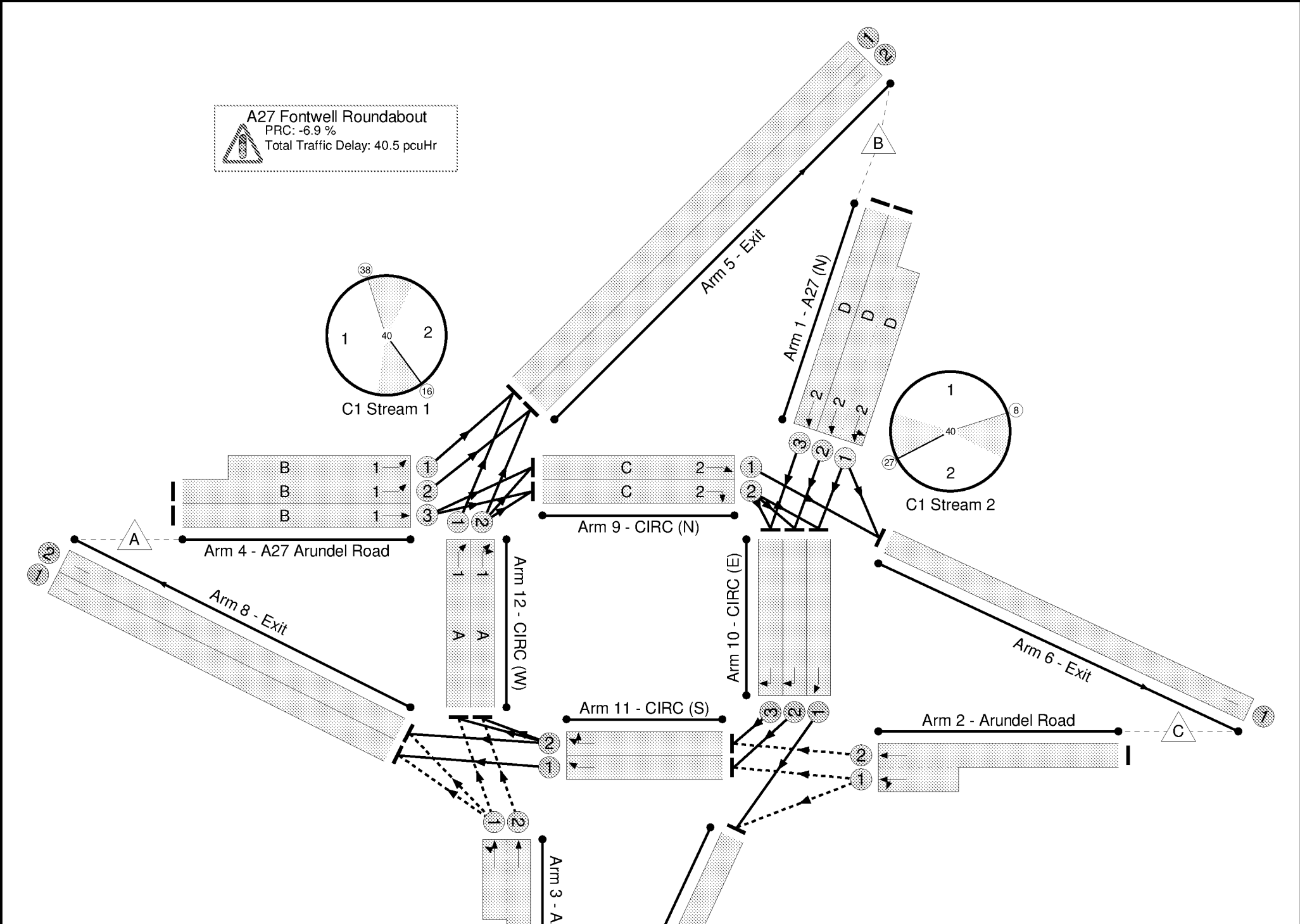
Stage Stream: 2

Stage	1	2
Duration	16	14
Change Point	27	8

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
1/2+1/1	A27 (N) Left Ahead	U	2	N/A	D		1	14	-	936	2155:2015	1049	89.2%
1/3	A27 (N) Ahead	U	2	N/A	D		1	14	-	716	2155	808	88.6%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	478	1887:1914	1286	37.2%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	466	1978:1945	484	96.2%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	13	-	1198	2134:1995	1445	82.9%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	13	-	602	1956	685	87.9%
5/1	Exit	U	N/A	N/A	-		-	-	-	942	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
9/1	CIRC (N) Ahead	U	2	N/A	C		1	16	-	151	2053	873	17.3%
9/2	CIRC (N) Right	U	2	N/A	C		1	16	-	451	1923	817	55.2%
10/1	CIRC (E) Ahead	U	N/A	N/A	-		-	-	-	506	1945	1945	26.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	721	1979	1979	36.4%
10/3	CIRC (E) Right	U	N/A	N/A	-		-	-	-	875	1931	1931	45.3%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	956	1995	1995	47.9%

Full Input Data And Results

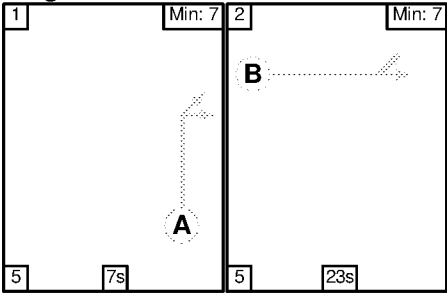
11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1116	2115	2115	52.8%
12/1	CIRC (W) Right	U	1	N/A	A		1	17	-	353	2007	903	39.1%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	17	-	75	2007	903	8.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	-	-	1888	0	0	16.8	23.7	0.0	40.5	-	-	-	-
A27 Fontwell Roundabout	-	-	1888	0	0	16.8	23.7	0.0	40.5	-	-	-	-
1/2+1/1	936	936	-	-	-	2.9	3.9	-	6.7	26.0	7.4	3.9	11.3
1/3	716	716	-	-	-	2.3	3.6	-	5.9	29.8	7.4	3.6	11.0
2/2+2/1	478	478	956	0	0	0.6	0.3	-	0.9	6.6	1.4	0.3	1.7
3/2+3/1	466	466	932	0	0	1.3	7.2	-	8.5	65.4	4.1	7.2	11.3
4/2+4/1	1198	1198	-	-	-	4.0	2.4	-	6.3	19.1	6.1	2.4	8.5
4/3	602	602	-	-	-	2.0	3.4	-	5.4	32.4	6.2	3.4	9.6
5/1	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	151	151	-	-	-	0.7	0.1	-	0.8	19.1	1.5	0.1	1.6
9/2	451	451	-	-	-	2.4	0.6	-	3.0	24.1	4.6	0.6	5.2
10/1	506	506	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
10/2	721	721	-	-	-	0.0	0.3	-	0.3	1.6	5.6	0.3	5.9
10/3	875	875	-	-	-	0.1	0.4	-	0.5	1.9	5.6	0.4	6.0
11/1	956	956	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
11/2	1116	1116	-	-	-	0.0	0.6	-	0.6	1.8	0.0	0.6	0.6
12/1	353	353	-	-	-	0.5	0.3	-	0.8	8.0	3.4	0.3	3.7
12/2	75	75	-	-	-	0.1	0.0	-	0.1	4.7	0.6	0.0	0.7
					C1 Stream: 1 PRC for Signalled Lanes (%): C1 Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%)	2.3 0.9 -6.9			Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	12.63 16.50 40.46	Cycle Time (s): 40 Cycle Time (s): 40		

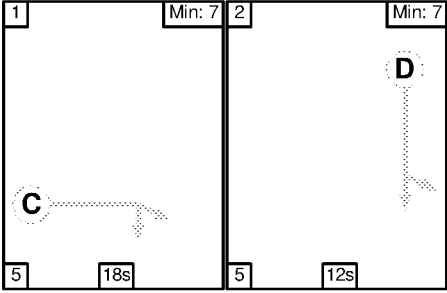
Full Input Data And Results
Scenario 6: '2031 Local Plan + Dev + Tye Lane PM' (FG6: '2031 Local Plan + Dev + Tye Lane PM', Plan 1:
'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

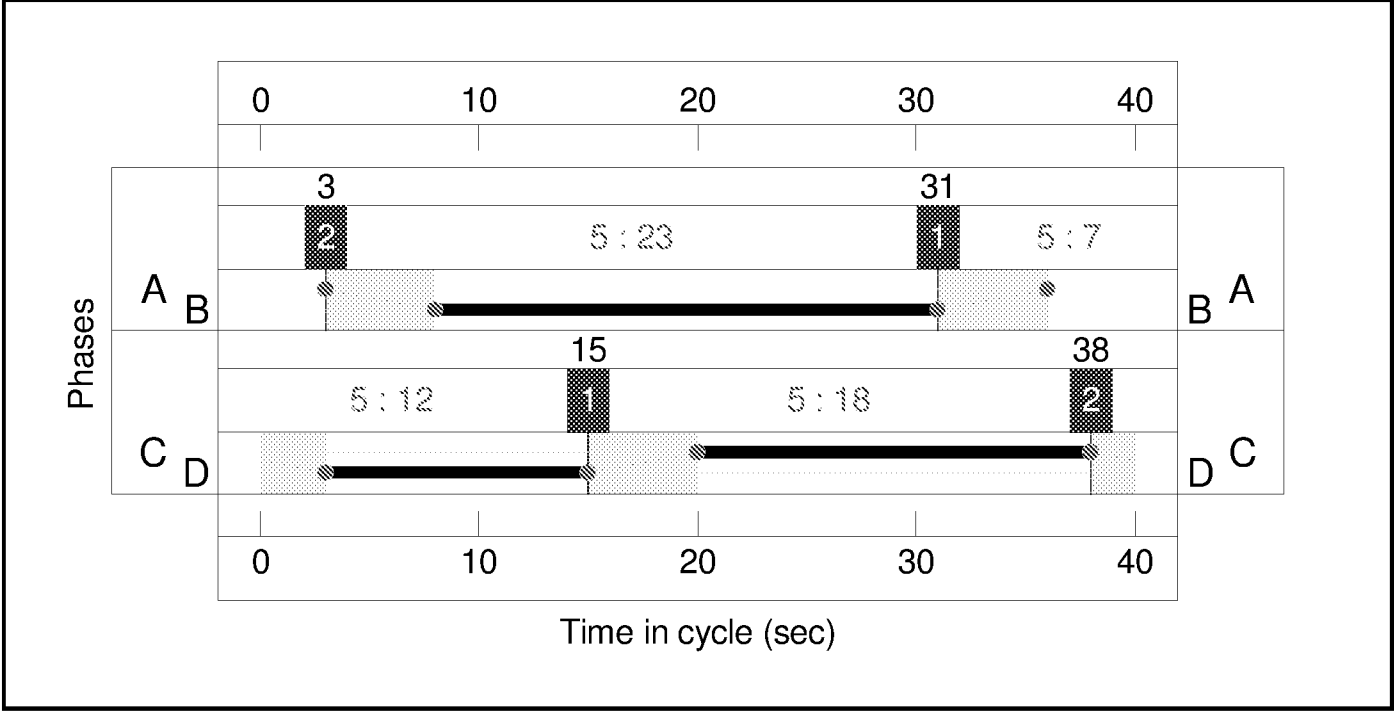
Stage Stream: 1

Stage	1	2
Duration	7	23
Change Point	31	3

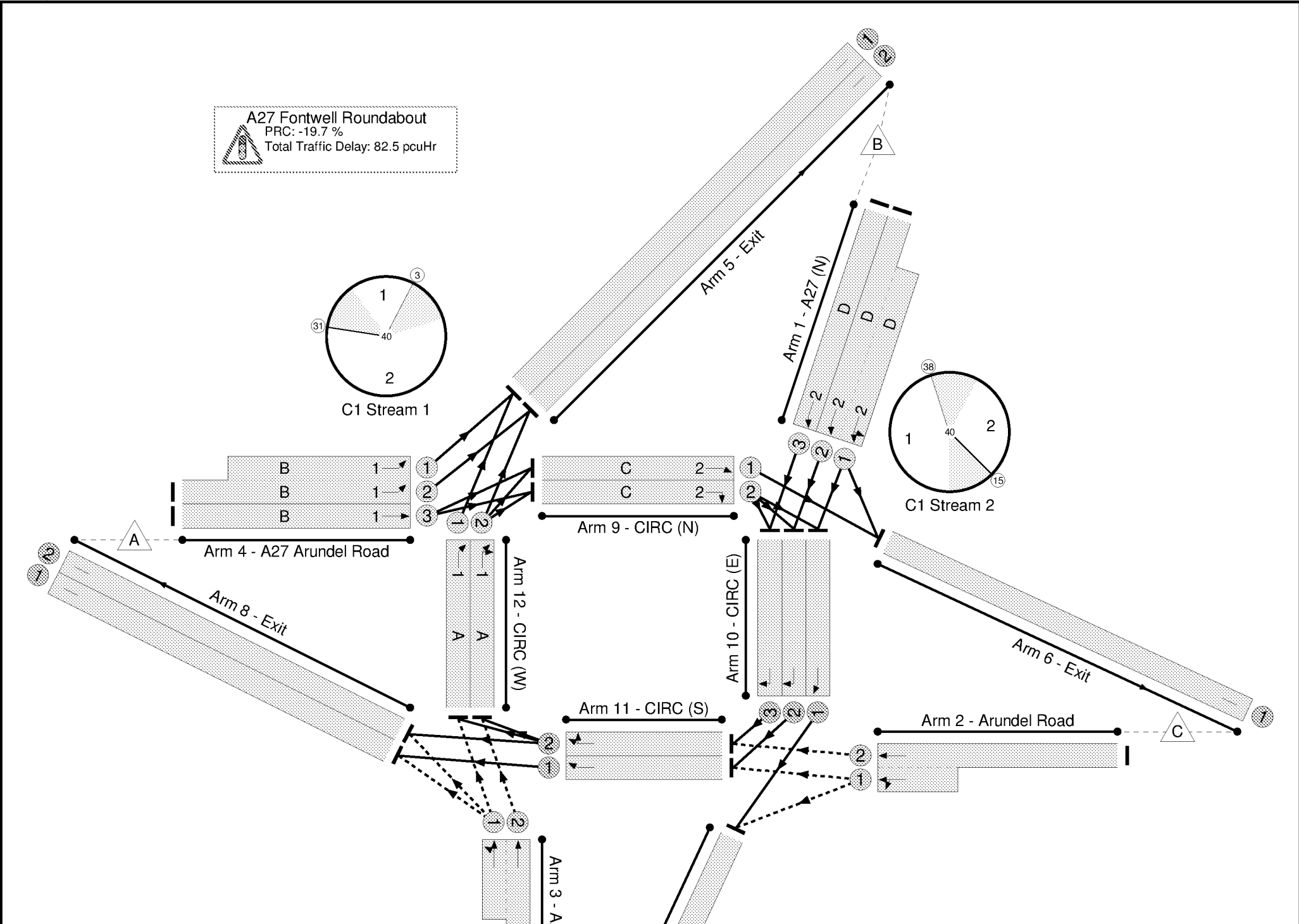
Stage Stream: 2

Stage	1	2
Duration	18	12
Change Point	15	38

Signal Timings Diagram



Full Input Data And Results



Full Input Data And Results

Network Results

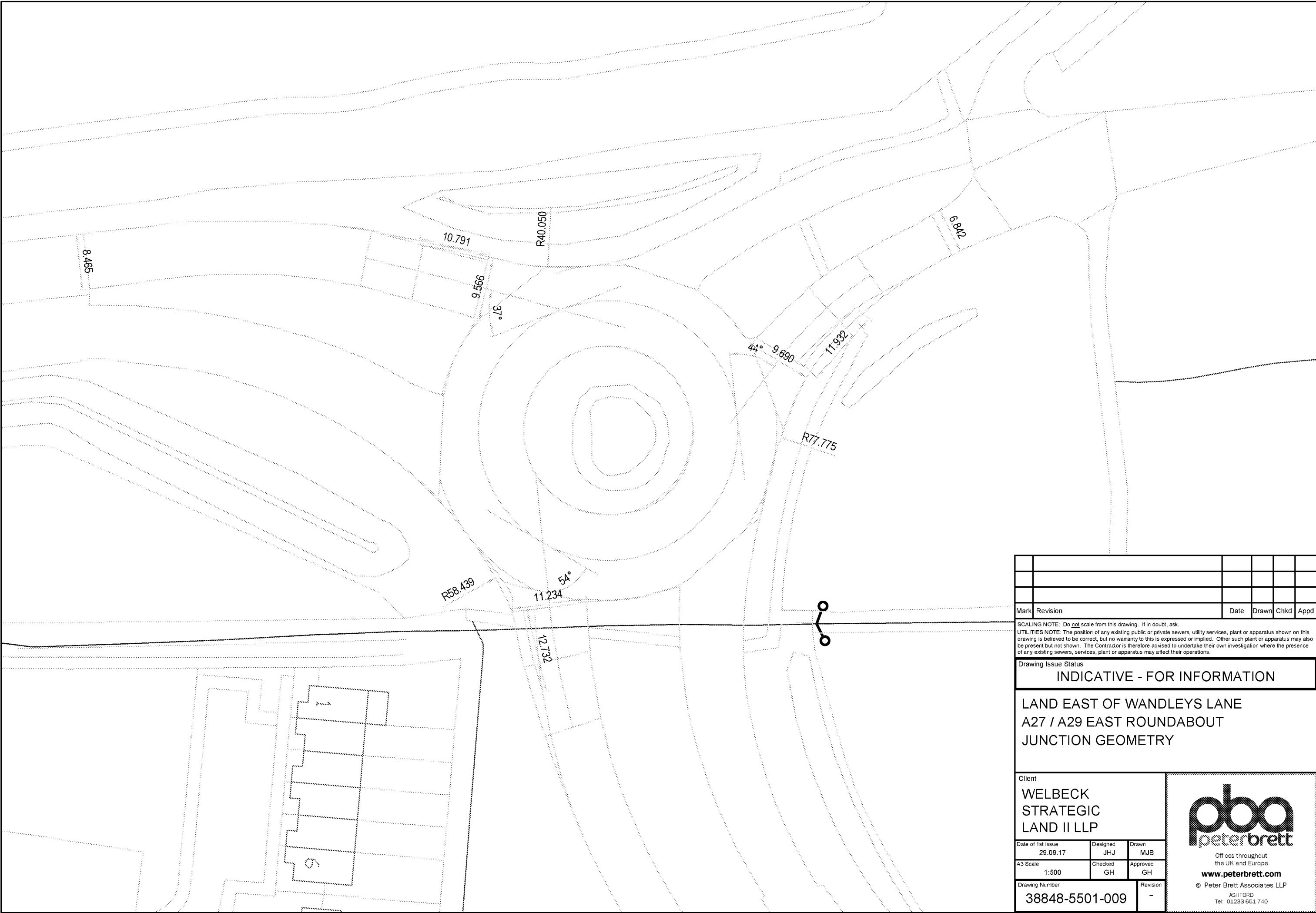
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	107.7%
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	107.7%
1/2+1/1	A27 (N) Left Ahead	U	2	N/A	D		1	12	-	1136	2155:2015	1355	83.8%
1/3	A27 (N) Ahead	U	2	N/A	D		1	12	-	578	2155	700	82.5%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	310	1887:1909	1528	20.3%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	438	1978:1936	747	58.6%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	23	-	1542	2134:1995	2063	74.7%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	23	-	1264	1956	1174	107.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	1098	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1428	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
9/1	CIRC (N) Ahead	U	2	N/A	C		1	18	-	382	2053	975	36.4%
9/2	CIRC (N) Right	U	2	N/A	C		1	18	-	882	1923	913	89.7%
10/1	CIRC (E) Ahead	U	N/A	N/A	-		-	-	-	1421	1945	1945	70.2%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	500	1979	1979	25.3%
10/3	CIRC (E) Right	U	N/A	N/A	-		-	-	-	673	1931	1931	34.5%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	637	1995	1995	31.9%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	839	2115	2115	39.3%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	325	2007	401	81.0%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	54	2007	401	13.5%

[illegible]

Appendix O A29 / A27 East Roundabout



Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

INDICATIVE - FOR INFORMATION

LAND EAST OF WANDLEYS LANE
A27 / A29 EAST ROUNDABOUT
JUNCTION GEOMETRY

Client		
WELBECK STRATEGIC LAND II LLP		
Date of 1st Issue 29.09.17	Designed JHJ	Drawn MJB
A3 Scale 1:500	Checked GH	Approved GH
Drawing Number 38848-5501-009		Revision -

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Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

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Filename: A27 - A29 Roundabout v02.j9

Path: J:\38848 - GH - Wandleys Lane, Fontwell\BRIEF 5501 - Transport\MODELLING\TRANSPORT\JUNCTIONS 9

Report generation date: 28/09/2017 14:58:49

«A27 / A29 Roundabout - 2031 Base + Dev, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A27 / A29 Roundabout - 2017								
1 - A29 East	1.2	6.68	0.56	A	1.3	5.92	0.56	A
2 - A27 South	3.9	8.39	0.80	A	1.4	4.17	0.59	A
3 - A27 West	8.7	12.94	0.80	B	2.3	3.98	0.70	A
A27 / A29 Roundabout - 2031 Base								
1 - A29 East	1.4	6.37	0.58	A	2.0	7.41	0.67	A
2 - A27 South	8.7	18.33	0.81	C	1.3	4.24	0.56	A
3 - A27 West	3.5	7.63	0.78	A	2.5	4.47	0.72	A
A27 / A29 Roundabout - 2031 Base + Dev								
1 - A29 East	1.4	6.46	0.59	A	2.0	7.50	0.67	A
2 - A27 South	9.3	19.49	0.81	C	1.3	4.27	0.57	A
3 - A27 West	3.6	7.81	0.79	A	2.5	4.49	0.72	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\mbarney
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	A27 / A29 Roundabout	100.000

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 Base + Dev	PM	ONE HOUR	16:15	17:45	15

A27 / A29 Roundabout - 2031 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	5.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A29 East	
2	A27 South	Arundel Road
3	A27 West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A29 East	6.84	9.69	11.9	77.8	51.6	44.0	
2 - A27 South	8.00	11.23	12.7	58.4	51.6	54.0	
3 - A27 West	8.47	9.57	10.8	40.1	51.6	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A29 East	0.753	2531
2 - A27 South	0.795	2812
3 - A27 West	0.914	3179

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

Traffic Demand

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 - A29 East		✓	894	100.000
2 - A27 South		✓	1004	100.000
3 - A27 West		✓	1860	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A29 East	2 - A27 South	3 - A27 West
From	1 - A29 East	0	0	894
	2 - A27 South	216	20	768
	3 - A27 West	682	1178	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A29 East	2 - A27 South	3 - A27 West
From	1 - A29 East	3	3	3
	2 - A27 South	3	3	3
	3 - A27 West	3	3	3

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A29 East	0.67	7.50	2.0	A
2 - A27 South	0.57	4.27	1.3	A
3 - A27 West	0.72	4.49	2.5	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A29 East	673	900	1780	0.378	671	0.6	3.239	A
2 - A27 South	756	671	2197	0.344	754	0.5	2.491	A
3 - A27 West	1400	177	2924	0.479	1397	0.9	2.351	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A29 East	804	1076	1647	0.488	802	0.9	4.255	A
2 - A27 South	903	802	2092	0.431	902	0.8	3.018	A
3 - A27 West	1672	212	2892	0.578	1670	1.4	2.943	A

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 - A29 East	984	1316	1466	0.671	980	2.0	7.346	A
2 - A27 South	1105	980	1951	0.567	1103	1.3	4.234	A
3 - A27 West	2048	259	2849	0.719	2043	2.5	4.443	A

17:00 - 17:15

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

	(Veh/hr)							
1 - A29 East	984	1319	1464	0.672	984	2.0	7.499	A
2 - A27 South	1105	984	1948	0.567	1105	1.3	4.272	A
3 - A27 West	2048	260	2848	0.719	2048	2.5	4.494	A

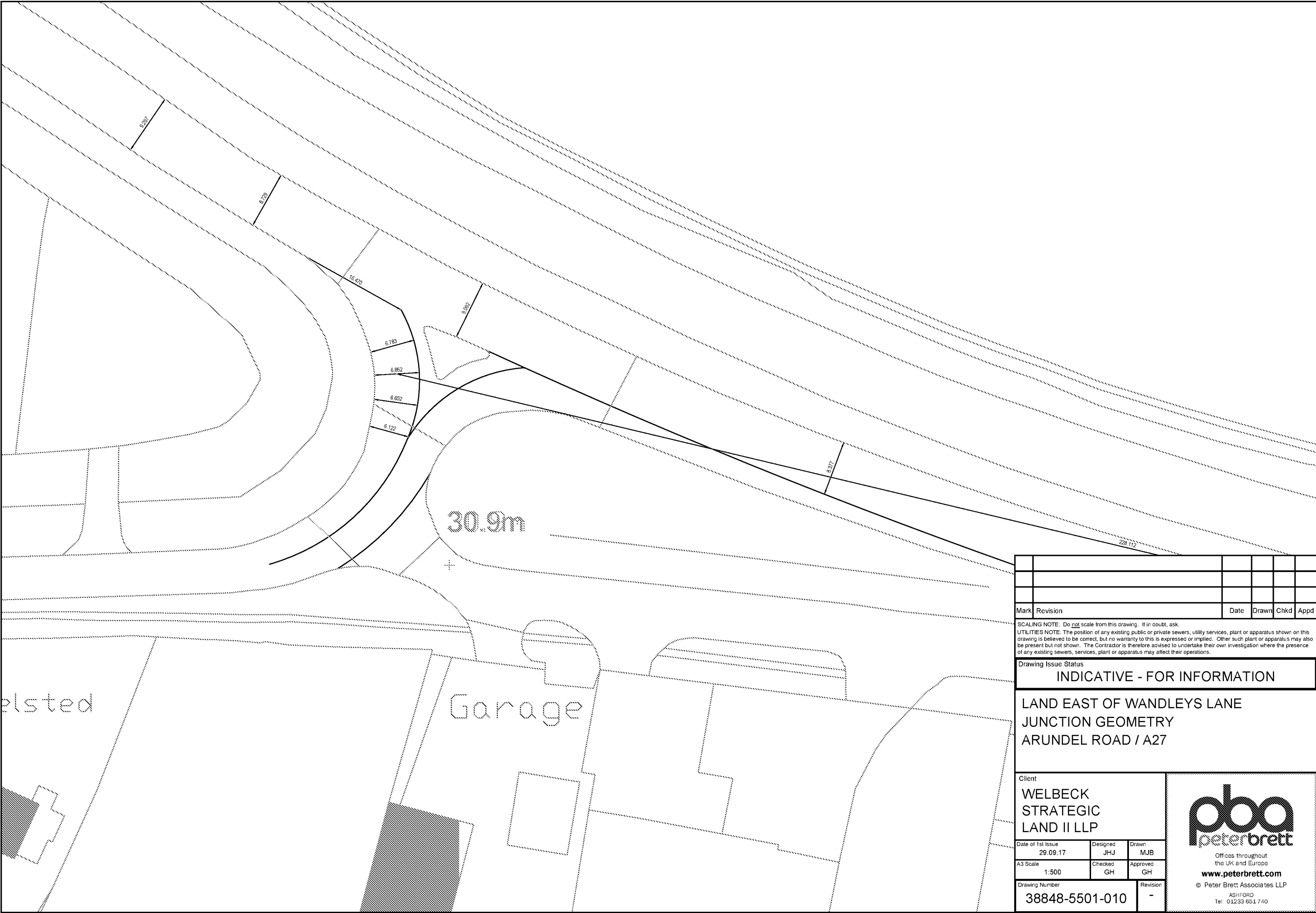
17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A29 East	804	1080	1644	0.489	808	1.0	4.329	A
2 - A27 South	903	808	2088	0.432	905	0.8	3.049	A
3 - A27 West	1672	213	2892	0.578	1677	1.4	2.976	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 - A29 East	673	903	1777	0.379	674	0.6	3.270	A
2 - A27 South	756	674	2194	0.344	757	0.5	2.505	A
3 - A27 West	1400	178	2923	0.479	1402	0.9	2.370	A

Appendix P A27 / Arundel Road LIL0



Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: A27 - Arundel Rd (LILO).j9
Path: J:\38848 - GH - Wandleys Lane, Fontwell\BRIEF 5501 - Transport\MODELLING\TRANSPORT\JUNCTIONS 9
Report generation date: 28/09/2017 15:04:51

»2017 Observed, AM
»2017 Observed, PM
»2022 Baseline, AM
»2022 Baseline, PM
»2022 with Dev, AM
»2022 with Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2017 Observed								
Stream B-AC	0.2	7.20	0.17	A	0.0	6.15	0.04	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2022 Baseline								
Stream B-AC	0.2	7.51	0.17	A	0.0	5.91	0.04	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2022 with Dev								
Stream B-AC	0.2	7.71	0.19	A	0.1	5.83	0.05	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/06/2017
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	PBA\jhodder-jones
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017 Observed	AM	ONE HOUR	07:00	08:30	15
D2	2017 Observed	PM	ONE HOUR	16:15	17:45	15
D3	2022 Baseline	AM	ONE HOUR	07:00	08:30	15
D4	2022 Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2022 with Dev	AM	ONE HOUR	07:00	08:30	15
D6	2022 with Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C	0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A27		Major
B	Arundel Rd		Minor
C	A27		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	8.87				✓	

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Arundel Rd	One lane	5.00	0	223

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	702	0.063	0.158	0.099	0.226
1	B-C	917	0.069	0.174	-	-
1	C-B	574	0.109	0.109	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017 Observed	AM	ONE HOUR	07:00	08:30	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		✓	1472	100.000
B - Arundel Rd		✓	90	100.000
C - A27		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	14	1458
	B - Arundel Rd	0	0	90
	C - A27	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	36	7
	B - Arundel Rd	0	0	3
	C - A27	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	7.20	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	68	691	0.098	67	0.1	5.766	A
C-AB	0	445	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	11			11			
A-C	1098			1098			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	81	653	0.124	81	0.1	6.293	A
C-AB	0	420	0.000	0	0.0	0.000	A
C-A	0			0			

A-B	13			13			
A-C	1311			1311			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	99	599	0.165	99	0.2	7.191	A
C-AB	0	385	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	15			15			
A-C	1605			1605			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	99	599	0.165	99	0.2	7.196	A
C-AB	0	385	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	15			15			
A-C	1605			1605			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	81	653	0.124	81	0.1	6.302	A
C-AB	0	420	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	13			13			
A-C	1311			1311			

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	691	0.098	68	0.1	5.775	A
C-AB	0	445	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	11			11			
A-C	1098			1098			

2017 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C	0.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2017 Observed	PM	ONE HOUR	16:15	17:45	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		✓	1128	100.000
B - Arundel Rd		✓	24	100.000
C - A27		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	24	1104
	B - Arundel Rd	0	0	24
	C - A27	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	4	6
	B - Arundel Rd	0	0	13
	C - A27	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	6.15	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	675	0.027	18	0.0	5.479	A
C-AB	0	476	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	18			18			
A-C	831			831			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	648	0.033	22	0.0	5.742	A
C-AB	0	457	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	22			22			
A-C	992			992			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	26	612	0.043	26	0.0	6.149	A
C-AB	0	431	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	26			26			
A-C	1216			1216			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	26	612	0.043	26	0.0	6.149	A
C-AB	0	431	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	26			26			
A-C	1216			1216			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	648	0.033	22	0.0	5.745	A
C-AB	0	457	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	22			22			
A-C	992			992			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	675	0.027	18	0.0	5.480	A

C-AB	0	476	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	18			18			
A-C	831			831			

2022 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C	0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Baseline	AM	ONE HOUR	07:00	08:30	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		✓	1578	100.000
B - Arundel Rd		✓	90	100.000
C - A27		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	14	1564
	B - Arundel Rd	0	0	90
	C - A27	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	18	7
	B - Arundel Rd	0	0	3
	C - A27	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	7.51	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	68	677	0.100	67	0.1	5.901	A
C-AB	0	436	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	11			11			
A-C	1177			1177			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	81	636	0.127	81	0.1	6.486	A
C-AB	0	409	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	13			13			
A-C	1406			1406			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	99	578	0.171	99	0.2	7.504	A
C-AB	0	372	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	15			15			
A-C	1722			1722			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	99	578	0.171	99	0.2	7.510	A
C-AB	0	372	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	15			15			
A-C	1722			1722			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	81	636	0.127	81	0.1	6.494	A
C-AB	0	409	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	13			13			
A-C	1406			1406			

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	677	0.100	68	0.1	5.913	A

C-AB	0	436	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	11			11			
A-C	1177			1177			

2022 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C	0.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Baseline	PM	ONE HOUR	16:15	17:45	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		✓	1004	100.000
B - Arundel Rd		✓	24	100.000
C - A27		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	24	980
	B - Arundel Rd	0	0	24
	C - A27	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	4	5
	B - Arundel Rd	0	0	13
	C - A27	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	5.91	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	691	0.026	18	0.0	5.346	A
C-AB	0	488	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	18			18			
A-C	738			738			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	668	0.032	22	0.0	5.568	A
C-AB	0	471	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	22			22			
A-C	881			881			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	26	636	0.042	26	0.0	5.907	A
C-AB	0	448	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	26			26			
A-C	1079			1079			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	26	636	0.042	26	0.0	5.907	A
C-AB	0	448	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	26			26			
A-C	1079			1079			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	22	668	0.032	22	0.0	5.571	A
C-AB	0	471	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	22			22			
A-C	881			881			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	18	691	0.026	18	0.0	5.349	A

C-AB	0	488	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	18			18			
A-C	738			738			

2022 with Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 with Dev	AM	ONE HOUR	07:00	08:30	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		✓	1581	100.000
B - Arundel Rd		✓	101	100.000
C - A27		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	17	1564
	B - Arundel Rd	0	0	101
	C - A27	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	17	7
	B - Arundel Rd	0	0	3
	C - A27	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	7.71	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	76	677	0.112	76	0.1	5.981	A
C-AB	0	435	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	13			13			
A-C	1177			1177			

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	635	0.143	91	0.2	6.606	A
C-AB	0	408	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	15			15			
A-C	1406			1406			

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	578	0.192	111	0.2	7.700	A
C-AB	0	371	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	19			19			
A-C	1722			1722			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	578	0.192	111	0.2	7.709	A
C-AB	0	371	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	19			19			
A-C	1722			1722			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	635	0.143	91	0.2	6.618	A
C-AB	0	408	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	15			15			
A-C	1406			1406			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	76	677	0.112	76	0.1	5.994	A

C-AB	0	435	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	13			13			
A-C	1177			1177			

2022 with Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	One-way from A to C	0.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 with Dev	PM	ONE HOUR	16:15	17:45	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		✓	1009	100.000
B - Arundel Rd		✓	32	100.000
C - A27		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	29	980
	B - Arundel Rd	0	0	32
	C - A27	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A27	B - Arundel Rd	C - A27
From	A - A27	0	3	5
	B - Arundel Rd	0	0	10
	C - A27	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	5.83	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	24	710	0.034	24	0.0	5.246	A
C-AB	0	487	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	22			22			
A-C	738			738			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	29	686	0.042	29	0.0	5.477	A
C-AB	0	470	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	26			26			
A-C	881			881			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	35	653	0.054	35	0.1	5.829	A
C-AB	0	447	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	32			32			
A-C	1079			1079			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	35	653	0.054	35	0.1	5.829	A
C-AB	0	447	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	32			32			
A-C	1079			1079			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	29	686	0.042	29	0.0	5.480	A
C-AB	0	470	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	26			26			
A-C	881			881			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	24	710	0.034	24	0.0	5.251	A

C-AB	0	487	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	22			22			
A-C	738			738			