

LAND EAST OF TYE LANE,

WALBERTON

TRANSPORT ASSESSMENT ADDENDUM

REPORT REF NO. 183248-02

PROJECT NO. 183248

NOVEMBER 2020

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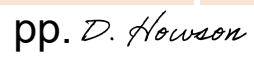
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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Final	DH/KM	DH 	KM 	30/11/2020

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1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Vistry Group PLC to advise on the transport aspects of the proposed development of land to the east of Tye Lane, Walberton, and to prepare this Transport Assessment Addendum (TAA).
- 1.2 Under Arun District Council (ADC) planning application reference: WA/44/17/OUT, permission was granted for a total of 175 dwellings with access taken from Yapton Lane, which forms the eastern boundary of the site. A Reserved Matters (RM) application (reference: WA/95/18/RES) was approved on the 16th April 2019 and detailed the appearance, landscaping, layout and scale.
- 1.3 In September 2020 a further planning application was submitted to ADC seeking a small uplift in the number of dwellings to be provided within the site, amounting to an additional 30 dwellings, amounting to a total of 205 dwellings to be incorporated into the site. This application is yet to be determined but for robustness, this TAA considers the additional dwellings as a committed development scenario.
- 1.4 Highways England (HE) have proposals to implement a bypass of the A27 around Arundel that would impact upon the consented site access arrangements for the Vistry development. As a result, this TAA has been prepared to consider the implications of adopting site access from Tye Lane in lieu of the consented site access arrangements with Yapton Lane.
- 1.5 ACE have undertaken scoping discussions with West Sussex County Council (WSCC) as Highways authority, as well as Highways England (HE) to agree the methodology for this updated assessment. This TAA therefore adopts previously approved methodology for trip generation and trip distribution contained within Transport Assessment (TA) reports that accompanied the previously consented

application, with further updated adjustments where appropriate that have been subsequently agreed with WSCC Highways in advance of preparing this TAA.

1.6 Following this introduction, the remainder of this report is structured as follows: -

- **Section 2.0** provides a description of the existing situation, including the surrounding area, local highway network and access opportunities by non-car modes;
- **Section 3.0** considers the development proposals and the updated proposed site access arrangements;
- **Section 4.0** sets out the anticipated trip generation and distribution of traffic on the local network associated with the development proposals;
- **Section 5.0** considers local background traffic flows and committed development that have been incorporated into the analysis;
- **Section 6.0** reviews the development impact on the local road network; and
- **Section 7.0** provides a summary and sets out the conclusions.

2.0 EXISTING SITUATION

Site Location

- 2.1 The site is situated on the northern fringes of Walberton Village as shown on **Plate 2.1**.

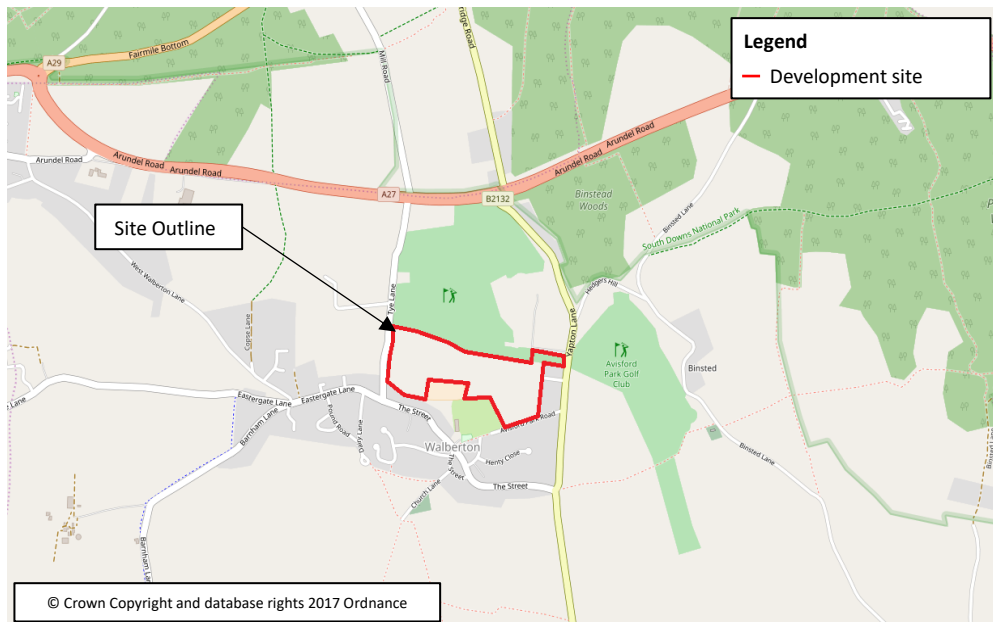


Plate 2.1: Site Location

- 2.2 It is bound by: Yapton Lane to the east; Tye Lane to the west and Avisford Park Hotel and Golf Club to the north.

Local Highway Network

- 2.3 Yapton Lane is a two-way single carriageway road of varying width, between 6.5m and 7.1m, and has a footway along its western side.
- 2.4 Yapton Lane provides a connection between the centre of Walberton village via The Street to the south and to the A27 to the north.
- 2.5 Tye Lane is a two-way single carriageway road approximately 4.8m wide that forms the western site boundary. It also connects with the A27 to the north and to the centre of Walberton village to the south via The Street.

- 2.6 The A27 is part of the strategic road network connecting Brighton and Chichester locally. HE have proposals to divert the A27 further south from its current alignment that would result in the A27 passing within the vicinity, including passing through the Applicants land in the north-eastern corner of the site.
- 2.7 There would not be a new vehicular access with the A27 either from Yapton Lane or Tye Lane under the proposed alignment. There would however be routing changes to access the new road in the wider area that would result in some changes to the distribution of traffic locally. It is anticipated that through traffic from the south accessing the A27 would likely redistribute and not pass the site along Yapton Lane or Tye Lane for example, although no detailed analysis of this has taken place as part of this TAA. However, as part of the scoping exercise with WSCC potential routing in this future scenario has been discussed.

Pedestrian and Cycling Infrastructure

- 2.8 The consented scheme proposed improvements to the connections from the site with Walberton village and existing infrastructure locally. These are summarised below:
- Yapton Lane – Proposed site access will contain footways which will connect to the existing footways along the western site of Yapton Lane; and
 - A shared pedestrian / cycle path will be provided to the west of the site that will connect to Tye Lane.
- 2.9 Whilst these improvements are consented, with the proposed A27 alignment, the strategy may need to be revised.
- 2.10 Local streets have footways or where there are no footways are lightly trafficked and so there are opportunities for pedestrian access to local

facilities as per the consented scheme, albeit a revised connection to these facilities is now being proposed.

2.11 There is a new shared cycle/pedestrian route that runs between Walberton and Barnham railway station which provides an off-road route.

2.12 On the basis of the above, the consented pedestrian and cycling infrastructure will be conducive for future residents to undertake sustainable forms of transport and integrated with the existing facilities locally.

Public Transport Accessibility

Bus Services

2.13 The nearest bus stops are located on Yapton Lane, approximately 475m to the east of the centre of the site or a 6-minute walk. Facilities in the form of bus flagpole and timetable information are provided and these will be upgraded as part of the application.

2.14 Further stops are located 550m from the site at The Street, adjacent to the Holly Tree Junction.

2.15 The bus stops are served by two regular services, the 85/85A and 66, which operate Monday to Saturday.

2.16 A summary of the frequencies of these services are provided within **Table 2.1** below.

Table 2.1: Bus Service Frequency

Route	Bus Stop	Destination	Service Frequency		
			Weekday	Saturdays	Sundays
85/85A	Yapton Lane	Arundel – Walberton – Fontwell – Chichester	Every 2 Hours	Every 2 Hours	-
66	The Street – Old Vicarage / Post Office	Bognor regis – Yapton – Walberton – Barnham – Bognor Regis (circular Route)	Every 4-5 Hours	Every 4-5 Hours	-

- 2.17 In addition to the above, there are also three school services from the bus stop at The Street which travel to Ormiston Six Villages Academy, Chichester High School and St Philip Howard School.

Rail Services

- 2.18 Barnham Railway Station is located some 3km to the south of the site and is accessible via bus route 66 / 85A.
- 2.19 In addition to using the bus, future residents could also use the previously mentioned designated off-road shared footway / cycleway that runs between Walberton and Barnham.
- 2.20 In terms of facilities at Barnham railway station, there are 142 car parking spaces, 2 accessible spaces and 62 secure cycle parking spaces.
- 2.21 Destinations from this station include Southampton, London, Portsmouth, Brighton, Chichester, Bognor Regis and Littlehampton. Up to date information regarding timetables can be accessed www.nationalrail.co.uk.

Local Amenities and Services

2.22 The site is situated within close proximity of several shops and amenities within Walberton Village Centre. The location of these facilities are summarised below within **Table 2.2**:

Table 2.2: Local Service / Amenities

Service / Amenity	Road Name	Distance from Site
Laundrette	The Street	500m South
Dentist	The Street	500m South
Convenience Store	The Street	500m South
Public House (The Holly Tree)	The Street	575m South

2.23 The Chartered Institution of Highways and Transportation (CIHT) document "Guidelines for Providing For Journeys on Foot" (2000) notes in paragraph 1.12 that walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile. Infrastructure that supports efficient travel on foot is therefore of great importance in the continuation of the promotion of sustainable travel and walking as a viable alternative to short car trips. The list above therefore illustrates that the site is suitable located to promote sustainable travel within the local area.

3.0 DEVELOPMENT PROPOSALS

3.1 The scheme comprises the consented 175 residential dwellings, with the only minor change being:

- Relocation of the main vehicular site access to Tye Lane; and
- Provision of pedestrian footway link, and emergency access onto Avisford Park Road.

3.2 The TA that accompanied the approved planning application incorporated an analysis of the expected trip generation associated with the proposals adopting a methodology that was agreed with WSCC during pre-application discussions and involved use of the TRICS database.

3.3 The trip generation as presented within the approved scheme TA has been adopted in this assessment whilst the same approach was also adopted for the subsequent uplift application. This approach has been agreed with highway officers during pre-application discussions.

3.4 The focus of this TAA is in relation to the revised access strategy and associated development traffic impact on the wider road network, given the change in trip distribution that will arise from the new access point and the latter is considered further below.

3.5 The updated access strategy involves a simple priority junction with Tye Lane on the western boundary of the site in lieu of that which was consented from Yapton Lane. The preliminary design is shown on **ACE Drawing 183248-002**.

3.6 The proposed design incorporates 5.5m wide carriageway and 7m kerb radii on both sides, which is in excess of the more typical 6m kerb radii, but is provided to ease access by larger vehicles and is

largely the same as the design consented as part of the original access.

- 3.7 In addition, the design incorporates a new footway provision along the eastern side of Tye Lane, since there are no footways along the site frontage with Tye Lane currently, that connects with footways in the vicinity of the Tye Lane/The Street junction to the south.
- 3.8 To provide the new footway the Tye Lane carriageway has been slightly narrowed to between 5.6m and 5.0m, which is still wide enough for an HGV and car to pass.
- 3.9 The new footway improvement is 1.5m wide at the access and extends southwards at this width where feasible, reducing to a minimum of 1m wide owing to land ownership constraints resulting from the extent of adopted highway.
- 3.10 Visibility splays commensurate with measured vehicle speeds (36.4mph northbound and 38.9mph southbound) have been incorporated into the preliminary design and demonstrate that a 2.4m x 54m splay is achievable looking south and a 2.4m x 60m splay is achievable looking north.
- 3.11 These visibility splays require a minimal cutting back of the vegetation on the site frontage up to 600mm above ground level to allow visibility splays to be achieved, as show on the access drawing.
- 3.12 Under the consented scheme, a secondary/emergency access was proposed on Tye Lane, however, with the reconfiguration to provide the main vehicular access from Tye Lane, the secondary/emergency access has been relocated to Avisford Park Road, as is also shown on **ACE Drawing 183248-002**. This route is considered suitable as it is currently a public footpath, and is served by the Council's refuse collection vehicles.

- 3.13 The emergency access is 3.7m wide and incorporates a removable bollard to prevent general vehicular access, but will be available for pedestrians and cyclists to utilise in order to connect to the surrounding network and destinations to the south. The revised access strategy mirrors the consented approach with access being provided at both ends of the site.

4.0 TRIP GENERATION & DISTRIBUTION

Trip Generation

- 4.1. The consented outline application for 175 dwellings was supported by a TA that considered the potential impact of residential development on the site. This TAA therefore reviews the redistribution of the approved 175 dwelling vehicle generation.
- 4.2. This previously agreed methodology has been adopted to determine the impact of the revised proposal. As this is already a consented scheme, and there is no uplift in vehicular movements associated with this application, there trips are already committed to the local highway network.
- 4.3. The consented scheme TA considered 'Private Housing' trip rates to predict the level of traffic associated with the approved scheme. We have applied these agreed trip rates (outputs at **Appendix A**) to both the private and affordable elements of the proposed scheme, which is considered robust.
- 4.4. **Table 4.1** sets out the trip rates adopted as well as the vehicle trip generation.

Table 4.1: Vehicle Trip Generation

Site	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arr	Dep	Arr	Dep
Vehicle Trip Rates – Private Houses (per dwelling)	0.143	0.401	0.364	0.212
Consented Trip Generation (175 houses)	25	70	64	37

- 4.5. Background traffic, including that associated with local committed developments are considered in **Section 5.0**.

Trip Distribution

- 4.6. To assess the impact of the revised access strategy, the distribution methodology as adopted within the consented TA has been utilised and updated accordingly.
- 4.7. The original assessment utilised data derived from the National Travel Survey (NTS) for the proportion of peak hour trips made by car, split into journey purpose in order to understand likely journey purposes during peak hours and this indicated approximately 45% of journeys are for employment purposes and 55% for all other purposes.
- 4.8. For commuting trips, Census data on method of travel to work was utilised for the Arun 003 Super Output Area Middle Layer to consider likely journey destinations and a gravity model was utilised for all other journey purposes. These outputs were then combined to generate an overall distribution for the development proposals. Full detail of the assessment is included in the original TA and have not be replicated here for brevity, as this approach has been agreed with officers as part of the original application and during recent pre-application discussions.
- 4.9. The above approach has been retained and the distribution updated accordingly to reflect the revised access strategy and is shown on the traffic flow diagrams attached at **Appendix B**. The approach was discussed and agreed with WSCC Highways, with the agreed distribution set out

5.0 BACKGROUND TRAFFIC FLOWS

- 5.1 It was agreed with WSCC in advance of preparing this TAA that the 2031 future year scenario from the consented scheme should be utilised in this assessment to consider background traffic, as this includes trips committed as part of the current Local Plan period. The TA that accompanied the submission incorporated traffic surveys of the local road network and given current restrictions relating to the COVID-19 pandemic, obtaining up to date background traffic data is not possible, with significant impacts on travel patterns resulting in current survey results being non-representative of typical operation. The base data within the TA has therefore been utilised in updating the assessment, supplemented with further traffic data from the TAs submitted in support of nearby developments at Land West of Tye Lane and the uplift application for this site, Land East of Tye Lane.
- 5.2 The TAs from which the data has been obtained includes full methodology for deriving future year data, utilising the Trip Ends Model Program (TEMPO) to derive projected traffic growth from the survey year to represent the future assessment year, and then these were combined with the NTEM factors for each weekday peak period with the National Transport Model (NTM).
- 5.3 It should however be noted that the NTM factors were revised in October 2019 based on latest projection data and, on the whole, reduced traffic growth was projected in the latest available data, the RTF 2018 Scenario 1 – Reference traffic projections.
- 5.4 As a result, the future year traffic flow conditions adopted within this assessment use older projections that anticipated higher growth in traffic than the latest available data would suggest. The analysis is therefore robust since it would result in a likely overestimation of background traffic levels, and hence lower traffic volumes than have been utilised in this assessment.

- 5.5 The background traffic levels are shown on the traffic flow diagrams at **Appendix B** as the "Base Case" scenario.
- 5.6 It was agreed with WSCC Highways that committed development in the area needed also to be considered. Whilst the site itself is consented and so would typically be considered as committed development, we have excluded this from the committed development traffic flows since we have revised the distribution for the development related traffic and hence have considered this separately. However, the uplift proposals at the site is still a live application so we have considered the uplift scheme traffic as committed for the purposes of this analysis.
- 5.7 Committed development traffic for the schemes agreed with WSCC are shown on the traffic flow diagrams at **Appendix B** and are also included on the "Base Case + Committed Development" traffic flow diagrams by adding the committed development traffic to background traffic levels.
- 5.8 We will add the proposed development traffic flows to the "Base Case + Committed Development" traffic flows, which are considered further in **Section 6.0**.

6.0 DEVELOPMENT IMPACT

- 6.1 In order to assess the impact of the predicted traffic associated with the proposed development, it is necessary to consider the operation of the local highway network in the assessment year both with and without the development traffic in order to understand the impact.
- 6.2 The "Base Case" scenarios includes for traffic growth and the "Base Case + Committed" scenarios also includes committed developments in the vicinity, as set out above.
- 6.3 The development traffic, as identified above, has been added to the "2031 Base Case", as well as the "Base Case + Committed Development" scenarios in deriving the "Base Case + Committed + Development", which will be utilised to consider the impact of the development traffic.
- 6.4 It was agreed with WSCC Highways that the site access junction with Tye Lane, The Tye Lane/The Street junction and also the A27/A29 Fontwell West roundabout junction would be modelled to consider the uplift in traffic.
- 6.5 An increase of +10% in peak hour traffic is generally regarded as material in terms of the impact on highway capacity and represents the typical day-to-day variation in flows. Such an increase has historically been taken by highway authorities as the threshold for determining whether or not the impact of development traffic on highway capacity should be assessed. This was reduced to +5% in areas already subject to, or expected to be subject to, congestion (as set out in *Guidelines for Traffic Impact Assessment*, published by the then Institution of Highways and Transportation (IHT) in 1994).
- 6.6 However, background traffic levels are quite low in a number of locations and so the study area where modelling was required

incorporates those most impacted by the development and are as agreed with WSCC.

- 6.7 The results of the capacity analysis of each junction in both the weekday am and pm peak period in the future assessment year of 2031 are summarised in the tables below.
- 6.8 This analysis has been undertaken using the appropriate industry-standard software, namely JUNCTIONS9, using the PICADY module for priority T-junctions (developed by TRL), and LINSIG (developed by JCT Consultancy) for signal junctions.
- 6.9 We have used the *OneHour* (formerly *ODTab*) option to model a 90-minute period (the peak hour itself plus 15 minutes either side, i.e. 07:45-09:15 and 16:45-18:15 respectively) with a synthesised flow profile. This assumes a peak within the peak period, with 22.5% of the hourly flow occurring during the first and fourth 15-minute time slices in the peak hour, and 27.5% in the second and third time slices, and so is robust. LINSIG assumes a flat flow profile during the period modelled.
- 6.10 The results tables give, for each flow scenario, the maximum Ratio of Flow to Capacity (RFC) value predicted in association with each give way manoeuvre at the priority junction and the roundabouts during each modelled period, together with the mean queue (in vehicles) and the average overall delay incurred by every vehicle passing through the junction. An RFC value of 1.0 indicates that it is operating at theoretical capacity, with values below this indicating a junction still has reserve/spare capacity.
- 6.11 It is worth noting that the RFC quoted is the highest observed at any one time period within the synthesised peak period, so may only occur in one of the periods rather than throughout the modelled period, i.e. this could only reflect the operation in a worst case 15 minutes period.

6.12 In the case of the signal junctions, the degree of saturation (DoS) is reported together with mean maximum queues in Passenger Car Units (PCUs). Again, as the DoS becomes close to 100% the manoeuvre becomes very sensitive to any further increase in traffic. A DoS of 90% is usually taken as Practical Capacity, and it is desirable to achieve a Practical Reserve Capacity (PRC) of at least +10%.

Tye Lane / Site access junction

6.13 **Table 5.1** summarises the results of the capacity analysis of the proposed development site access junction with the predicted 2031 flows, with the development traffic, in both weekday peak periods modelled using the PICADY module in JUNCTIONS9 and the *OneHour* peak flow profile.

6.14 Full program output is provided at **Appendix C**.

Table 5.1: Summary of results of JUNCTIONS9 PICADY capacity assessment of development site access junction (*OneHour* flow profile)

Manoeuvre	2031 Weekday am peak hour						2031 Weekday pm peak hour					
	Base		Base + Com Dev		Base + Com + Dev		Base		Base + Com Dev		Base + Com + Dev	
	RFC	Queue (Veh)	RFC	Queue (Veh)	RFC	Queue (Veh)	RFC	Queue (Veh)	RFC	Queue (Veh)	RFC	Queue (Veh)
Left turn out of site (B-C)	-	-	-	-	0.141	0.2	-	-	-	-	0.074	0.1
Right turn out of site (B-A)	-	-	-	-	0.000	0.0	-	-	-	-	0.000	0.0
Right turn into site and ahead (C-AB)	-	-	-	-	0.050	0.1	-	-	-	-	0.130	0.2
Junction Delay (secs)	-		-		3.02		-		-		3.02	

6.15 **Table 5.1** shows that the proposed junction would operate well within practical capacity with the predicted 2031 with development traffic flows in both weekday peak periods.

Tye Lane / The Street priority junction

6.16 **Table 5.2** summarises the results of the capacity analysis of the Tye Lane / The Street priority junction with the predicted 2031 traffic both with and without the committed development traffic and the proposed development traffic flows in both weekday peak periods modelled using the PICADY module in JUNCTIONS9 and the *OneHour* peak flow profile.

6.17 Full program output is provided at **Appendix D**.

Table 5.2: Summary of results of JUNCTIONS9 PICADY capacity assessment of Tye Lane / The Street junction (*OneHour* flow profile)

Manoeuvre	2031 Weekday am peak hour						2031 Weekday pm peak hour					
	Base		Base + Com Dev		Base + Com + Dev		Base		Base + Com Dev		Base + Com + Dev	
	RFC	Queue (Veh)	RFC	Queue (Veh)	RFC	Queue (Veh)	RFC	Queue (Veh)	RFC	Queue (Veh)	RFC	Queue (Veh)
Left turn out (B-C)	0.010	0.0	0.028	0.0	0.055	0.1	0.022	0.0	0.032	0.0	0.048	0.0
Right turn out (B-A)	0.078	0.1	0.140	0.1	0.300	0.4	0.125	0.1	0.159	0.2	0.246	0.3
Right turn into Tye Lane and ahead (C-AB)	0.061	0.1	0.067	0.1	0.084	0.1	0.034	0.0	0.052	0.1	0.095	0.1
Junction Delay (secs)	1.16		1.72		3.19		1.58		1.86		2.67	

6.18 **Table 5.2** shows that the proposed junction would operate within theoretical capacity with the predicted 2031 traffic flows in both weekday peak periods with the proposed development traffic included.

6.19 The analysis has been undertaken on the proposed Tye Lane improvements arrangement to provide improved pedestrian connectivity between the site and The Street. The preliminary scheme is shown on **ACE Drawing 183248-002**.

A27/A29 Fontwell West Roundabout signalised roundabout

- 6.20 The LinSig model of the A27/A29 Fontwell West roundabout has been constructed based on the i-Transport proposed roundabout improvement scheme drawing (*ITB11324-GA-015*), as attached at **Appendix E**. This scheme signalises and widens the two main A27 approaches with the A29 south and Arundel Road east approaches remaining as priority control with two lane entries.
- 6.21 In accordance with best practice, the signalised stopline saturation flows are set to 1,900pcu/hr per lane. The give way approaches intercept values are set to ARCADY derived values split into each lane and the slope coefficients are set to 1.0 which ensures that the emerging drivers favour the platoon gaps from the regularly spaced intergreens at the upstream stoplines. The signals form simple two-stage control with an all-red stage to clear out the junction if required (and for rest on red at quiet times) although this third stage is not used in the peak time stage sequencing.
- 6.22 The signalised roundabout is set to a short cycle of 45 seconds in the AM Peak and 58 seconds in the PM peak due to the relatively small size with short internal circulatory links, as otherwise there is a tendency for the roundabout to easily over-queue on the internal lanes and lock up the approaches and/or exits.
- 6.23 The LINSIG outputs are attached at **Appendix F** but have been summarised below:

Table 5.3: 2031 Base Summary

	Morning Peak Hour			PM Peak Hour		
	DOS	Queue (Veh)	Delay (s)	DOS	Queue (Veh)	Delay (s)
2031 Base						
A27 W Ahead (1/2 + 1/1)	88.7%	10.7	24.9	96.3%	21.0	34.1
A27 W Ahead (1/3)	88.7%	5.4	19.6	116.9%	107.6	298.5
A27 E Ahead /Left (2/2+2/1)	89.5%	12.2	26.6	101.9%	31.3	86.2
A27 E Ahead (2/3)	89.6%	12.1	31.8	93.0%	14.4	52.1
Arundel Road (3/1+3/2)	84.6%	5.2	30.7	101.3%	14.3	129.4
A29 Fontwell Av (4/1+4/2)	98.1%	11.5	80.8	42.8%	2.5	2.1

Table 5.4: 2031 Base + Committed Development

	Morning Peak Hour			PM Peak Hour		
	DOS	Queue (Veh)	Delay (s)	DOS	Queue (Veh)	Delay (s)
2031 Base + Committed						
A27 W Ahead (1/2 + 1/1)	88.7%	10.7	24.9	96.3%	21.0	34.1
A27 W Ahead (1/3)	66.3%	5.6	20.1	119.9%	122.7	336.9
A27 E Ahead /Left (2/2+2/1)	91.2%	13.3	29.3	102.2%	31.6	86.9
A27 E Ahead (2/3)	91.2%	13.1	34.9	94.1%	15.2	56.1
Arundel Road (3/1+3/2)	87.6%	5.9	36.2	103.0%	16.0	149.2
A29 Fontwell Av (4/1+4/2)	95.7%	9.5	65.3	42.9%	2.5	10.2

Table 5.5: 2031 Base + Committed Development + Development

	Morning Peak Hour			PM Peak Hour		
	DOS	Queue (Veh)	Delay (s)	DOS	Queue (Veh)	Delay (s)
2031 Base + Committed + Development Trips						
A27 W Ahead (1/2 + 1/1)	88.7%	10.7	24.9	96.3%	21.0	34.1
A27 W Ahead (1/3)	67.8%	5.9	20.5	122.6%	136.8	371.3
A27 E Ahead /Left (2/2+2/1)	91.2%	13.3	29.3	102.2%	31.6	86.9
A27 E Ahead (2/3)	91.2%	13.1	34.9	94.1%	15.2	56.1
Arundel Road (3/1+3/2)	94.4%	8.9	55.3	107.8%	202.5	21.2
A29 Fontwell Av (4/1+4/2)	93.9%	8.4	56.2	42.9%	2.5	10.2

Table 5.6: 2031 Base + Development Trips

	Morning Peak Hour			PM Peak Hour		
	DOS	Queue (Veh)	Delay (s)	DOS	Queue (Veh)	Delay (s)
2031 Base + Development Trips						
A27 W Ahead (1/2 + 1/1)	88.7%	10.7	24.9	96.3%	21.0	34.1
A27 W Ahead (1/3)	66.2%	5.6	20.0	119.7%	121.6	334.3
A27 E Ahead /Left (2/2+2/1)	89.5%	12.2	26.6	101.9%	31.3	86.2
A27 E Ahead (2/3)	89.6%	21.1	31.8	93.0%	14.4	52.1
Arundel Road (3/1+3/2)	90.8%	7.1	42.1	106.2%	19.5	183.2
A29 Fontwell Av (4/1+4/2)	96.8%	10.4	72.1	42.9%	2.5	10.1

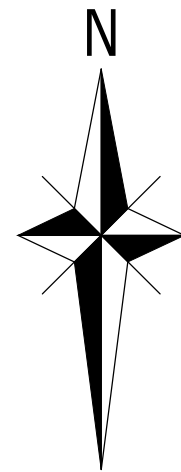
- 6.24 The results from the assessment reveal that the junction would generally be over practical capacity in both peaks in the base plus committed scenario. The AM peak would be over practical capacity on the A27 East approach and A29 south approach with a highest DoS value of 95.7% on A29 south. The PM peak is over theoretical capacity on both A27 approaches and Arundel Road, but the A29 is within practical capacity. The highest DoS value in the PM peak would be 119.9% on A27 West approach.
- 6.25 The addition of development traffic onto the committed development traffic at the A27/A29 Fontwell West roundabout would be relatively minor and would not materially or significantly change the expected operation of the proposed signalised roundabout. The AM peak would be over practical capacity on the A27 East approach, A29 south approach, with a highest DoS value of 93.7% on A29 South. In addition to this, Arundel Road would have a DoS value of 94.4%. The PM peak would be over theoretical capacity on both A27 approaches and Arundel Road, but the A29 would remain within practical capacity. The highest DoS value in the PM peak would be 122.6% on the A27 West approach.
- 6.26 The slightly inconsistent variation in DoS values on the A29 approach when comparing the with development to the committed development scenario occurs due to a complex interaction with the priority release from Arundel Road and the circulatory platoons as released from the upstream traffic signals.
- 6.27 When comparing the 2031 Base scenario (**Table 5.3**) with the 2031 Base + Development Trips scenario (**Table 5.6**) it is clear there is a minimal change in either vehicular queues or delay at this junction, with slight increases in arms which are already operating over capacity in the base scenario.

7.0 CONCLUSIONS

- 7.1 Ardent Consulting Engineers (ACE) has been appointed by Vistry Group PLC to advise on the transport aspects of the proposed development of land to the east of Tye Lane, Walberton, and to prepare this Transport Assessment Addendum (TAA).
- 7.2 Under Arun District Council (ADC) planning application reference: WA/44/17/OUT, permission was granted for a total of 175 dwellings with access taken from Yapton Lane, which forms the eastern boundary of the site. A Reserved Matters (RM) application (reference: WA/95/18/RES) was approved on the 16th April 2019 and detailed the appearance, landscaping, layout and scale.
- 7.3 Highways England (HE) have proposals to implement a bypass of the A27 around Arundel that would impact upon the consented site access arrangements for the Vistry development. As a result, this TAA has been prepared to consider the implications of adopting site access from Tye Lane in lieu of the consented site access arrangements with Yapton Lane.
- 7.4 Pre-application discussions were undertaken with WSCC to agree the scope and methodology for the assessment presented within this TAA, and the agreed approach has been adhered to including the distribution reassignment of proposed development traffic, the background traffic data to be adopted as base traffic, including the future year scenario of 2031, and also the junctions where junction capacity modelling is required.
- 7.5 Improvements are proposed to Tye Lane from the proposed site access, to the south at the junction with The Street. These comprise the provision of a new footway on the eastern side of the road to facilitate pedestrian movement to the south. However, an alternative 3.7m wide pedestrian link is provided onto Avisford Park Road.

- 7.6 Given the proposals have previously been consented, the principal of development has been established and this TAA is simply to consider the impact of revised traffic distribution associated with the consented scheme owing to a revised site access junction being required as a result of the HE proposals.
- 7.7 PICADY junction capacity modelling has been undertaken on the proposed site access and it has been demonstrated that the preliminary junction design can suitably accommodate the development traffic anticipated to use the junction.
- 7.8 PICADY junction capacity modelling has also been undertaken on the Tye Lane/The Street priority junction, which shows this operates within capacity. The modelled scenario includes a pedestrian improvement scheme to provide a footway along the eastern side of Tye Lane between the site access and existing facilities in the vicinity of The Street.
- 7.9 LINSIG junction capacity analysis show there is a minimal change in the operation of Fontwell West A27/A29 roundabout junction, which has been modelled as per the proposed future signalised works.
- 7.10 Overall, it is concluded that the development proposals would not adversely affect the performance of the local highway and public transport networks, accords with local, regional and national planning policies, and should therefore be considered acceptable on highways ground.

Drawings



VIEWPORT 1 - PROPOSED RESIDENTIAL ACCESS AT TYE LANE & VISIBILITY SPLAYS

VIEWPORT 2 - REFUSE VEHICLE ENTERING SITE

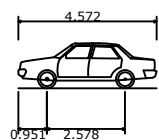
VIEWPORT 3 - REFUSE VEHICLE EXITING SITE

VIEWPORT 4 - PROPOSED EMERGENCY ACCESS AT AVISFORD PARK ROAD

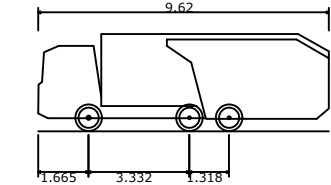
- KEY:
- SITE BOUNDARY
 - VISIBILITY SPLAYS FOR MEASURED SPEEDS (SEE NOTE 1)
 - VEGETATION TO BE REMOVED FROM VISIBILITY
 - PROPOSED FOOTWAY
 - INDICATIVE HIGHWAY BOUNDARY
 - TACTILE PAVING

- NOTES:
- JUNCTION VISIBILITY SPLAYS BASED ON SPEED SURVEYS UNDERTAKEN ON 08/01/19 RECORDING 85TH PERCENTILE SPEEDS OF 36.4MPH NORTHBOUND AND 38.9MPH SOUTHBOUND AND MIS1 PARAMETERS (1.5secs DRIVER REACTION TIME, 0.45g DECELERATION RATE, SINCE PROPORTION OF HGVs/BUSES <5%)
 - BASED ON TOPOGRAPHICAL SURVEY PREPARED BY K.A.R.Y/LANCE LIMITED FOR VISTRY HOMES LIMITED, NOVEMBER 2020.
 - HIGHWAY BOUNDARY INFORMATION BASED UPON 2020 ORDNANCE SURVEY MAPPING RECEIVED FROM WSCC ON 24/11/2020.

VEHICLES USED:



Skoda Octavia
Overall Length 4.572m
Overall Width 1.768m
Overall Body Height 1.488m
Min Body Ground Clearance 0.245m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



Phoenix 2-18W (with Elite 2 6x2RS chassis)
Overall Length 9.620m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.216m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.000m

WORK IN PROGRESS

A	VISI SPLAYS REMOVED	KI	DH	KM	30/11/20
Rev	Description	Drn	Chk	App	Date

ARDENT CONSULTING ENGINEERS

Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE
Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

worksafe consultant
www.amsand.com

SSIP
Safely Managed
Safely Managed
Safely Managed

Client
VISTRY SOUTH EAST

Project Title:
LAND EAST OF TYE LANE, WALBERTON

Drawing Title:
**PROPOSED ACCESS IMPROVEMENTS
- TYE LANE/AVISFORD PARK ROAD**

A1 Scale	Date	Designed by
AS SHOWN	20.11.2020	KI
Drawn by	Checked by	Approved by
KI	KI	KM
Drawing Number	183248-002	
Rev	A	

Appendix A
TRICS Data

Calculation Reference: AUDIT-236601-170411-0446

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	FI FIFE	1 days
	SR STIRLING	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 51 to 432 (units:)
 Range Selected by User: 50 to 500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/04/07 to 29/11/16

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

Selected survey days:

Monday	8 days
Tuesday	7 days
Wednesday	4 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	28 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	15
Edge of Town	13

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

Selected Location Sub Categories:

Residential Zone	23
No Sub Category	5

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

Secondary Filtering selection:**Use Class:**

C3	28 days
----	---------

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

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	7 days
10,001 to 15,000	6 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
100,001 to 125,000	6 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	22 days

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

Travel Plan:

Yes	2 days
No	26 days

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

PTAL Rating:

No PTAL Present	28 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	CF-03-A-02	MIXED HOUSES		CARDIFF
	DROPE ROAD			
	CARDIFF			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	196		
	Survey date: FRIDAY	05/10/07		Survey Type: MANUAL
3	CH-03-A-02	HOUSES/ FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	174		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
4	CH-03-A-06	SEMI-DET./ BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
5	CW-03-A-02	SEMI D./ DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
6	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
7	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
9	EX-03-A-01	SEMI -DET.	ESSEX
	MILTON ROAD		
	CORRINGHAM		
	STANFORD-LE-HOPE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	237	
	Survey date: TUESDAY	13/05/08	Survey Type: MANUAL
10	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
11	FI-03-A-03	MIXED HOUSES	FIFE
	WOODMILL ROAD		
	DUNFERMLINE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	155	
	Survey date: MONDAY	30/04/07	Survey Type: MANUAL
12	HC-03-A-18	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	62	
	Survey date: TUESDAY	29/11/16	Survey Type: MANUAL
13	LN-03-A-01	MIXED HOUSES	LINCOLNSHIRE
	BRANT ROAD		
	BRACEBRIDGE		
	LINCOLN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	150	
	Survey date: TUESDAY	15/05/07	Survey Type: MANUAL
14	LN-03-A-02	MIXED HOUSES	LINCOLNSHIRE
	HYKEHAM ROAD		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	186	
	Survey date: MONDAY	14/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
16	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
17	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
18	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
19	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
20	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
21	SF-03-A-01	SEMI DETACHED	SUFFOLK
	A1156 FELIXSTOWE ROAD		
	RACECOURSE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	77	
	Survey date: WEDNESDAY	23/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	SF-03-A-02	SEMI DET./ TERRACED	SUFFOLK
	STOKE PARK DRIVE		
	MAIDENHALL		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	230	
	Survey date: THURSDAY	24/05/07	Survey Type: MANUAL
23	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL
24	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
25	SR-03-A-01	DETACHED	STIRLING
	BENVUE		
	STIRLING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: MONDAY	23/04/07	Survey Type: MANUAL
26	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
27	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL
28	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	127	0.076	28	127	0.287	28	127	0.363
08:00 - 09:00	28	127	0.143	28	127	0.401	28	127	0.544
09:00 - 10:00	28	127	0.155	28	127	0.190	28	127	0.345
10:00 - 11:00	28	127	0.143	28	127	0.183	28	127	0.326
11:00 - 12:00	28	127	0.162	28	127	0.156	28	127	0.318
12:00 - 13:00	28	127	0.186	28	127	0.167	28	127	0.353
13:00 - 14:00	28	127	0.172	28	127	0.169	28	127	0.341
14:00 - 15:00	28	127	0.170	28	127	0.185	28	127	0.355
15:00 - 16:00	28	127	0.276	28	127	0.191	28	127	0.467
16:00 - 17:00	28	127	0.306	28	127	0.189	28	127	0.495
17:00 - 18:00	28	127	0.364	28	127	0.212	28	127	0.576
18:00 - 19:00	28	127	0.264	28	127	0.197	28	127	0.461
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.417			2.527			4.944

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

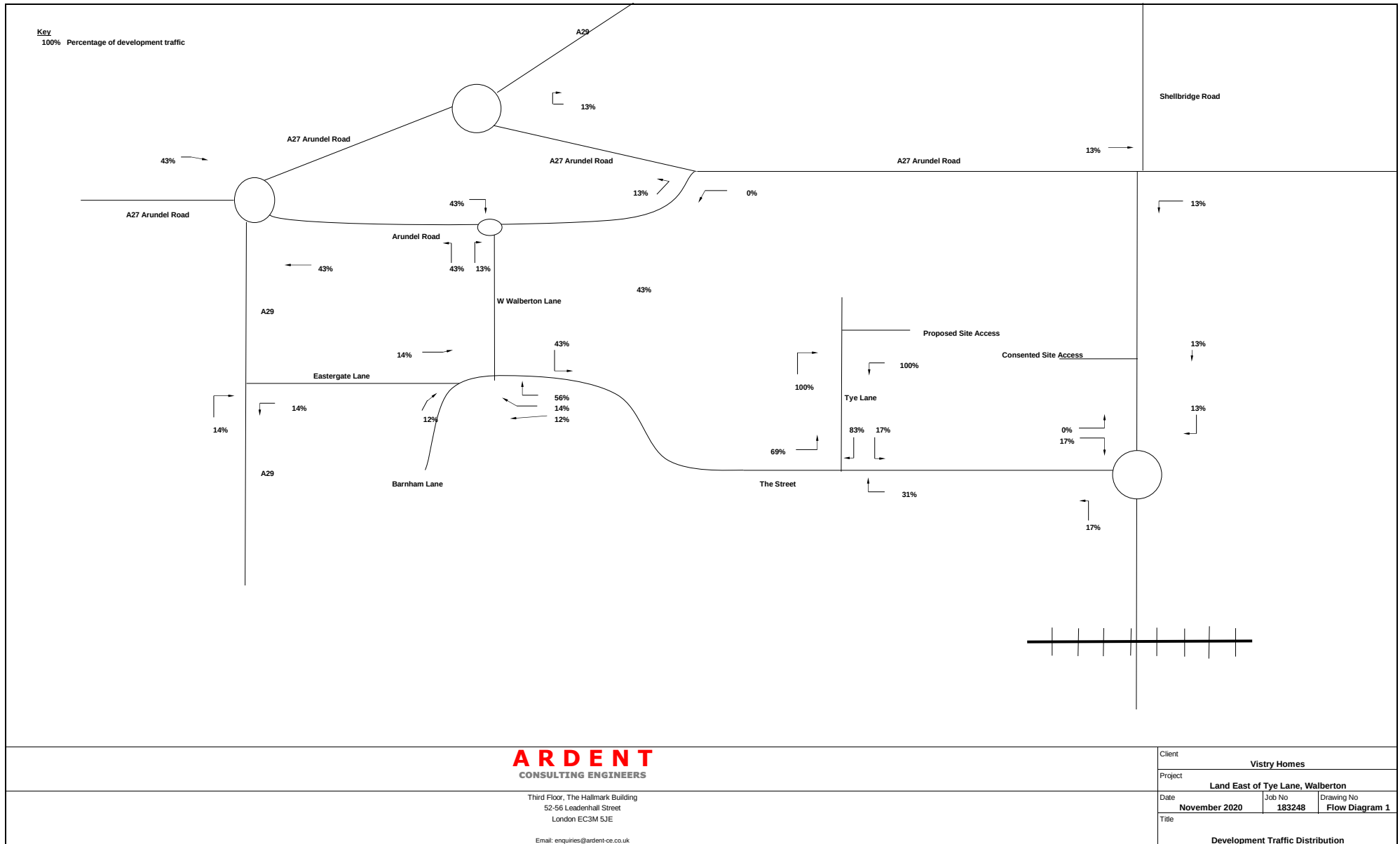
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

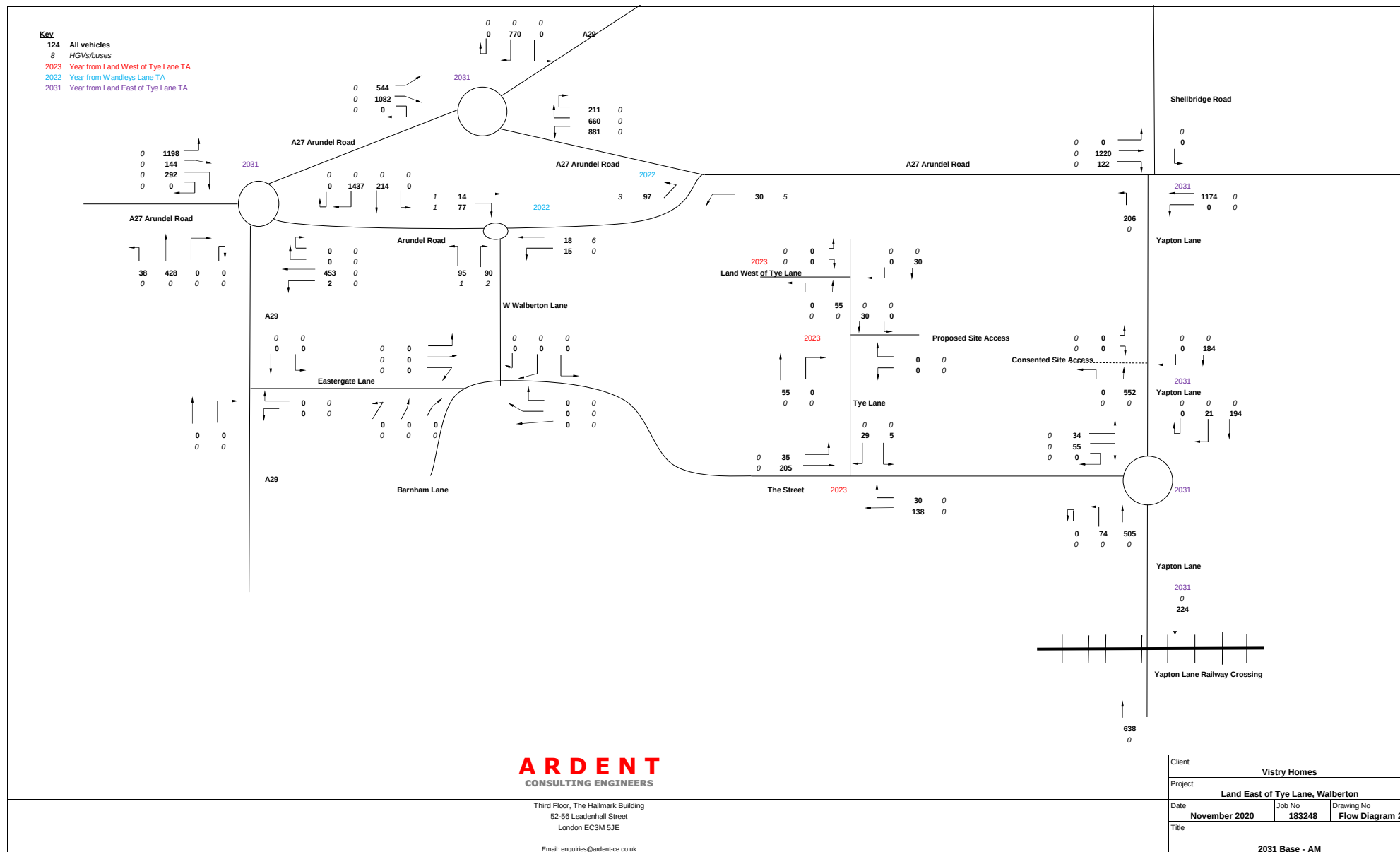
Parameter summary

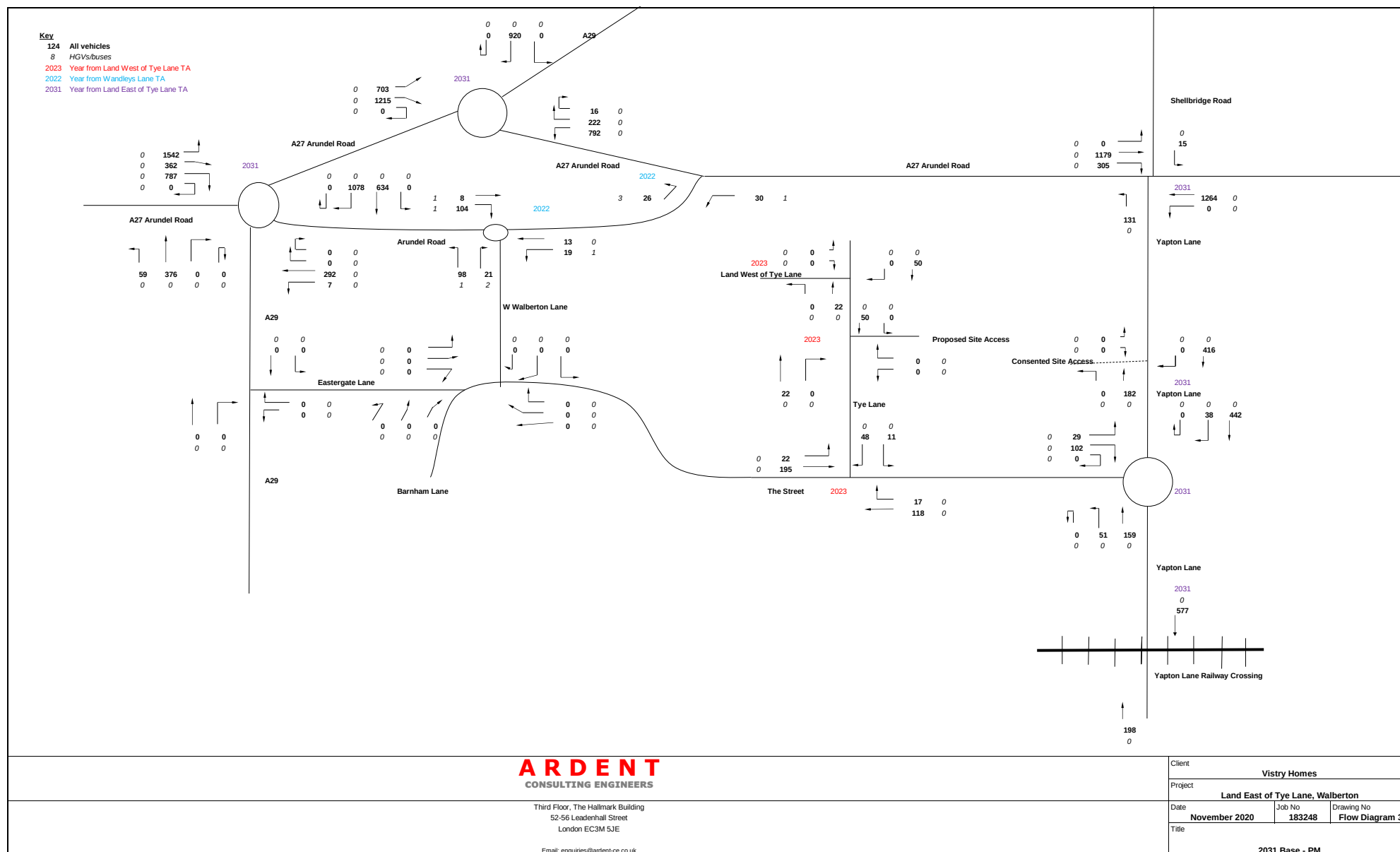
Trip rate parameter range selected: 51 - 432 (units:)
 Survey date range: 01/04/07 - 29/11/16
 Number of weekdays (Monday-Friday): 28
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

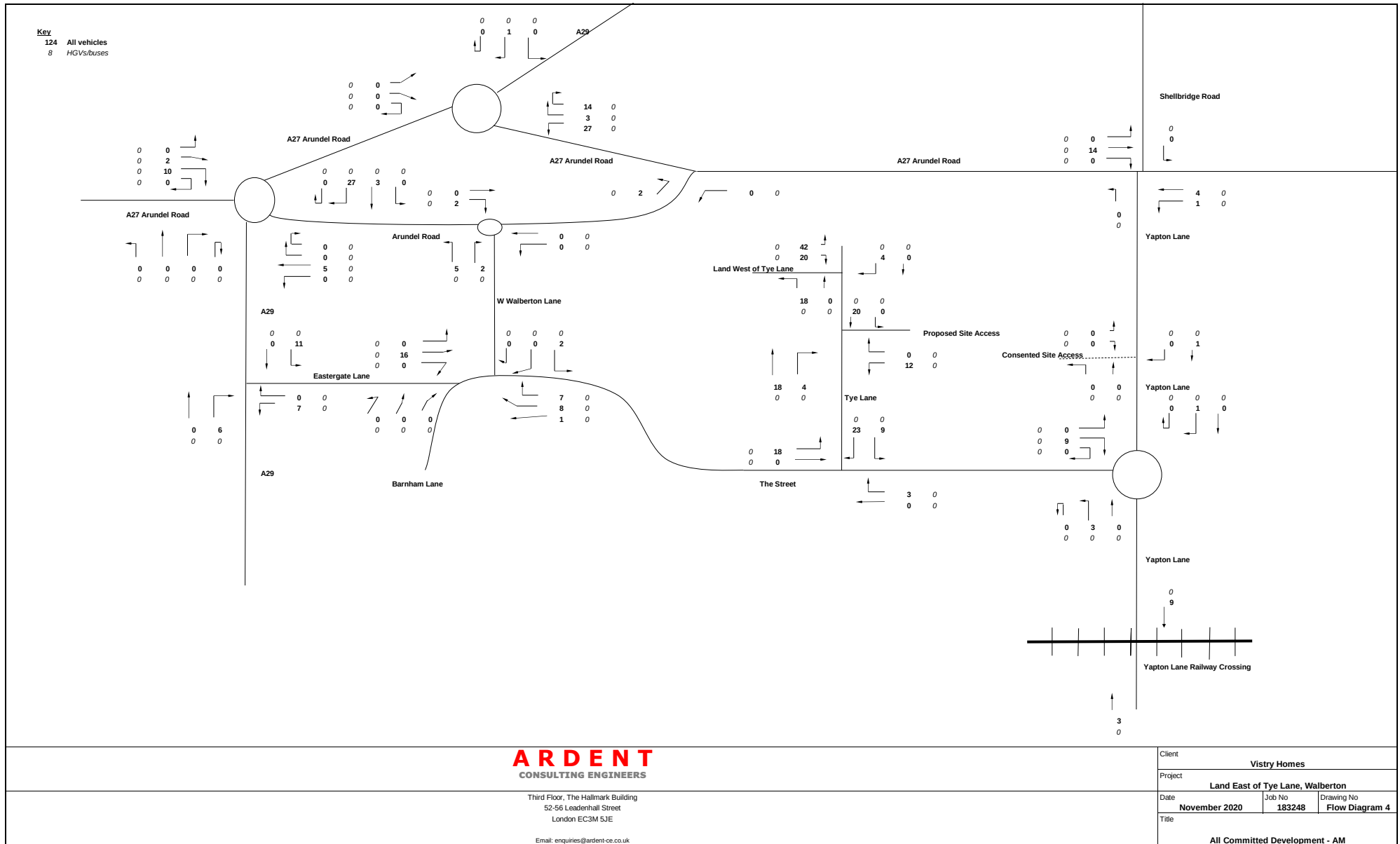
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

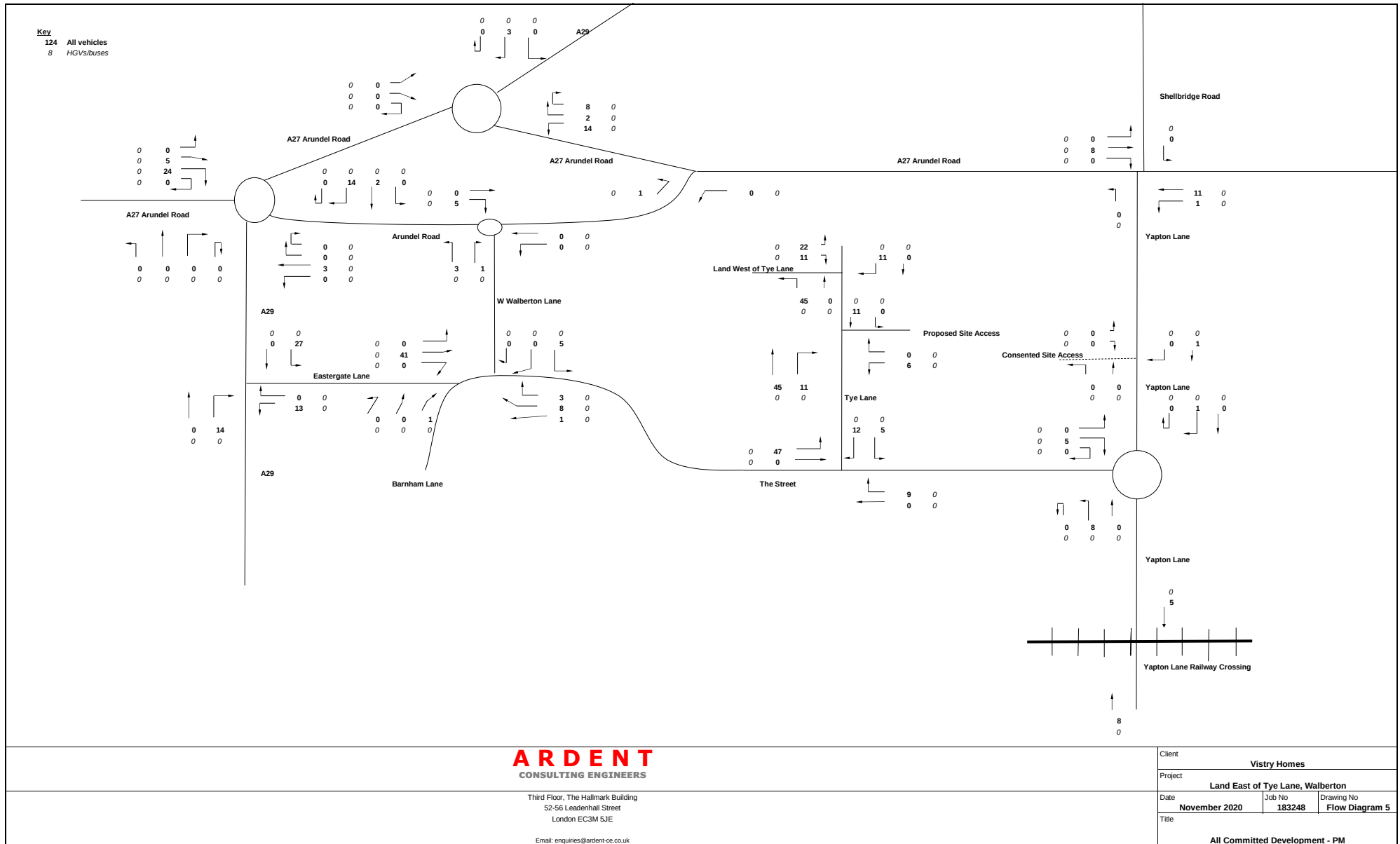
Appendix B
Traffic Flow Diagrams

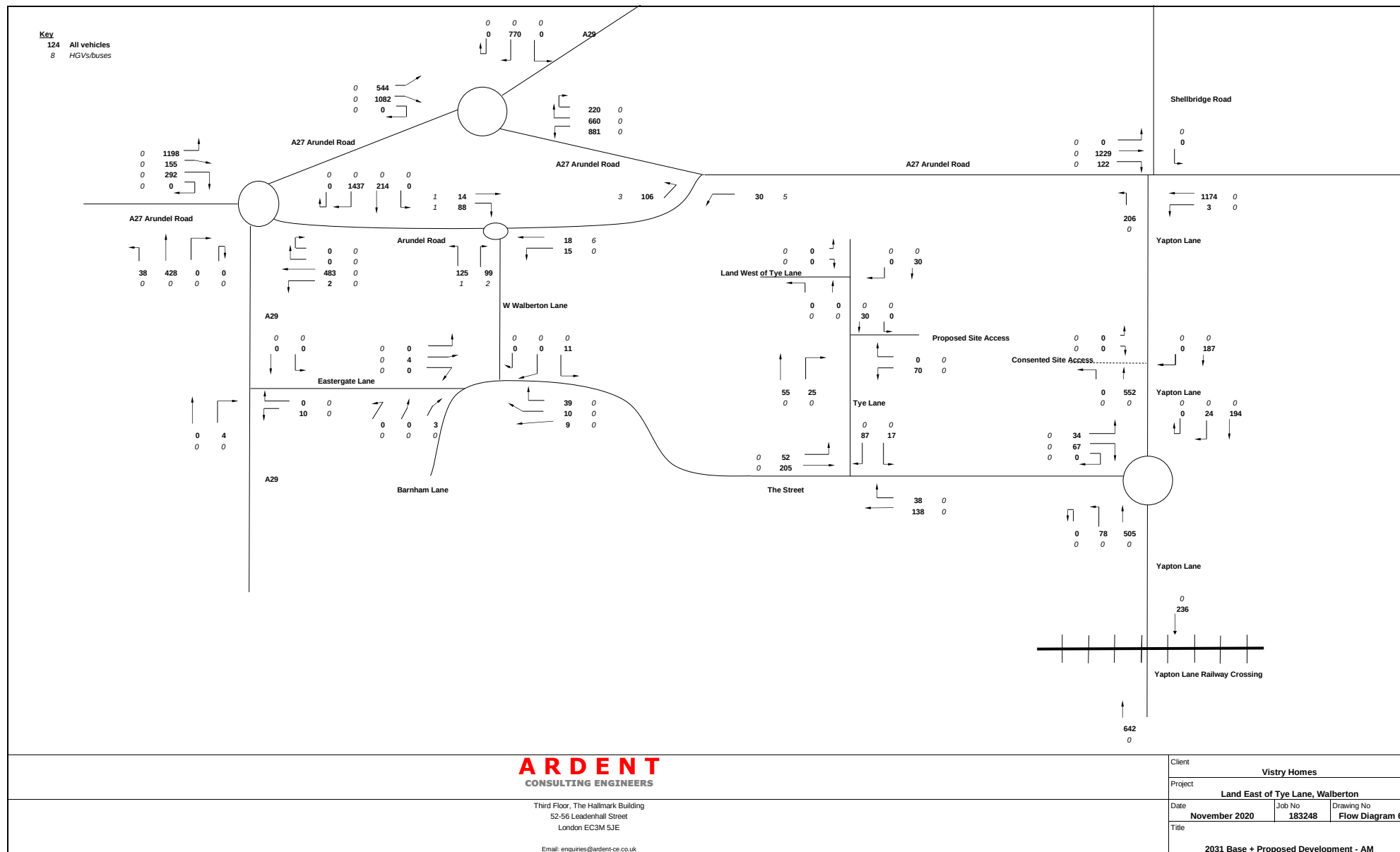


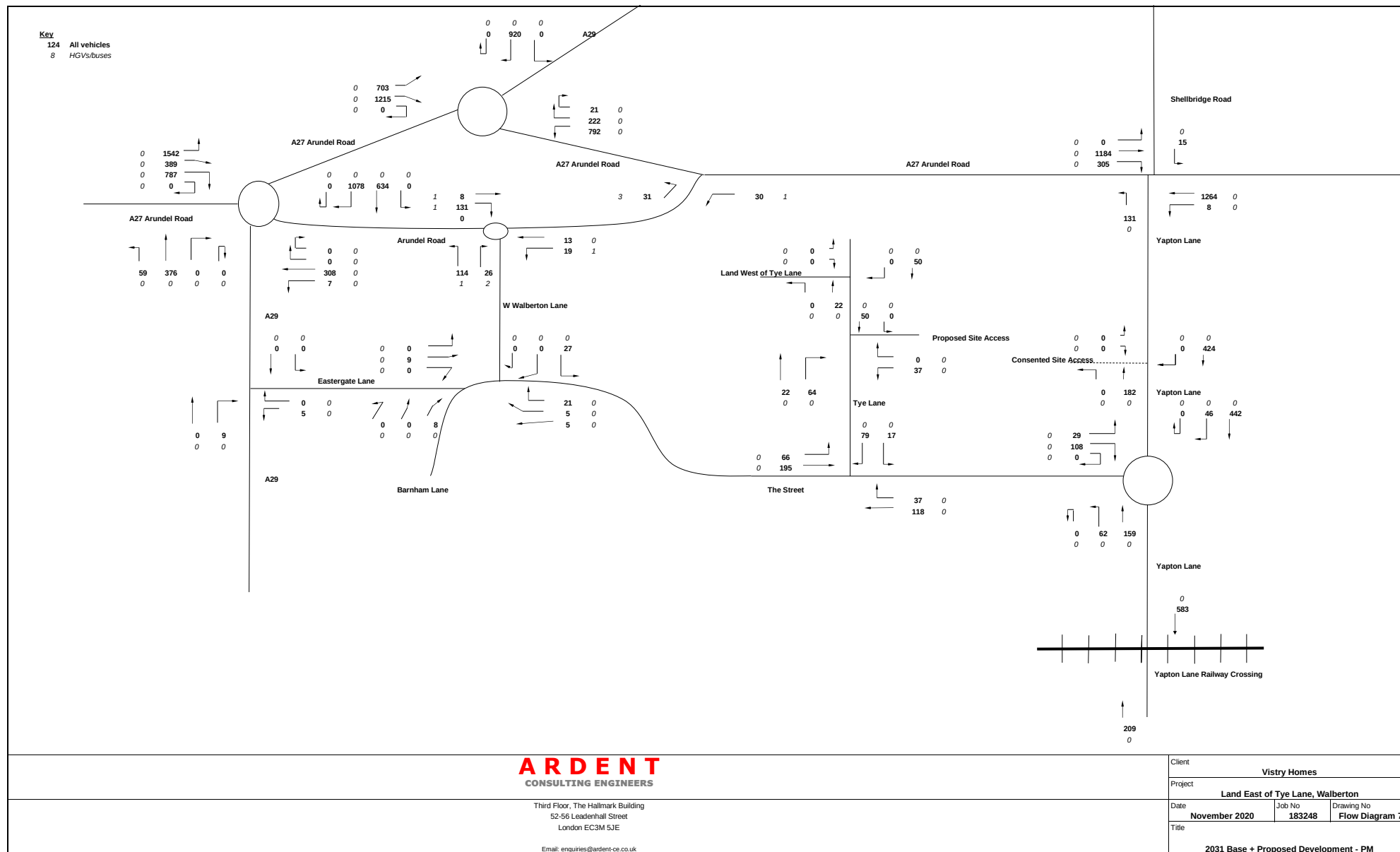


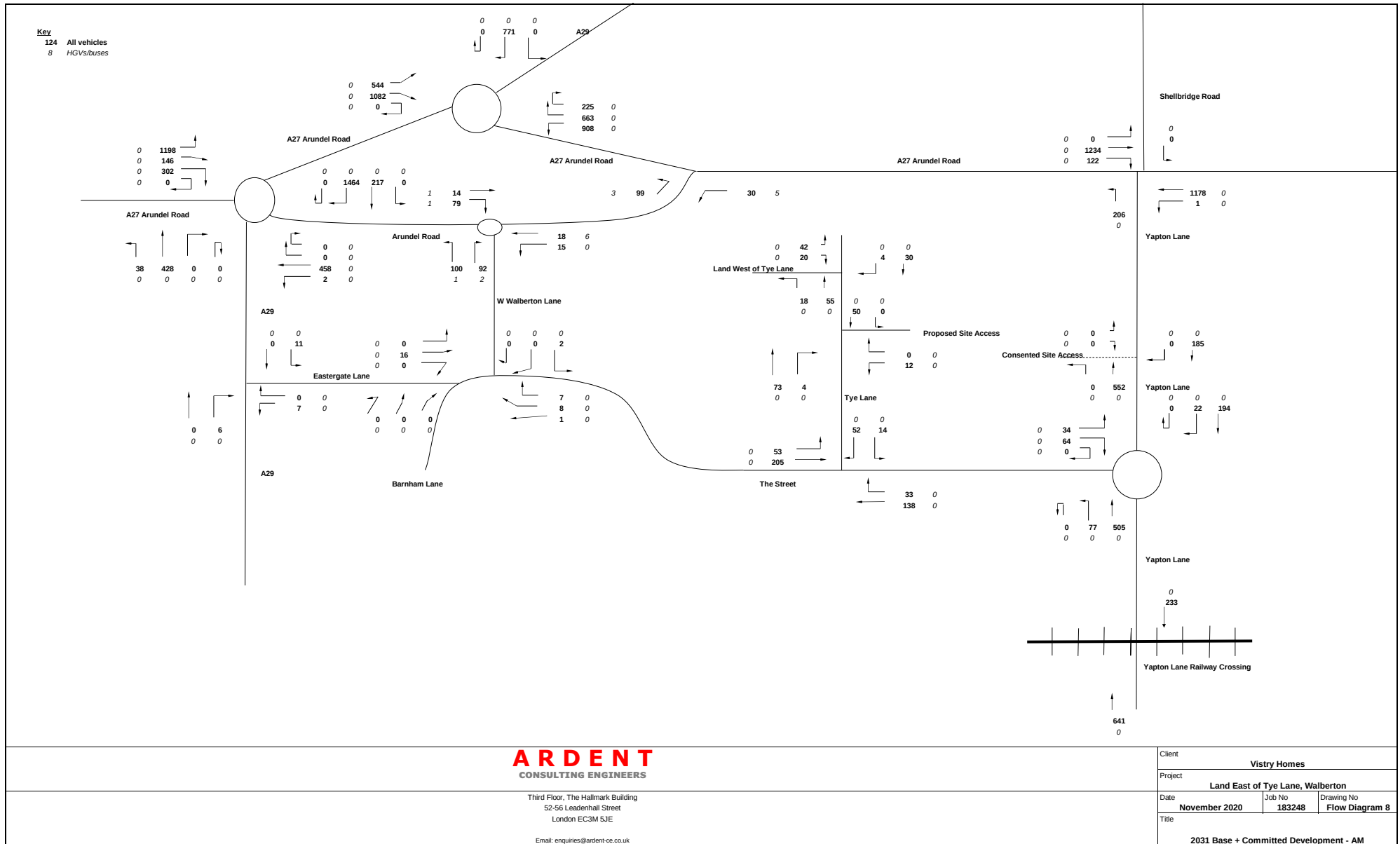


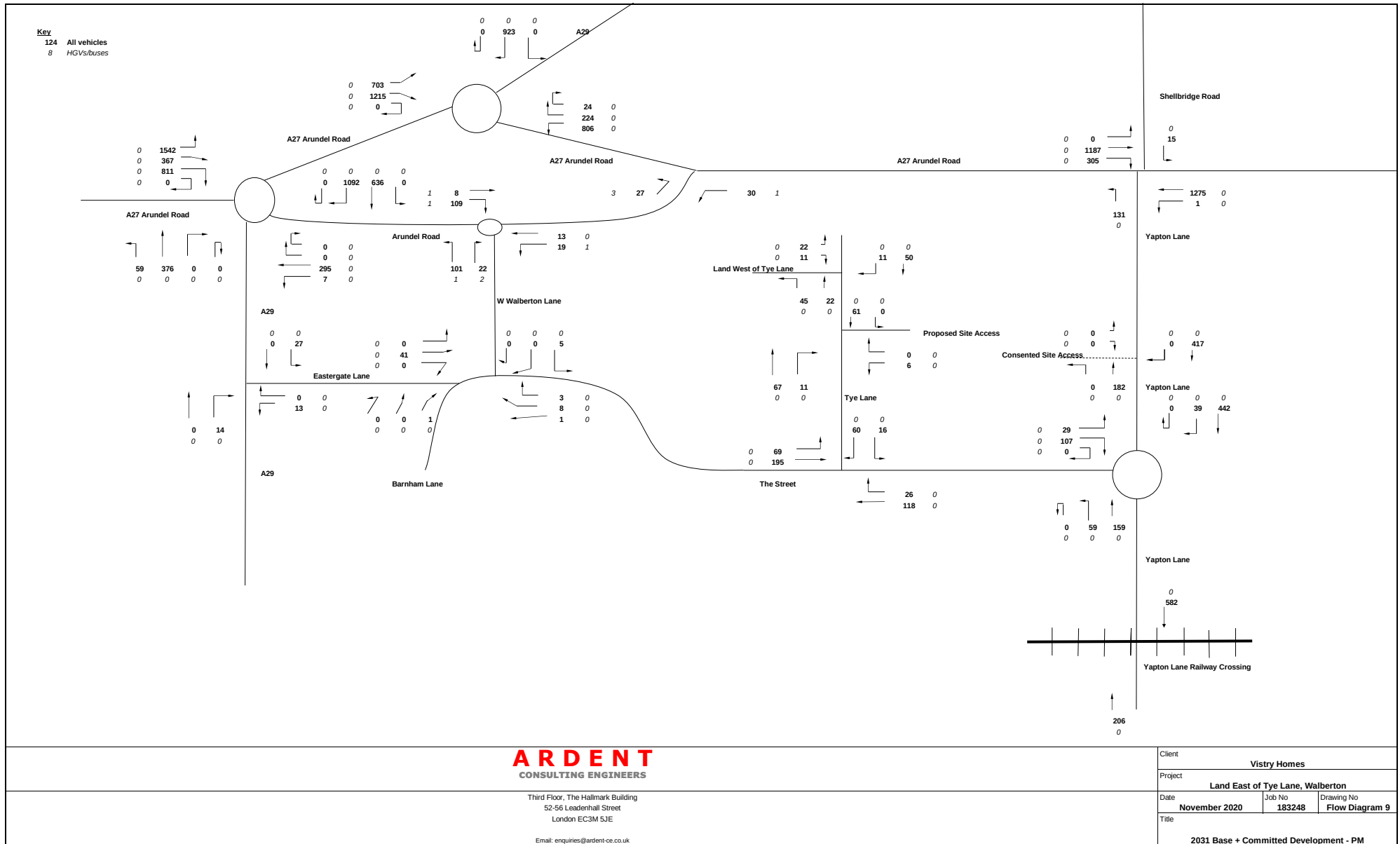


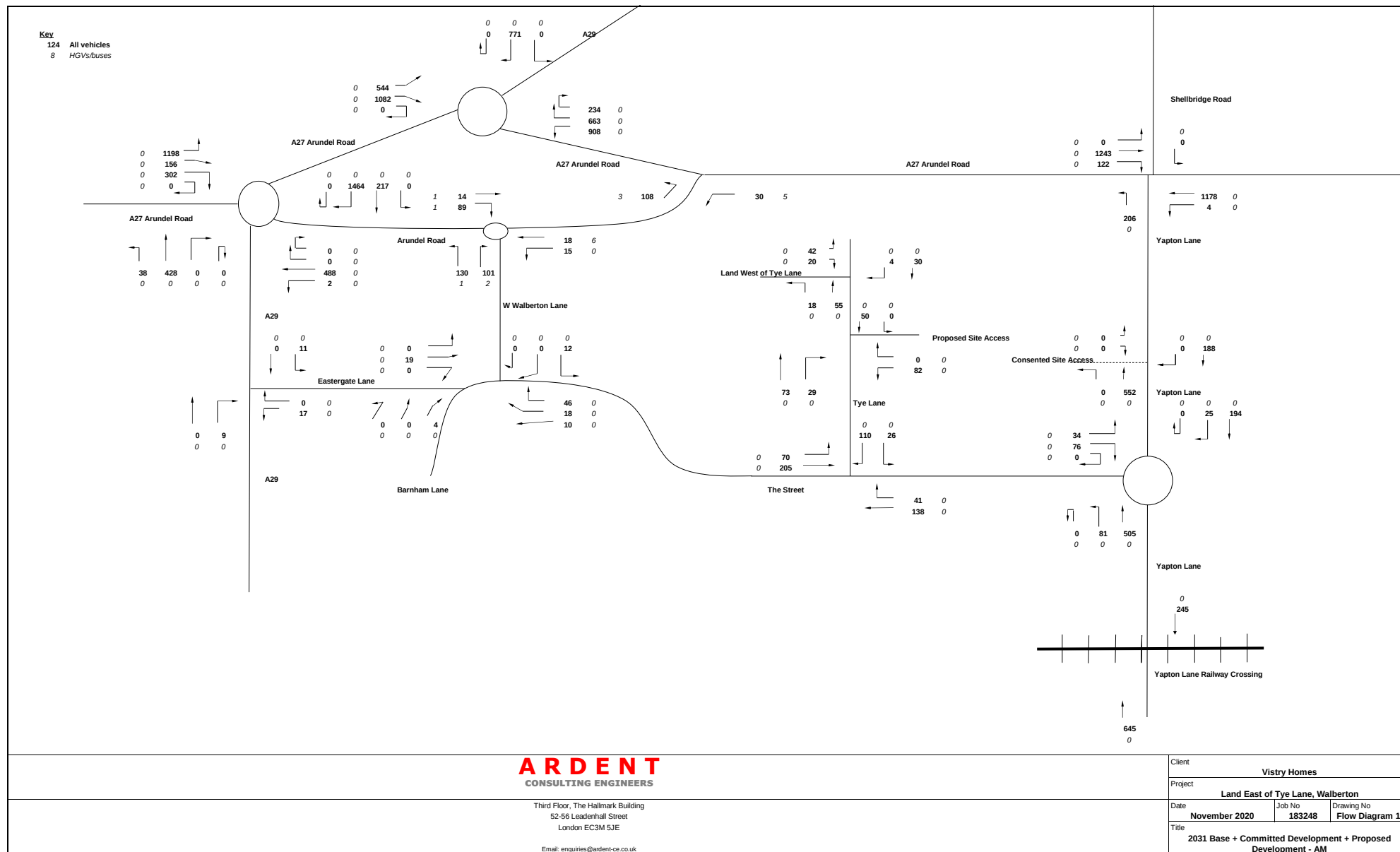


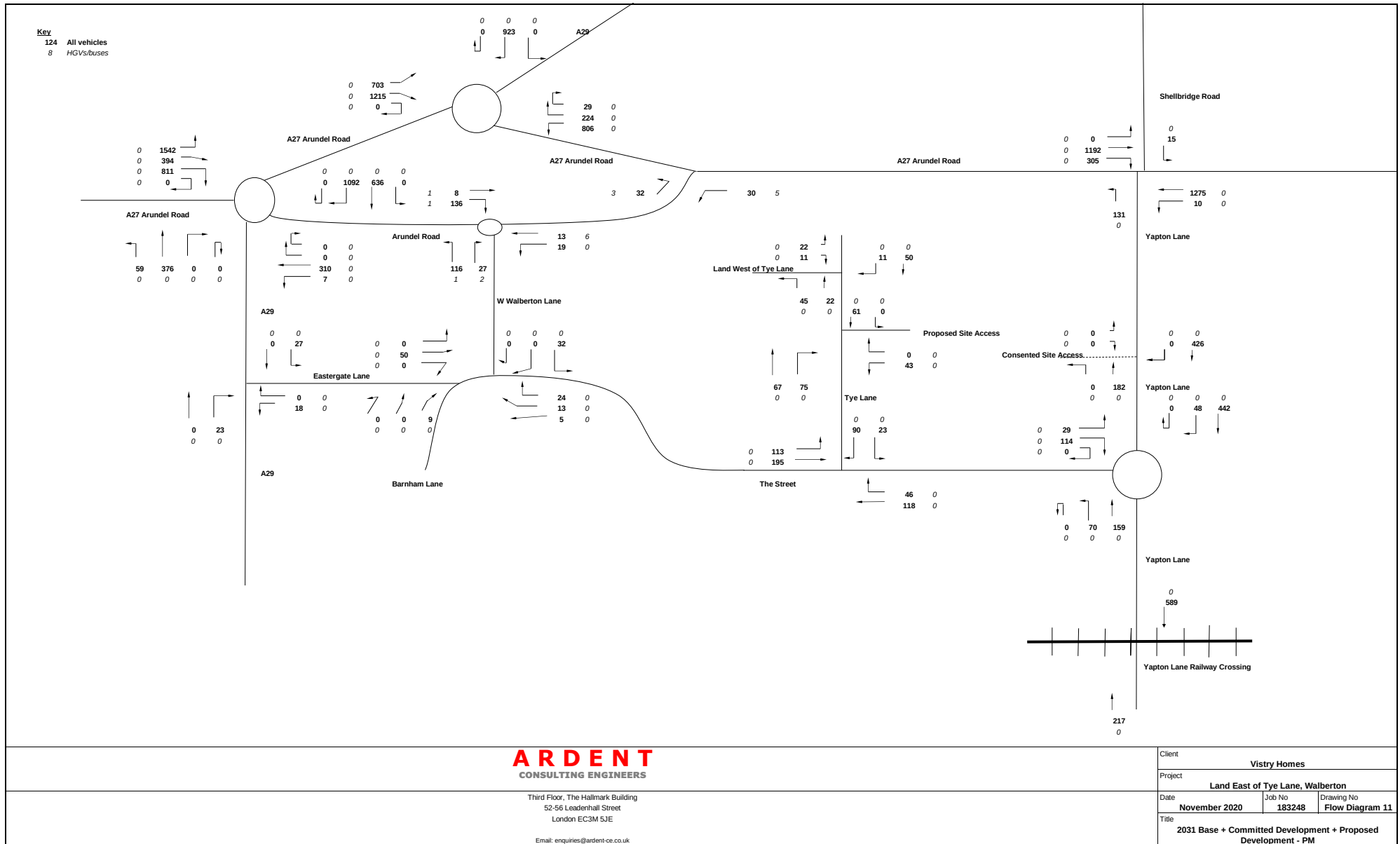












Appendix C

PICADY Output – Site Access/Tye Lane

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.1.7462 © Copyright TRL Limited, 2019										
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk										
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: Site Access PICADY.j9

Path: Y:\ARDENT PROJECTS\183248 - Lane East of Tye Lane, Walberton – DCO\Transport\PICADY

Report generation date: 27/11/2020 12:46:16

- »2031 Base , AM
- »2031 Base, PM
- »2031 Base + Com Dev, AM
- »2031 Base + Com Dev, PM
- »2031 Base + Dev + Com Dev , AM
- »2031 Base + Dev + Com Dev , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2031 Base									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 Base + Com Dev									
Stream B-C	D3	0.0	5.74	0.02	A	D4	0.0	5.71	0.01	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	5.13	0.01	A		0.0	5.21	0.02	A
	2031 Base + Dev + Com Dev									
Stream B-C	D5	0.2	6.54	0.14	A	D6	0.1	6.10	0.07	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.1	5.29	0.05	A		0.2	5.83	0.13	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	
Location	
Site number	
Date	27/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\btong
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2031 Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2031 Base + Com Dev	AM	ONE HOUR	08:00	09:30	15	✓
D4	2031 Base + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓
D5	2031 Base + Dev + Com Dev	AM	ONE HOUR	08:00	09:30	15	✓
D6	2031 Base + Dev + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2031 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Tye Lane North		Major
B	Site Access		Minor
C	Tye Lane South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.00			185.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.20	3.00	2.75	2.75	2.75		1.00	48	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	508	0.097	0.244	0.154	0.349
B-C	709	0.113	0.287	-	-
C-B	681	0.275	0.275	-	-

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)	Run automatically
D1	2031 Base	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	30	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	30
	B	0	0	0
	C	55	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					50	76
A-B					0	0
A-C					28	41

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	703	0.000	0	0.0	0.0	0.000	A
B-A	0	0	497	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	675	0.000	0	0.0	0.0	0.000	A
C-A	41	10			41				
A-B	0	0			0				
A-C	23	6			23				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	702	0.000	0	0.0	0.0	0.000	A
B-A	0	0	494	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	674	0.000	0	0.0	0.0	0.000	A
C-A	49	12			49				
A-B	0	0			0				
A-C	27	7			27				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	700	0.000	0	0.0	0.0	0.000	A
B-A	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	672	0.000	0	0.0	0.0	0.000	A
C-A	61	15			61				
A-B	0	0			0				
A-C	33	8			33				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	700	0.000	0	0.0	0.0	0.000	A
B-A	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	672	0.000	0	0.0	0.0	0.000	A
C-A	61	15			61				
A-B	0	0			0				
A-C	33	8			33				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	702	0.000	0	0.0	0.0	0.000	A
B-A	0	0	494	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	674	0.000	0	0.0	0.0	0.000	A
C-A	49	12			49				
A-B	0	0			0				
A-C	27	7			27				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	703	0.000	0	0.0	0.0	0.000	A
B-A	0	0	497	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	675	0.000	0	0.0	0.0	0.000	A
C-A	41	10			41				
A-B	0	0			0				
A-C	23	6			23				

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.00	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)	Run automatically
D2	2031 Base	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	50	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	50
	B	0	0	0
	C	22	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					20	30
A-B					0	0
A-C					46	69

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	699	0.000	0	0.0	0.0	0.000	A
B-A	0	0	497	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	671	0.000	0	0.0	0.0	0.000	A
C-A	17	4			17				
A-B	0	0			0				
A-C	38	9			38				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	697	0.000	0	0.0	0.0	0.000	A
B-A	0	0	494	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	669	0.000	0	0.0	0.0	0.000	A
C-A	20	5			20				
A-B	0	0			0				
A-C	45	11			45				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	694	0.000	0	0.0	0.0	0.000	A
B-A	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	666	0.000	0	0.0	0.0	0.000	A
C-A	24	6			24				
A-B	0	0			0				
A-C	55	14			55				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	694	0.000	0	0.0	0.0	0.000	A
B-A	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	666	0.000	0	0.0	0.0	0.000	A
C-A	24	6			24				
A-B	0	0			0				
A-C	55	14			55				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	697	0.000	0	0.0	0.0	0.000	A
B-A	0	0	494	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	669	0.000	0	0.0	0.0	0.000	A
C-A	20	5			20				
A-B	0	0			0				
A-C	45	11			45				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	699	0.000	0	0.0	0.0	0.000	A
B-A	0	0	497	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	671	0.000	0	0.0	0.0	0.000	A
C-A	17	4			17				
A-B	0	0			0				
A-C	38	9			38				

2031 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.66	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)	Run automatically
D3	2031 Base + Com Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	50	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	50
	B	0	0	12
	C	73	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	5.74	0.0	A	11	17
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	5.13	0.0	A	4	6
C-A					67	100
A-B					0	0
A-C					46	69

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	645	0.014	9	0.0	0.0	5.659	A
B-A	0	0	496	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.82	705	0.005	3	0.0	0.0	5.128	A
C-A	55	14			55				
A-B	0	0			0				
A-C	38	9			38				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	643	0.017	11	0.0	0.0	5.692	A
B-A	0	0	492	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.99	710	0.006	4	0.0	0.0	5.098	A
C-A	65	16			65				
A-B	0	0			0				
A-C	45	11			45				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	640	0.021	13	0.0	0.0	5.738	A
B-A	0	0	487	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	717	0.007	5	0.0	0.0	5.058	A
C-A	80	20			80				
A-B	0	0			0				
A-C	55	14			55				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	640	0.021	13	0.0	0.0	5.738	A
B-A	0	0	487	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	717	0.007	5	0.0	0.0	5.058	A
C-A	80	20			80				
A-B	0	0			0				
A-C	55	14			55				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	643	0.017	11	0.0	0.0	5.694	A
B-A	0	0	492	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.99	710	0.006	4	0.0	0.0	5.098	A
C-A	65	16			65				
A-B	0	0			0				
A-C	45	11			45				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	645	0.014	9	0.0	0.0	5.659	A
B-A	0	0	496	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.82	705	0.005	3	0.0	0.0	5.130	A
C-A	55	14			55				
A-B	0	0			0				
A-C	38	9			38				

2031 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.67	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)	Run automatically
D4	2031 Base + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	61	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	61
	B	0	0	6
	C	67	11	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.71	0.0	A	6	8
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.02	5.21	0.0	A	11	17
C-A					60	91
A-B					0	0
A-C					56	84

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	643	0.007	4	0.0	0.0	5.638	A
B-A	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	700	0.013	9	0.0	0.0	5.207	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	11			46				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	641	0.008	5	0.0	0.0	5.667	A
B-A	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	11	3	704	0.015	11	0.0	0.0	5.193	A
C-A	59	15			59				
A-B	0	0			0				
A-C	55	14			55				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	637	0.010	7	0.0	0.0	5.707	A
B-A	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	14	3	709	0.019	14	0.0	0.0	5.174	A
C-A	72	18			72				
A-B	0	0			0				
A-C	67	17			67				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	637	0.010	7	0.0	0.0	5.707	A
B-A	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	14	3	709	0.019	14	0.0	0.0	5.176	A
C-A	72	18			72				
A-B	0	0			0				
A-C	67	17			67				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	641	0.008	5	0.0	0.0	5.667	A
B-A	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	11	3	704	0.015	11	0.0	0.0	5.193	A
C-A	59	15			59				
A-B	0	0			0				
A-C	55	14			55				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	643	0.007	5	0.0	0.0	5.641	A
B-A	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	700	0.013	9	0.0	0.0	5.209	A
C-A	50	12			50				
A-B	0	0			0				
A-C	46	11			46				

2031 Base + Dev + Com Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		3.02	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)	Run automatically
D5	2031 Base + Dev + Com Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	50	100.000
B		ONE HOUR	✓	82	100.000
C		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	0
	B	0	0
	C	73	29

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	6.54	0.2	A	75	113
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.05	5.29	0.1	A	29	44
C-A					64	96
A-B					0	0
A-C					46	69

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	645	0.096	61	0.0	0.1	6.163	A
B-A	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	24	6	705	0.034	24	0.0	0.0	5.279	A
C-A	53	13			53				
A-B	0	0			0				
A-C	38	9			38				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	643	0.115	74	0.1	0.1	6.321	A
B-A	0	0	484	0.000	0	0.0	0.0	0.000	A
C-AB	29	7	710	0.040	29	0.0	0.0	5.284	A
C-A	63	16			63				
A-B	0	0			0				
A-C	45	11			45				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	640	0.141	90	0.1	0.2	6.540	A
B-A	0	0	478	0.000	0	0.0	0.0	0.000	A
C-AB	36	9	717	0.050	36	0.0	0.1	5.288	A
C-A	76	19			76				
A-B	0	0			0				
A-C	55	14			55				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	640	0.141	90	0.2	0.2	6.542	A
B-A	0	0	478	0.000	0	0.0	0.0	0.000	A
C-AB	36	9	717	0.050	36	0.1	0.1	5.289	A
C-A	76	19			76				
A-B	0	0			0				
A-C	55	14			55				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	643	0.115	74	0.2	0.1	6.324	A
B-A	0	0	484	0.000	0	0.0	0.0	0.000	A
C-AB	29	7	710	0.040	29	0.1	0.0	5.287	A
C-A	63	16			63				
A-B	0	0			0				
A-C	45	11			45				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	645	0.096	62	0.1	0.1	6.175	A
B-A	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	24	6	705	0.034	24	0.0	0.0	5.284	A
C-A	53	13			53				
A-B	0	0			0				
A-C	38	9			38				

2031 Base + Dev + Com Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		3.02	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)	Run automatically
D6	2031 Base + Dev + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	61	100.000
B		ONE HOUR	✓	43	100.000
C		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	61
	B	0	0	43
	C	67	75	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.10	0.1	A	39	59
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.13	5.83	0.2	A	76	113
C-A					55	82
A-B					0	0
A-C					56	84

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	643	0.050	32	0.0	0.1	5.893	A
B-A	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	61	15	700	0.087	60	0.0	0.1	5.623	A
C-A	46	12			46				
A-B	0	0			0				
A-C	46	11			46				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	641	0.060	39	0.1	0.1	5.980	A
B-A	0	0	468	0.000	0	0.0	0.0	0.000	A
C-AB	74	18	704	0.105	74	0.1	0.1	5.711	A
C-A	54	13			54				
A-B	0	0			0				
A-C	55	14			55				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	637	0.074	47	0.1	0.1	6.101	A
B-A	0	0	458	0.000	0	0.0	0.0	0.000	A
C-AB	92	23	709	0.130	92	0.1	0.2	5.833	A
C-A	64	16			64				
A-B	0	0			0				
A-C	67	17			67				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	637	0.074	47	0.1	0.1	6.101	A
B-A	0	0	458	0.000	0	0.0	0.0	0.000	A
C-AB	92	23	709	0.130	92	0.2	0.2	5.834	A
C-A	64	16			64				
A-B	0	0			0				
A-C	67	17			67				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	641	0.060	39	0.1	0.1	5.982	A
B-A	0	0	468	0.000	0	0.0	0.0	0.000	A
C-AB	74	18	704	0.105	74	0.2	0.1	5.715	A
C-A	54	13			54				
A-B	0	0			0				
A-C	55	14			55				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	643	0.050	32	0.1	0.1	5.899	A
B-A	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	61	15	700	0.087	61	0.1	0.1	5.635	A
C-A	46	12			46				
A-B	0	0			0				
A-C	46	11			46				

Appendix D

PICADY Output – Site Tye Lane/The Street

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.1.7462										
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk										
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: Tyle Lane - The Street PICADY.j9

Path: Y:\ARDENT PROJECTS\183248 - Lane East of Tyle Lane, Walberton – DCO\Transport\PICADY

Report generation date: 27/11/2020 13:00:22

»2031 Base , AM

»2031 Base, PM

»2031 Base + Com Dev, AM

»2031 Base + Com Dev, PM

»2031 Base + Dev + Com Dev , AM

»2031 Base + Dev + Com Dev , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2031 Base									
Stream B-C	D1	0.0	6.44	0.01	A	D2	0.0	6.56	0.02	A
Stream B-A		0.1	9.49	0.08	A		0.1	9.74	0.13	A
Stream C-AB		0.1	5.49	0.06	A		0.0	5.42	0.03	A
	2031 Base + Com Dev									
Stream B-C	D3	0.0	6.70	0.03	A	D4	0.0	6.76	0.03	A
Stream B-A		0.2	10.25	0.14	B		0.2	10.32	0.16	B
Stream C-AB		0.1	5.57	0.07	A		0.1	5.61	0.05	A
	2031 Base + Dev + Com Dev									
Stream B-C	D5	0.1	7.39	0.06	A	D6	0.1	7.16	0.05	A
Stream B-A		0.4	12.73	0.30	B		0.3	11.83	0.25	B
Stream C-AB		0.1	5.70	0.08	A		0.1	5.97	0.09	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	
Location	
Site number	
Date	27/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\btong
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2031 Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2031 Base + Com Dev	AM	ONE HOUR	08:00	09:30	15	✓
D4	2031 Base + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓
D5	2031 Base + Dev + Com Dev	AM	ONE HOUR	08:00	09:30	15	✓
D6	2031 Base + Dev + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2031 Base , AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tye Lane - The Street	T-Junction	Two-way		1.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	The Street West		Major
B	Tye Lane		Minor
C	The Street East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.00	3.00	2.50	2.50	2.50		1.00	17	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	495	0.086	0.218	0.137	0.311
B-C	633	0.093	0.234	-	-
C-B	661	0.245	0.245	-	-

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)	Run automatically
D1	2031 Base	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	240	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	35	205
	B	29	0	5
	C	138	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.44	0.0	A	5	7
B-A	0.08	9.49	0.1	A	27	40
C-AB	0.06	5.49	0.1	A	34	51
C-A					120	180
A-B					32	48
A-C					188	282

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	587	0.006	4	0.0	0.0	6.175	A
B-A	22	5	438	0.050	22	0.0	0.1	8.646	A
C-AB	27	7	685	0.039	26	0.0	0.1	5.466	A
C-A	100	25			100				
A-B	26	7			26				
A-C	154	39			154				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	577	0.008	4	0.0	0.0	6.282	A
B-A	26	7	427	0.061	26	0.1	0.1	8.986	A
C-AB	33	8	690	0.048	33	0.1	0.1	5.479	A
C-A	118	30			118				
A-B	31	8			31				
A-C	184	46			184				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	565	0.010	5	0.0	0.0	6.436	A
B-A	32	8	411	0.078	32	0.1	0.1	9.486	A
C-AB	42	11	698	0.061	42	0.1	0.1	5.491	A
C-A	143	36			143				
A-B	39	10			39				
A-C	226	56			226				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	1	565	0.010	6	0.0	0.0	6.437	A
B-A	32	8	411	0.078	32	0.1	0.1	9.491	A
C-AB	42	11	698	0.061	42	0.1	0.1	5.495	A
C-A	143	36			143				
A-B	39	10			39				
A-C	226	56			226				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	577	0.008	5	0.0	0.0	6.283	A
B-A	26	7	427	0.061	26	0.1	0.1	8.991	A
C-AB	33	8	690	0.048	33	0.1	0.1	5.481	A
C-A	118	30			118				
A-B	31	8			31				
A-C	184	46			184				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.94	587	0.006	4	0.0	0.0	6.176	A
B-A	22	5	438	0.050	22	0.1	0.1	8.658	A
C-AB	27	7	685	0.039	27	0.1	0.1	5.472	A
C-A	100	25			100				
A-B	26	7			26				
A-C	154	39			154				

2031 Base, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tye Lane - The Street	T-Junction	Two-way		1.58	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)	Run automatically
D2	2031 Base	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	217	100.000
B		ONE HOUR	✓	59	100.000
C		ONE HOUR	✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	22	195
	B	48	0	11
	C	118	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	6.56	0.0	A	10	15
B-A	0.13	9.74	0.1	A	44	66
C-AB	0.03	5.42	0.0	A	19	28
C-A					105	158
A-B					20	30
A-C					179	268

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	584	0.014	8	0.0	0.0	6.247	A
B-A	36	9	445	0.081	36	0.0	0.1	8.783	A
C-AB	15	4	679	0.022	15	0.0	0.0	5.418	A
C-A	87	22			87				
A-B	17	4			17				
A-C	147	37			147				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	575	0.017	10	0.0	0.0	6.374	A
B-A	43	11	436	0.099	43	0.1	0.1	9.167	A
C-AB	18	5	683	0.027	18	0.0	0.0	5.413	A
C-A	103	26			103				
A-B	20	5			20				
A-C	175	44			175				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	561	0.022	12	0.0	0.0	6.559	A
B-A	53	13	422	0.125	53	0.1	0.1	9.736	A
C-AB	23	6	689	0.034	23	0.0	0.0	5.407	A
C-A	126	31			126				
A-B	24	6			24				
A-C	215	54			215				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	561	0.022	12	0.0	0.0	6.560	A
B-A	53	13	422	0.125	53	0.1	0.1	9.742	A
C-AB	23	6	689	0.034	23	0.0	0.0	5.410	A
C-A	126	31			126				
A-B	24	6			24				
A-C	215	54			215				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	574	0.017	10	0.0	0.0	6.378	A
B-A	43	11	436	0.099	43	0.1	0.1	9.178	A
C-AB	18	5	683	0.027	18	0.0	0.0	5.414	A
C-A	103	26			103				
A-B	20	5			20				
A-C	175	44			175				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	584	0.014	8	0.0	0.0	6.252	A
B-A	36	9	445	0.081	36	0.1	0.1	8.803	A
C-AB	15	4	679	0.022	15	0.0	0.0	5.421	A
C-A	87	22			87				
A-B	17	4			17				
A-C	147	37			147				

2031 Base + Com Dev, AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tye Lane - The Street	T-Junction	Two-way		1.72	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)	Run automatically
D3	2031 Base + Com Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	258	100.000
B		ONE HOUR	✓	66	100.000
C		ONE HOUR	✓	171	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	53	205
	B	52	0	14
	C	138	33	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	6.70	0.0	A	13	19
B-A	0.14	10.25	0.2	B	48	72
C-AB	0.07	5.57	0.1	A	37	56
C-A					120	179
A-B					49	73
A-C					188	282

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	579	0.018	10	0.0	0.0	6.330	A
B-A	39	10	436	0.090	39	0.0	0.1	9.058	A
C-AB	29	7	682	0.043	29	0.0	0.1	5.514	A
C-A	99	25			99				
A-B	40	10			40				
A-C	154	39			154				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	568	0.022	13	0.0	0.0	6.478	A
B-A	47	12	424	0.110	47	0.1	0.1	9.530	A
C-AB	36	9	686	0.053	36	0.1	0.1	5.538	A
C-A	117	29			117				
A-B	48	12			48				
A-C	184	46			184				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	553	0.028	15	0.0	0.0	6.699	A
B-A	57	14	408	0.140	57	0.1	0.2	10.242	B
C-AB	47	12	693	0.067	46	0.1	0.1	5.568	A
C-A	142	35			142				
A-B	58	15			58				
A-C	226	56			226				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	553	0.028	15	0.0	0.0	6.700	A
B-A	57	14	408	0.140	57	0.2	0.2	10.250	B
C-AB	47	12	693	0.067	47	0.1	0.1	5.567	A
C-A	142	35			142				
A-B	58	15			58				
A-C	226	56			226				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	568	0.022	13	0.0	0.0	6.480	A
B-A	47	12	424	0.110	47	0.2	0.1	9.544	A
C-AB	36	9	687	0.053	36	0.1	0.1	5.540	A
C-A	117	29			117				
A-B	48	12			48				
A-C	184	46			184				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	579	0.018	11	0.0	0.0	6.332	A
B-A	39	10	436	0.090	39	0.1	0.1	9.080	A
C-AB	29	7	682	0.043	29	0.1	0.1	5.521	A
C-A	99	25			99				
A-B	40	10			40				
A-C	154	39			154				

2031 Base + Com Dev, 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tye Lane - The Street	T-Junction	Two-way		1.86	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)	Run automatically
D4	2031 Base + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	264	100.000
B		ONE HOUR	✓	76	100.000
C		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	69	195
	B	60	0	16
	C	118	26	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	6.76	0.0	A	15	22
B-A	0.16	10.32	0.2	B	55	83
C-AB	0.05	5.61	0.1	A	29	43
C-A					104	155
A-B					63	95
A-C					179	268

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	578	0.021	12	0.0	0.0	6.363	A
B-A	45	11	440	0.103	45	0.0	0.1	9.093	A
C-AB	23	6	671	0.034	22	0.0	0.0	5.550	A
C-A	86	21			86				
A-B	52	13			52				
A-C	147	37			147				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	566	0.025	14	0.0	0.0	6.521	A
B-A	54	13	429	0.126	54	0.1	0.1	9.580	A
C-AB	28	7	673	0.041	28	0.0	0.1	5.578	A
C-A	102	25			102				
A-B	62	16			62				
A-C	175	44			175				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	550	0.032	18	0.0	0.0	6.758	A
B-A	66	17	415	0.159	66	0.1	0.2	10.313	B
C-AB	35	9	677	0.052	35	0.1	0.1	5.612	A
C-A	123	31			123				
A-B	76	19			76				
A-C	215	54			215				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	550	0.032	18	0.0	0.0	6.759	A
B-A	66	17	415	0.159	66	0.2	0.2	10.324	B
C-AB	35	9	677	0.052	35	0.1	0.1	5.612	A
C-A	123	31			123				
A-B	76	19			76				
A-C	215	54			215				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	566	0.025	14	0.0	0.0	6.523	A
B-A	54	13	429	0.126	54	0.2	0.1	9.595	A
C-AB	28	7	673	0.041	28	0.1	0.1	5.580	A
C-A	102	25			102				
A-B	62	16			62				
A-C	175	44			175				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	578	0.021	12	0.0	0.0	6.368	A
B-A	45	11	440	0.103	45	0.1	0.1	9.120	A
C-AB	23	6	671	0.034	23	0.1	0.0	5.554	A
C-A	86	21			86				
A-B	52	13			52				
A-C	147	37			147				

2031 Base + Dev + Com Dev , AM

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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tye Lane - The Street	T-Junction	Two-way		3.19	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)	Run automatically
D5	2031 Base + Dev + Com Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	275	100.000
B		ONE HOUR	✓	136	100.000
C		ONE HOUR	✓	179	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	70	205
	B	110	0	26
	C	138	41	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	7.39	0.1	A	24	36
B-A	0.30	12.73	0.4	B	101	151
C-AB	0.08	5.70	0.1	A	47	70
C-A					118	177
A-B					64	96
A-C					188	282

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	560	0.035	19	0.0	0.0	6.659	A
B-A	83	21	433	0.191	82	0.0	0.2	10.232	B
C-AB	36	9	679	0.054	36	0.0	0.1	5.601	A
C-A	98	25			98				
A-B	53	13			53				
A-C	154	39			154				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	543	0.043	23	0.0	0.0	6.933	A
B-A	99	25	421	0.235	99	0.2	0.3	11.169	B
C-AB	45	11	683	0.066	45	0.1	0.1	5.645	A
C-A	116	29			116				
A-B	63	16			63				
A-C	184	46			184				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	516	0.055	29	0.0	0.1	7.382	A
B-A	121	30	404	0.300	121	0.3	0.4	12.692	B
C-AB	58	14	689	0.084	58	0.1	0.1	5.703	A
C-A	139	35			139				
A-B	77	19			77				
A-C	226	56			226				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	516	0.055	29	0.1	0.1	7.387	A
B-A	121	30	404	0.300	121	0.4	0.4	12.733	B
C-AB	58	15	689	0.084	58	0.1	0.1	5.705	A
C-A	139	35			139				
A-B	77	19			77				
A-C	226	56			226				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	542	0.043	23	0.1	0.0	6.940	A
B-A	99	25	421	0.235	99	0.4	0.3	11.224	B
C-AB	45	11	683	0.066	45	0.1	0.1	5.646	A
C-A	116	29			116				
A-B	63	16			63				
A-C	184	46			184				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	559	0.035	20	0.0	0.0	6.673	A
B-A	83	21	433	0.191	83	0.3	0.2	10.305	B
C-AB	37	9	679	0.054	37	0.1	0.1	5.606	A
C-A	98	25			98				
A-B	53	13			53				
A-C	154	39			154				

2031 Base + Dev + Com Dev , 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. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tye Lane - The Street	T-Junction	Two-way		2.67	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)	Run automatically
D6	2031 Base + Dev + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	308	100.000
B		ONE HOUR	✓	113	100.000
C		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	113	195
	B	90	0	23
	C	118	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.16	0.1	A	21	32
B-A	0.25	11.83	0.3	B	83	124
C-AB	0.09	5.97	0.1	A	51	76
C-A					100	150
A-B					104	156
A-C					179	268

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	565	0.031	17	0.0	0.0	6.565	A
B-A	68	17	433	0.157	67	0.0	0.2	9.828	A
C-AB	40	10	663	0.060	40	0.0	0.1	5.772	A
C-A	83	21			83				
A-B	85	21			85				
A-C	147	37			147				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	550	0.038	21	0.0	0.0	6.795	A
B-A	81	20	420	0.192	81	0.2	0.2	10.592	B
C-AB	49	12	664	0.074	49	0.1	0.1	5.853	A
C-A	98	25			98				
A-B	102	25			102				
A-C	175	44			175				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	528	0.048	25	0.0	0.0	7.157	A
B-A	99	25	404	0.246	99	0.2	0.3	11.799	B
C-AB	63	16	666	0.095	63	0.1	0.1	5.969	A
C-A	118	29			118				
A-B	124	31			124				
A-C	215	54			215				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	528	0.048	25	0.0	0.1	7.160	A
B-A	99	25	403	0.246	99	0.3	0.3	11.826	B
C-AB	63	16	666	0.095	63	0.1	0.1	5.971	A
C-A	118	29			118				
A-B	124	31			124				
A-C	215	54			215				

18:00 - 18:15

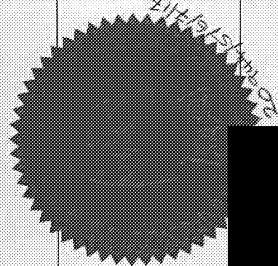
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	550	0.038	21	0.1	0.0	6.800	A
B-A	81	20	420	0.193	81	0.3	0.2	10.627	B
C-AB	49	12	664	0.074	49	0.1	0.1	5.857	A
C-A	98	25			98				
A-B	102	25			102				
A-C	175	44			175				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	565	0.031	17	0.0	0.0	6.573	A
B-A	68	17	432	0.157	68	0.2	0.2	9.882	A
C-AB	40	10	663	0.060	40	0.1	0.1	5.782	A
C-A	83	21			83				
A-B	85	21			85				
A-C	147	37			147				

Appendix E

A27/A29 Fontwell West Roundabout Improvement Scheme



1. DESIGNED IN ACCORDANCE WITH DMRB TD 50/04.
2. BASE JUNCTION IMPROVEMENTS (DRAWING 1186-05) AGREED WITH HIGHWAYS ENGLAND.
3. VEGETATION MAINTENANCE ON ARUNDEL ROAD (MINOR ARM) TO BE PROVIDED WHERE NECESSARY TO RESTORE FOOTWAY WIDTH.
4. PROPOSED DRAINAGE SCHEME FOR THE ADDITIONAL APPROACH LANE WILL COMPRISE AN EXTENSION OF THE POSITIVE DRAINAGE SYSTEM WITH A KERB AND GULLY SYSTEM LINKING INTO THE EXISTING GULLY POTS TOWARDS THE A27/A29 JUNCTION. ALL NEW GULLIES WILL BE LOCATED AT THE EDGE OF CARRIAGEWAY OUTSIDE OF RUNNING LANES. EXACT DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE.
5. TRAFFIC SIGN NO. 543 TO BE PROVIDED IN ACCORDANCE WITH TSRGD SET BACK 245m FROM STOP LINE.
6. RRAP ASSESSMENT TO BE UNDERTAKEN FOR A27 SOUTHWEST ROUND APPROACH TO DETERMINE NEED FOR VEHICLE RESTRAINT SYSTEM.
7. SIGNAL HOODS TO BE FITTED.

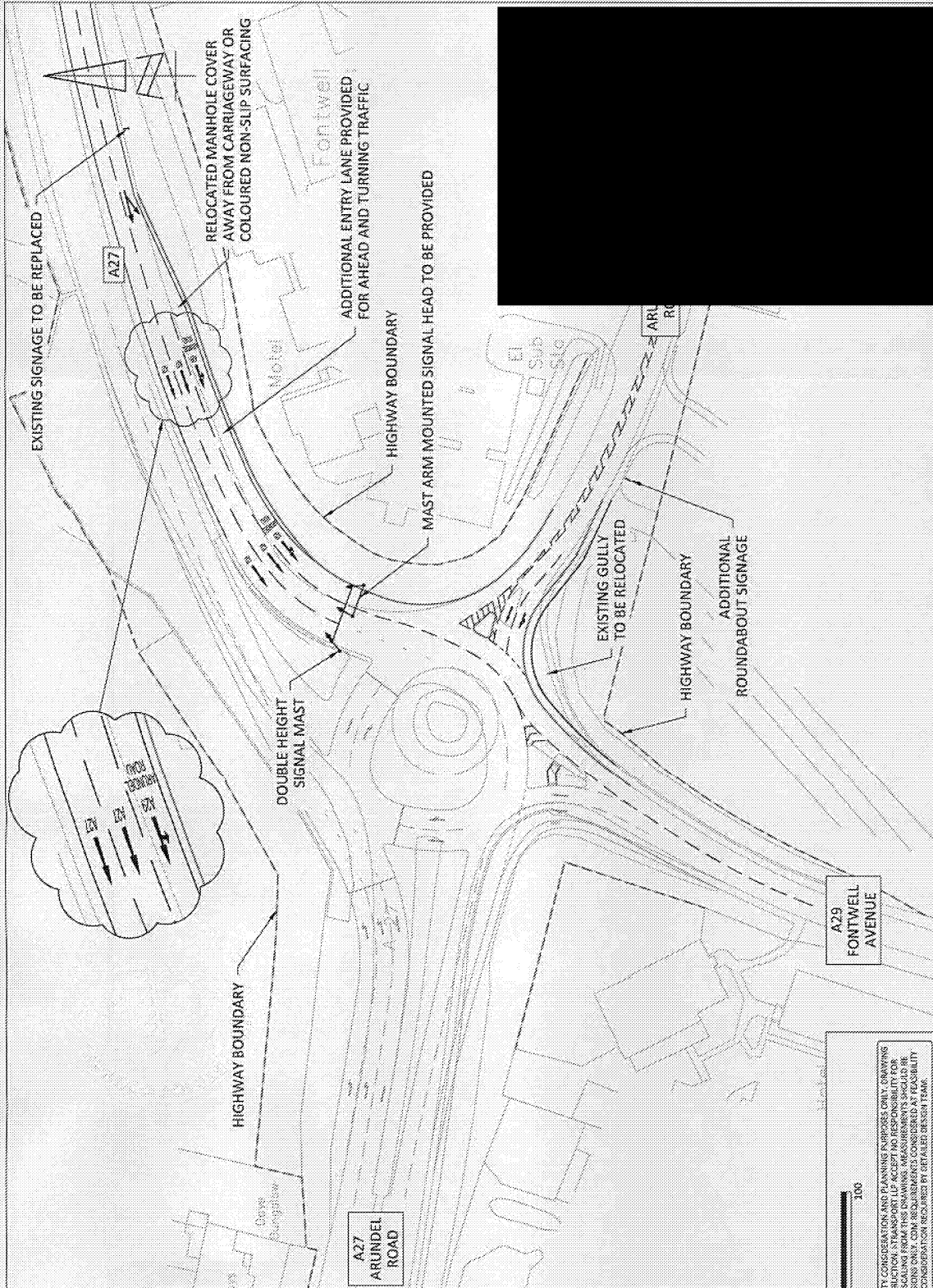


REPRODUCED FROM THE ORIGINATE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. THIS DRAWING IS THE PROPERTY OF TRANSPORT FOR ARUN DISTRICT COUNCIL. IT IS TO BE USED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWINGS NOT TO BE USED FOR CONSTRUCTION. TRANSPORT FOR ARUN DISTRICT COUNCIL ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN USING THIS DRAWING. DRAWINGS SHOULD BE USED IN CONJUNCTION WITH THE PROJECT DESCRIPTION AND SPECIFICATION. TRANSPORT FOR ARUN DISTRICT COUNCIL IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED IN THIS DRAWING. STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

FOR PLANNING		SYNO:		DATE		SY		DESCRIPTION	
REV	DATE	SY	DESCRIPTION	REV	DATE	SY	DESCRIPTION	REV	DATE
C	30.08.17	MC	UPDATES AS PER STAGE 1 RSA COMMENTS	MC	TW	MC	TW	MC	TW
B	22.08.17	MC	MINOR AMENDMENTS	MC	TW	MC	TW	MC	TW
A	11.07.17	AB	MINOR AMENDMENTS	MC	TW	MC	TW	MC	TW

2-Transport

Grove House, Liphens Cross, Chichester
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640 Fax: 01256 338644
www.2transport.co.uk



SCALE @ AS		DATE		REV	
REV	DATE	SY	DESCRIPTION	REV	DATE
ITB11324	23.05.17	SH		ITB11324	23.05.17
ITB11324	23.05.17	SH		ITB11324	23.05.17
ITB11324	23.05.17	SH		ITB11324	23.05.17

TITLE		CLIENT		PROJECT	
A27 / A29 / FONTWELL AVENUE - POTENTIAL FURTHER JUNCTION IMPROVEMENT - SHEET 1 OF 3		LAND EAST OF THE LANE, WALBERTON		WATES DEVELOPMENTS	
A27 / A29 / FONTWELL AVENUE - POTENTIAL FURTHER JUNCTION IMPROVEMENT - SHEET 1 OF 3		LAND EAST OF THE LANE, WALBERTON		WATES DEVELOPMENTS	

SCALE @ AS		DATE		REV	
REV	DATE	SY	DESCRIPTION	REV	DATE
ITB11324	23.05.17	SH		ITB11324	23.05.17
ITB11324	23.05.17	SH		ITB11324	23.05.17
ITB11324	23.05.17	SH		ITB11324	23.05.17

Appendix F

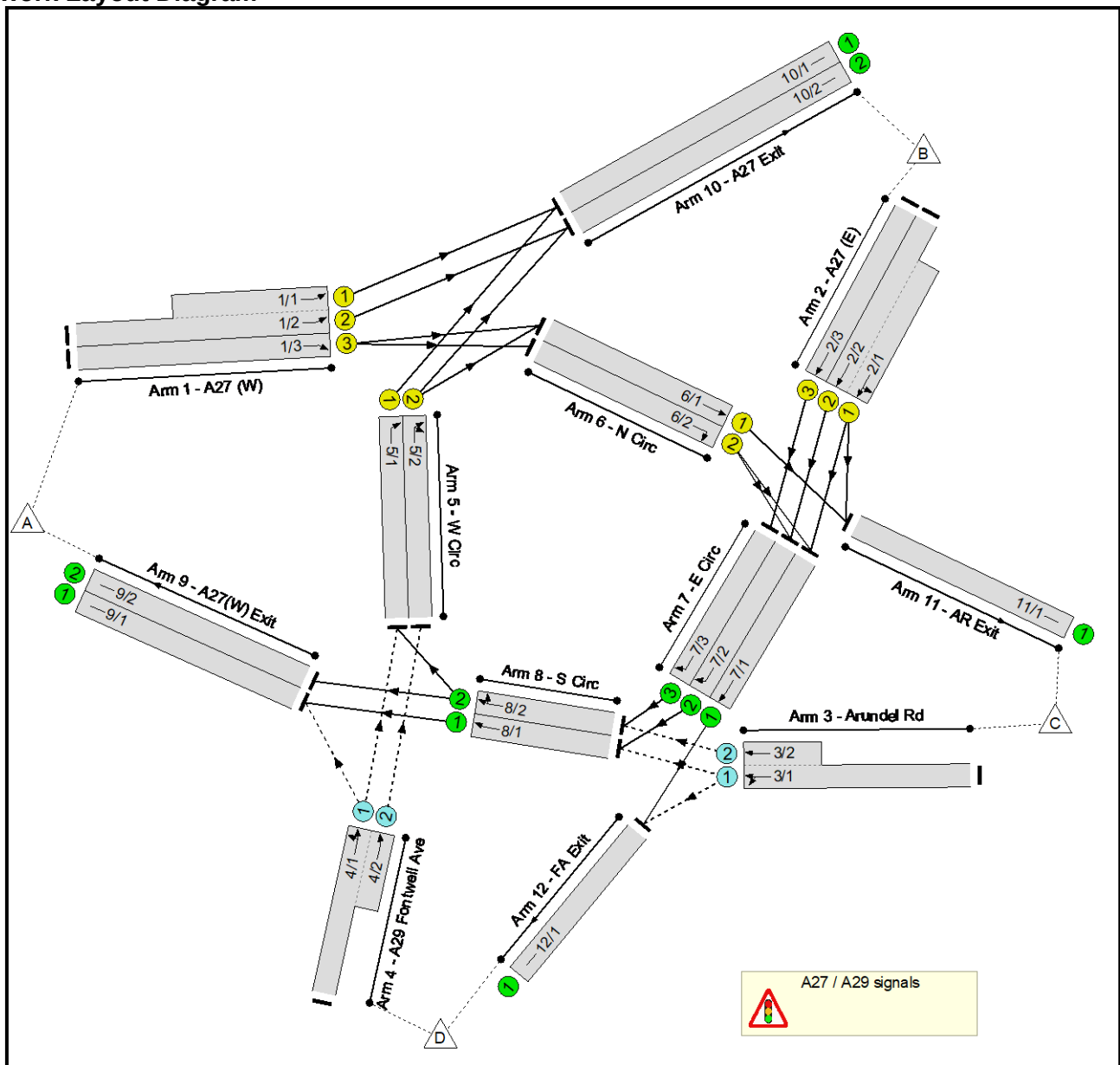
Linsig Output – A27/A29 Fontwell West Roundabout

Full Input Data And Results
Full Input Data And Results

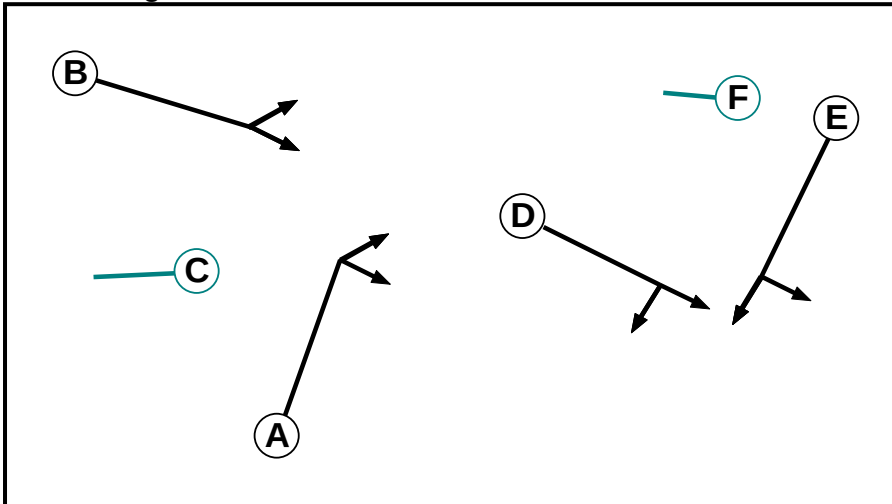
User and Project Details

Project:	Land east of Tye Lane, Walberton
Title:	A27 / A29 Signal Roundabout - Fontwell Western
Location:	
Additional detail:	To i-Transport Drawing ITB11324-GA-015
File name:	A27_A29 Fontwell West Rbt - S106.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Dummy	1		-9999	2
D	Traffic	2		-9999	7
E	Traffic	2		-9999	7
F	Dummy	2		-9999	2

Phase Intergreens Matrix

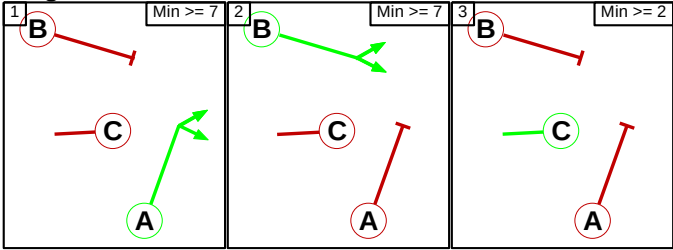
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		5	3	-	-	-
	B	6		3	-	-	-
	C	2	2		-	-	-
	D	-	-	-		5	3
	E	-	-	-	7		3
	F	-	-	-	2	2	

Phases in Stage

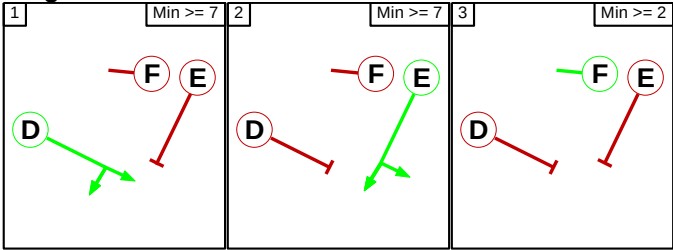
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
1	3	C
2	1	D
2	2	E
2	3	F

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	3
	1		5	3
	2	6		3
	3	2	2	

Stage Stream: 2

		To Stage		
From Stage		1	2	3
	1		5	3
	2	7		3
	3	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A27 / A29 signals											
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)
3/1 (Arundel Rd)	8/1 (Ahead)	925	0	7/2	1.00	All	-	-	-	-	-
				7/3	1.00	All					
				7/1	1.00	All					
	12/1 (Left)	925	0	7/1	1.00	All					
3/2 (Arundel Rd)	8/2 (Ahead)	925	0	7/3	1.00	All	-	-	-	-	-
				7/2	1.00	All					
				7/1	1.00	All					
	5/1 (Ahead)	1020	0	8/1	1.00	All					
4/1 (A29 Fontwell Ave)				8/2	1.00	All	-	-	-	-	-
4/2 (A29 Fontwell Ave)	9/1 (Left)	1020	0	8/1	1.00	All	-	-	-	-	-
	5/2 (Ahead)	1020	0	8/1	1.00	All					
				8/2	1.00	All					

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: A27 / A29 signals												
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 (W))	U	B	2	3	10.0	User	1900	-	-	-	-	-
1/2 (A27 (W))	U	B	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A27 (W))	U	B	2	3	60.0	User	1900	-	-	-	-	-
2/1 (A27 (E))	U	E	2	3	13.3	User	1900	-	-	-	-	-
2/2 (A27 (E))	U	E	2	3	60.0	User	1900	-	-	-	-	-
2/3 (A27 (E))	U	E	2	3	60.0	User	1900	-	-	-	-	-
3/1 (Arundel Rd)	O		2	3	60.0	User	1900	-	-	-	-	-
3/2 (Arundel Rd)	O		2	3	5.0	User	1900	-	-	-	-	-
4/1 (A29 Fontwell Ave)	O		2	3	60.0	User	1900	-	-	-	-	-
4/2 (A29 Fontwell Ave)	O		2	3	5.0	User	1900	-	-	-	-	-
5/1 (W Circ)	U	A	2	3	5.0	User	1900	-	-	-	-	-
5/2 (W Circ)	U	A	2	3	5.0	User	1900	-	-	-	-	-
6/1 (N Circ)	U	D	2	3	7.5	User	1900	-	-	-	-	-
6/2 (N Circ)	U	D	2	3	7.5	User	1900	-	-	-	-	-
7/1 (E Circ)	U		2	3	7.5	Inf	-	-	-	-	-	-
7/2 (E Circ)	U		2	3	7.5	Inf	-	-	-	-	-	-
7/3 (E Circ)	U		2	3	7.5	Inf	-	-	-	-	-	-
8/1 (S Circ)	U		2	3	5.0	Inf	-	-	-	-	-	-
8/2 (S Circ)	U		2	3	5.0	Inf	-	-	-	-	-	-
9/1 (A27(W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A27(W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

11/1 (AR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (FA Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 AM Base'	08:00	09:00	01:00	
2: '2031 PM Base'	17:00	18:00	01:00	
3: '2031 AM Base + Committed'	08:00	09:00	01:00	
4: '2031 PM Base + Committed'	17:00	18:00	01:00	
5: '2031 AM Base + Committed + Dev'	08:00	09:00	01:00	
6: '2031 PM Base + Committed + Dev'	17:00	18:00	01:00	
7: '2031 AM Base + Development'	08:00	09:00	01:00	
8: '2031 PM Base + Development'	17:00	18:00	01:00	

Scenario 1: '1' (FG1: '2031 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
	A	0	1198	144	292	1634
	B	1437	0	0	214	1651
	C	453	0	0	2	455
	D	38	428	0	0	466
	Tot.	1928	1626	144	508	4206

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A27 / A29 signals	
1/1 (short)	599
1/2 (with short)	1198(In) 599(Out)
1/3	436
2/1 (short)	214
2/2 (with short)	932(In) 718(Out)
2/3	719
3/1 (with short)	455(In) 228(Out)
3/2 (short)	227
4/1 (with short)	466(In) 236(Out)
4/2 (short)	230
5/1	198
5/2	230
6/1	144
6/2	292
7/1	506
7/2	718
7/3	719
8/1	944
8/2	946
9/1	982
9/2	946
10/1	797
10/2	829
11/1	144
12/1	508

Lane Saturation Flows

Full Input Data And Results

Junction: A27 / A29 signals								
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 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (AR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/1 (FA Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
--------------------------	--------------------------	-----	-----

Scenario 2: '2' (FG2: '2031 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1542	362	787	2691
	B	1078	0	0	634	1712
	C	292	0	0	7	299
	D	59	376	0	0	435
	Tot.	1429	1918	362	1428	5137

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A27 / A29 signals	
1/1 (short)	771
1/2 (with short)	1542(In) 771(Out)
1/3	1149
2/1 (short)	634
2/2 (with short)	1133(In) 499(Out)
2/3	579
3/1 (with short)	299(In) 150(Out)
3/2 (short)	149
4/1 (with short)	435(In) 218(Out)
4/2 (short)	217
5/1	159
5/2	217
6/1	362
6/2	787
7/1	1421
7/2	499
7/3	579
8/1	642
8/2	728
9/1	701
9/2	728
10/1	930
10/2	988
11/1	362
12/1	1428

Lane Saturation Flows

Full Input Data And Results

Junction: A27 / A29 signals								
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 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (AR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/1 (FA Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 3: '3' (FG3: '2031 AM Base + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	1198	146	302	1646
	B	1464	0	0	217	1681
	C	458	0	0	2	460
	D	38	428	0	0	466
	Tot.	1960	1626	146	521	4253

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A27 / A29 signals	
1/1 (short)	599
1/2 (with short)	1198(In) 599(Out)
1/3	448
2/1 (short)	217
2/2 (with short)	949(In) 732(Out)
2/3	732
3/1 (with short)	460(In) 230(Out)
3/2 (short)	230
4/1 (with short)	466(In) 236(Out)
4/2 (short)	230
5/1	198
5/2	230
6/1	146
6/2	302
7/1	519
7/2	732
7/3	732
8/1	960
8/2	962
9/1	998
9/2	962
10/1	797
10/2	829
11/1	146
12/1	521

Lane Saturation Flows

Full Input Data And Results

Junction: A27 / A29 signals								
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 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (AR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/1 (FA Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 4: '4' (FG4: '2031 PM Base + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1542	367	811	2720
	B	1092	0	0	636	1728
	C	295	0	0	7	302
	D	59	376	0	0	435
	Tot.	1446	1918	367	1454	5185

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A27 / A29 signals	
1/1 (short)	771
1/2 (with short)	1542(In) 771(Out)
1/3	1178
2/1 (short)	636
2/2 (with short)	1142(In) 506(Out)
2/3	586
3/1 (with short)	302(In) 151(Out)
3/2 (short)	151
4/1 (with short)	435(In) 218(Out)
4/2 (short)	217
5/1	159
5/2	217
6/1	367
6/2	811
7/1	1447
7/2	506
7/3	586
8/1	650
8/2	737
9/1	709
9/2	737
10/1	930
10/2	988
11/1	367
12/1	1454

Lane Saturation Flows

Full Input Data And Results

Junction: A27 / A29 signals								
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 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (AR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/1 (FA Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 5: '5' (FG5: '2031 AM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	1198	156	302	1656
	B	1464	0	0	217	1681
	C	488	0	0	2	490
	D	38	428	0	0	466
	Tot.	1990	1626	156	521	4293

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: A27 / A29 signals	
1/1 (short)	599
1/2 (with short)	1198(In) 599(Out)
1/3	458
2/1 (short)	217
2/2 (with short)	949(In) 732(Out)
2/3	732
3/1 (with short)	490(In) 245(Out)
3/2 (short)	245
4/1 (with short)	466(In) 236(Out)
4/2 (short)	230
5/1	198
5/2	230
6/1	156
6/2	302
7/1	519
7/2	732
7/3	732
8/1	975
8/2	977
9/1	1013
9/2	977
10/1	797
10/2	829
11/1	156
12/1	521

Lane Saturation Flows

Full Input Data And Results

Junction: A27 / A29 signals								
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 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (AR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/1 (FA Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 6: '6' (FG6: '2031 PM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1542	394	811	2747
	B	1092	0	0	636	1728
	C	310	0	0	7	317
	D	59	376	0	0	435
	Tot.	1461	1918	394	1454	5227

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 6
Junction: A27 / A29 signals	
1/1 (short)	771
1/2 (with short)	1542(In) 771(Out)
1/3	1205
2/1 (short)	636
2/2 (with short)	1142(In) 506(Out)
2/3	586
3/1 (with short)	317(In) 159(Out)
3/2 (short)	158
4/1 (with short)	435(In) 218(Out)
4/2 (short)	217
5/1	159
5/2	217
6/1	394
6/2	811
7/1	1447
7/2	506
7/3	586
8/1	658
8/2	744
9/1	717
9/2	744
10/1	930
10/2	988
11/1	394
12/1	1454

Lane Saturation Flows

Full Input Data And Results

Junction: A27 / A29 signals								
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 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (AR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/1 (FA Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 7: '7' (FG7: '2031 AM Base + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	1198	155	292	1645
	B	1437	0	0	214	1651
	C	483	0	0	2	485
	D	38	428	0	0	466
	Tot.	1958	1626	155	508	4247

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 7
Junction: A27 / A29 signals	
1/1 (short)	599
1/2 (with short)	1198(In) 599(Out)
1/3	447
2/1 (short)	214
2/2 (with short)	932(In) 718(Out)
2/3	719
3/1 (with short)	485(In) 243(Out)
3/2 (short)	242
4/1 (with short)	466(In) 236(Out)
4/2 (short)	230
5/1	198
5/2	230
6/1	155
6/2	292
7/1	506
7/2	718
7/3	719
8/1	959
8/2	961
9/1	997
9/2	961
10/1	797
10/2	829
11/1	155
12/1	508

Lane Saturation Flows

Full Input Data And Results

Junction: A27 / A29 signals								
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 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (AR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

12/1 (FA Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
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Scenario 8: '8' (FG8: '2031 PM Base + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	1542	389	787	2718
	B	1078	0	0	634	1712
	C	308	0	0	7	315
	D	59	376	0	0	435
Tot.		1445	1918	389	1428	5180

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 8
Junction: A27 / A29 signals	
1/1 (short)	771
1/2 (with short)	1542(In) 771(Out)
1/3	1176
2/1 (short)	634
2/2 (with short)	1133(In) 499(Out)
2/3	579
3/1 (with short)	315(In) 158(Out)
3/2 (short)	157
4/1 (with short)	435(In) 218(Out)
4/2 (short)	217
5/1	159
5/2	217
6/1	389
6/2	787
7/1	1421
7/2	499
7/3	579
8/1	650
8/2	736
9/1	709
9/2	736
10/1	930
10/2	988
11/1	389
12/1	1428

Lane Saturation Flows

Full Input Data And Results

Junction: A27 / A29 signals								
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 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (AR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

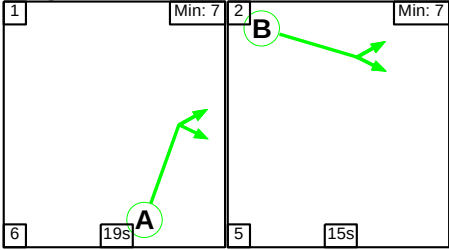
Full Input Data And Results

12/1 (FA Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
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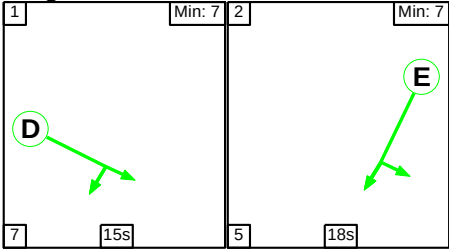
Scenario 1: '1' (FG1: '2031 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

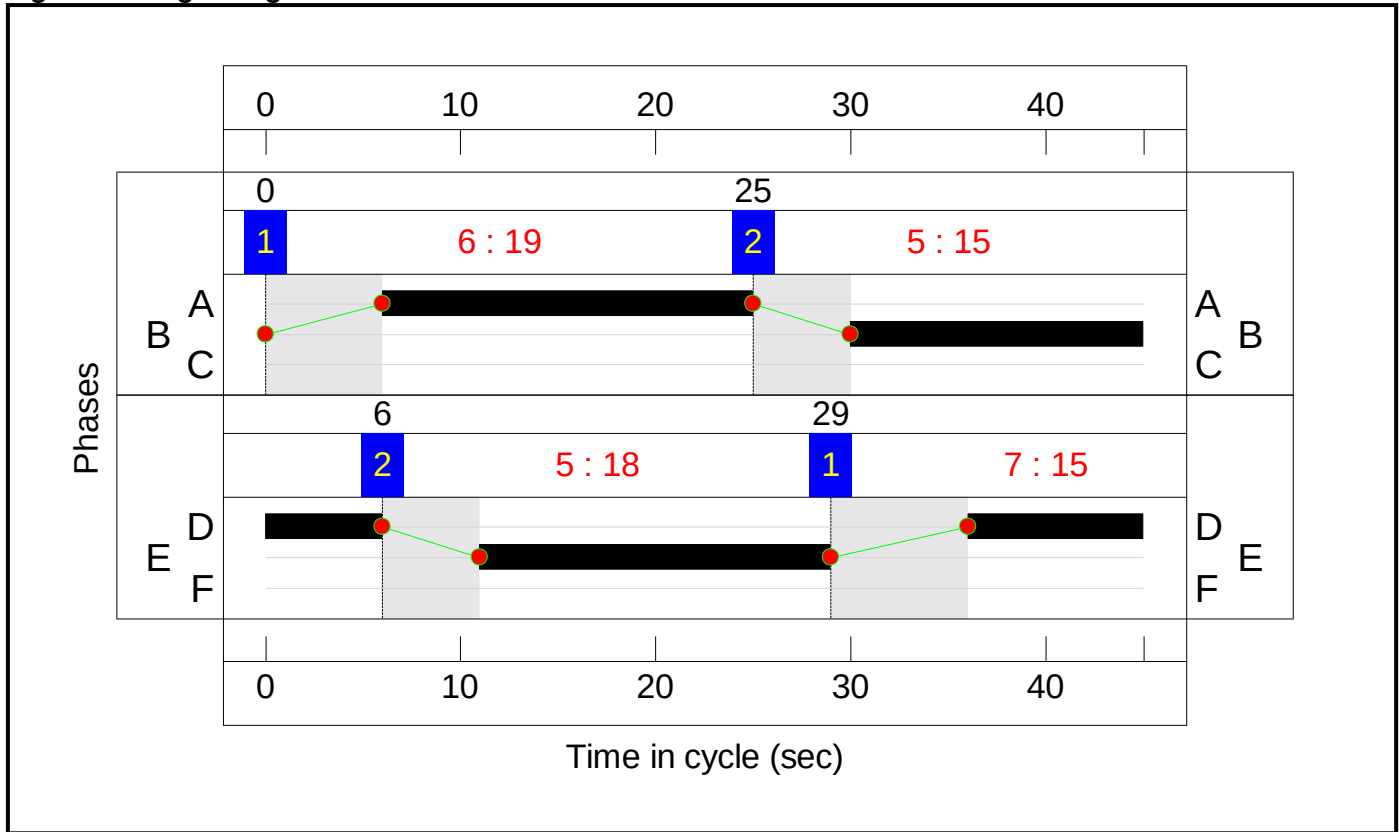
Stage Stream: 1

Stage	1	2
Duration	19	15
Change Point	0	25

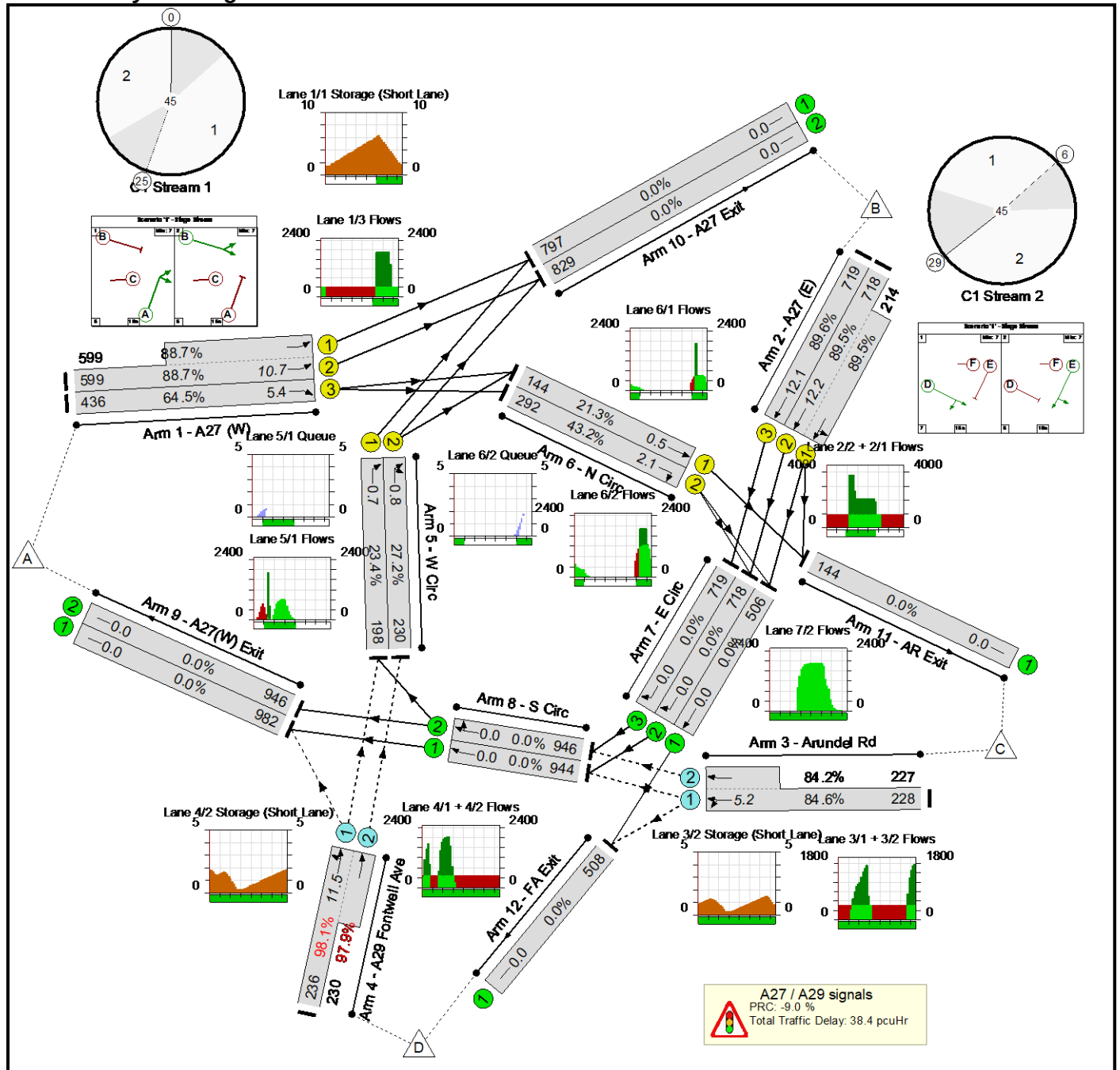
Stage Stream: 2

Stage	1	2
Duration	15	18
Change Point	29	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	98.1%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	98.1%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	15	-	1198	1900:1900	676+676	88.7 : 88.7%
1/3	A27 (W) Ahead	U	1	N/A	B		1	15	-	436	1900	676	64.5%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	18	-	932	1900:1900	802+239	89.5 : 89.5%
2/3	A27 (E) Ahead	U	2	N/A	E		1	18	-	719	1900	802	89.6%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	455	1900:1900	270+270	84.6 : 84.2%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	466	1900:1900	241+235	98.1 : 97.9%
5/1	W Circ Right	U	1	N/A	A		1	19	-	198	1900	844	23.4%
5/2	W Circ Right Right2	U	1	N/A	A		1	19	-	230	1900	844	27.2%
6/1	N Circ Ahead	U	2	N/A	D		1	15	-	144	1900	676	21.3%
6/2	N Circ Right	U	2	N/A	D		1	15	-	292	1900	676	43.2%
7/1	E Circ Ahead	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
7/3	E Circ Right	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	944	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	982	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

Full Input Data And Results

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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	1842	0	0	14.7	23.8	0.0	38.4	-	-	-	-
A27 / A29 signals	-	-	1842	0	0	14.7	23.8	0.0	38.4	-	-	-	-
1/2+1/1	1198	1198	-	-	-	4.5	3.7	-	8.3 (4.1+4.1)	24.9 (24.9:24.9)	7.0	3.7	10.7
1/3	436	436	-	-	-	1.5	0.9	-	2.4	19.6	4.5	0.9	5.4
2/2+2/1	932	932	-	-	-	2.9	4.0	-	6.9 (5.5+1.4)	26.6 (27.4:23.8)	8.2	4.0	12.2
2/3	719	719	-	-	-	2.4	3.9	-	6.4	31.8	8.2	3.9	12.1
3/1+3/2	455	455	910	0	0	1.3	2.5	-	3.9 (1.9+1.9)	30.7 (30.8:30.7)	2.7	2.5	5.2
4/1+4/2	466	466	932	0	0	1.8	8.7	-	10.5 (5.3+5.2)	80.8 (80.8:80.9)	2.8	8.7	11.5
5/1	198	198	-	-	-	0.0	0.0	-	0.0	0.9	0.7	0.0	0.7
5/2	230	230	-	-	-	0.1	0.0	-	0.1	0.9	0.8	0.0	0.8
6/1	144	144	-	-	-	0.0	0.0	-	0.0	0.5	0.5	0.0	0.5
6/2	292	292	-	-	-	0.1	0.0	-	0.1	0.8	2.1	0.0	2.1
7/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

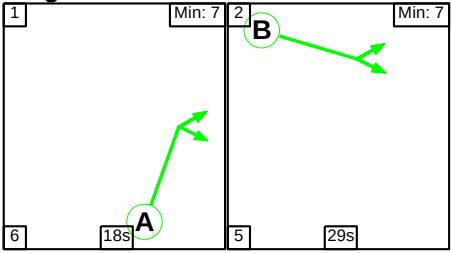
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%)	1.5	Total Delay for Signalled Lanes (pcuHr):	10.75	Cycle Time (s):	45
C1	Stream: 2	PRC for Signalled Lanes (%)	0.4	Total Delay for Signalled Lanes (pcuHr):	13.33	Cycle Time (s):	45
		PRC Over All Lanes (%)	-9.0	Total Delay Over All Lanes(pcuHr):	38.43		

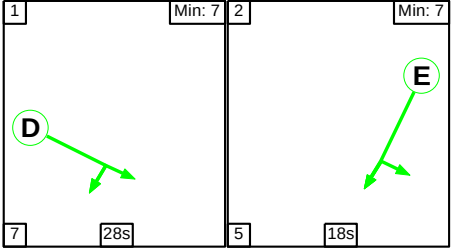
Full Input Data And Results
Scenario 2: '2' (FG2: '2031 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

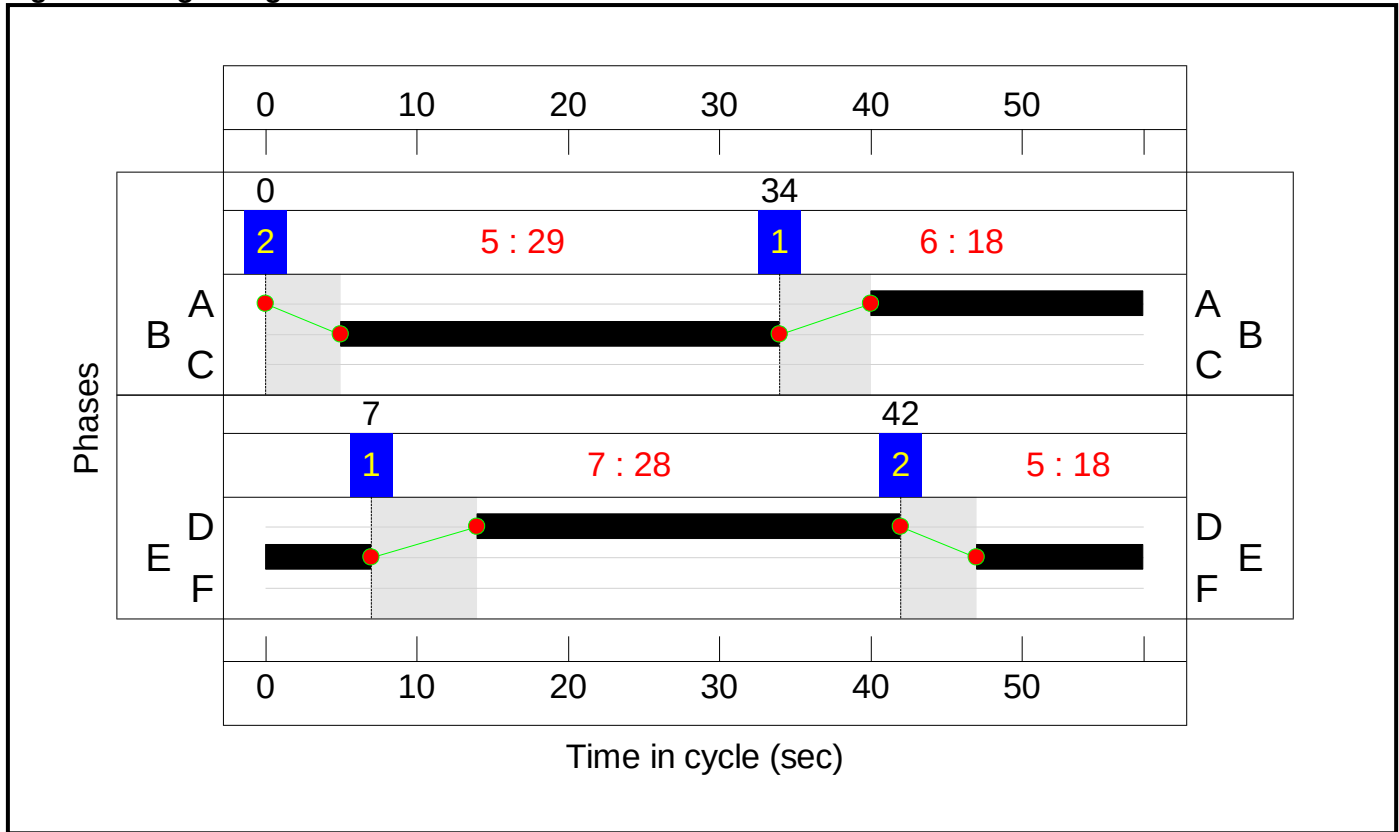
Stage Stream: 1

Stage	1	2
Duration	18	29
Change Point	34	0

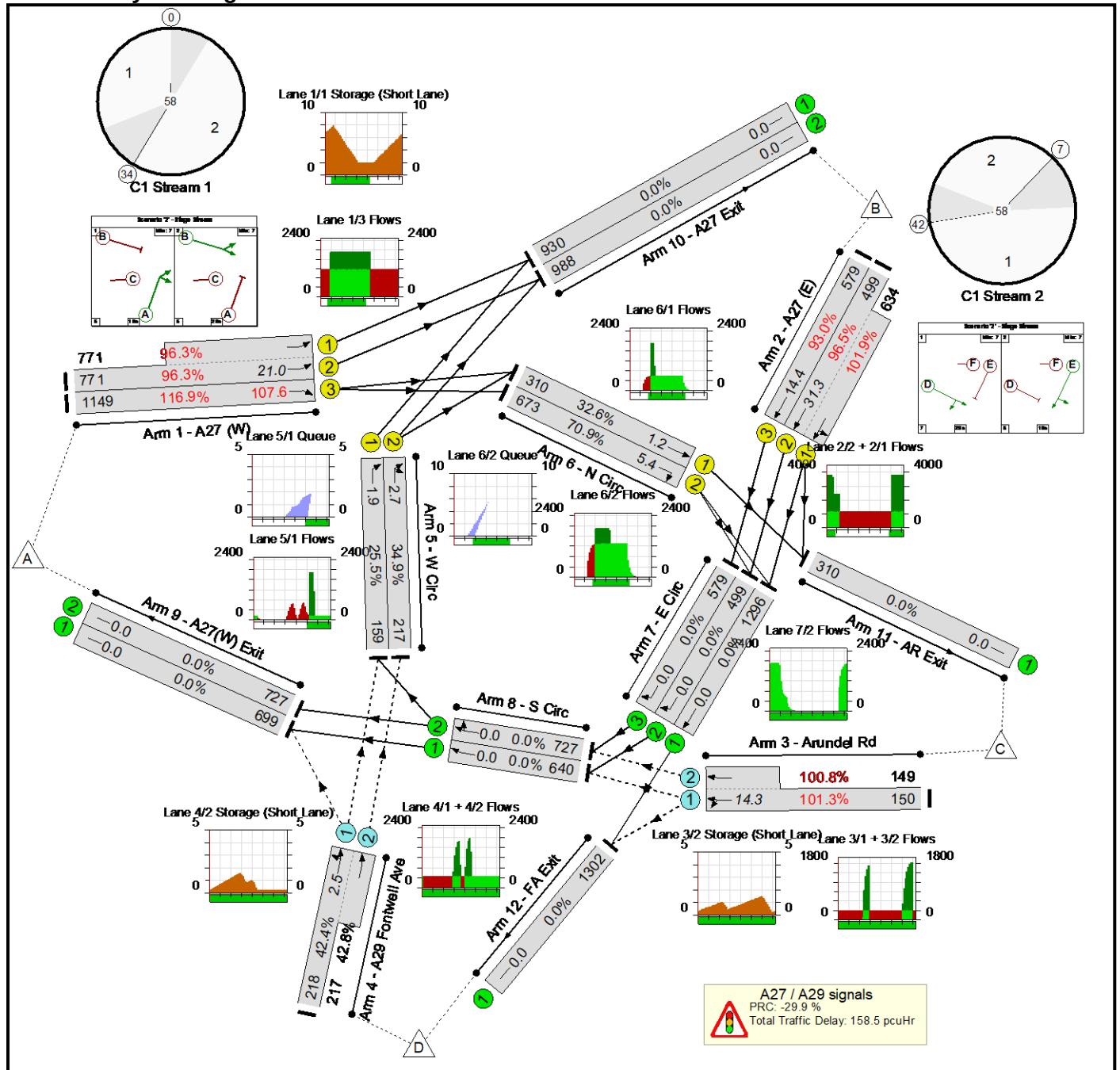
Stage Stream: 2

Stage	1	2
Duration	28	18
Change Point	7	42

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	116.9%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	116.9%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	29	-	1542	1900:1900	801+801	96.3 : 96.3%
1/3	A27 (W) Ahead	U	1	N/A	B		1	29	-	1149	1900	983	116.9%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	18	-	1133	1900:1900	517+622	96.5 : 101.9%
2/3	A27 (E) Ahead	U	2	N/A	E		1	18	-	579	1900	622	93.0%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	299	1900:1900	148+148	101.3 : 100.8%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	435	1900:1900	514+507	42.4 : 42.8%
5/1	W Circ Right	U	1	N/A	A		1	18	-	159	1900	622	25.5%
5/2	W Circ Right Right2	U	1	N/A	A		1	18	-	217	1900	622	34.9%
6/1	N Circ Ahead	U	2	N/A	D		1	28	-	362	1900	950	32.6%
6/2	N Circ Right	U	2	N/A	D		1	28	-	787	1900	950	70.9%
7/1	E Circ Ahead	U	N/A	N/A	-		-	-	-	1421	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
7/3	E Circ Right	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%

Full Input Data And Results

12/1	FA Exit	U	N/A	N/A	-		-	-	-	1428	Inf	Inf	0.0%
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Full Input Data And Results

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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	1462	0	0	26.1	132.4	0.0	158.5	-	-	-	-
A27 / A29 signals	-	-	1462	0	0	26.1	132.4	0.0	158.5	-	-	-	-
1/2+1/1	1542	1542	-	-	-	4.9	9.7	-	14.6 (7.3+7.3)	34.1 (34.1:34.1)	11.3	9.7	21.0
1/3	1149	983	-	-	-	8.8	86.4	-	95.3	298.5	21.2	86.4	107.6
2/2+2/1	1133	1121	-	-	-	6.1	21.0	-	27.1 (9.2+18.0)	86.2 (66.3:101.9)	10.2	21.0	31.3
2/3	579	579	-	-	-	3.0	5.3	-	8.4	52.1	9.0	5.3	14.4
3/1+3/2	299	296	592	0	0	1.3	9.4	-	10.7 (5.6+5.2)	129.4 (133.9:124.9)	4.9	9.4	14.3
4/1+4/2	435	435	870	0	0	0.8	0.4	-	1.2 (0.6+0.6)	10.1 (10.0:10.2)	2.1	0.4	2.5
5/1	159	159	-	-	-	0.3	0.0	-	0.3	7.4	1.9	0.0	1.9
5/2	217	217	-	-	-	0.5	0.0	-	0.5	7.7	2.7	0.0	2.7
6/1	310	310	-	-	-	0.1	0.0	-	0.1	0.7	1.2	0.0	1.2
6/2	673	673	-	-	-	0.3	0.0	-	0.3	1.4	5.4	0.0	5.4
7/1	1296	1296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1302	1302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

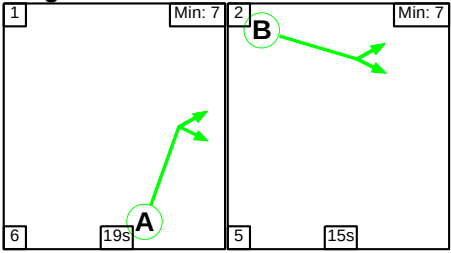
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%)	-29.9	Total Delay for Signalled Lanes (pcuHr):	110.68	Cycle Time (s):	58
C1	Stream: 2	PRC for Signalled Lanes (%)	-13.2	Total Delay for Signalled Lanes (pcuHr):	35.84	Cycle Time (s):	58
		PRC Over All Lanes (%)	-29.9	Total Delay Over All Lanes(pcuHr):	158.48		

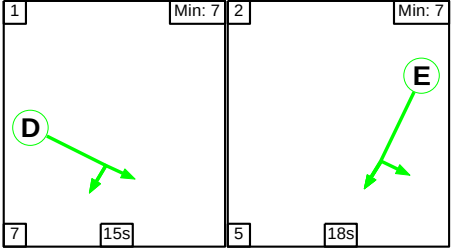
Full Input Data And Results
Scenario 3: '3' (FG3: '2031 AM Base + Committed', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

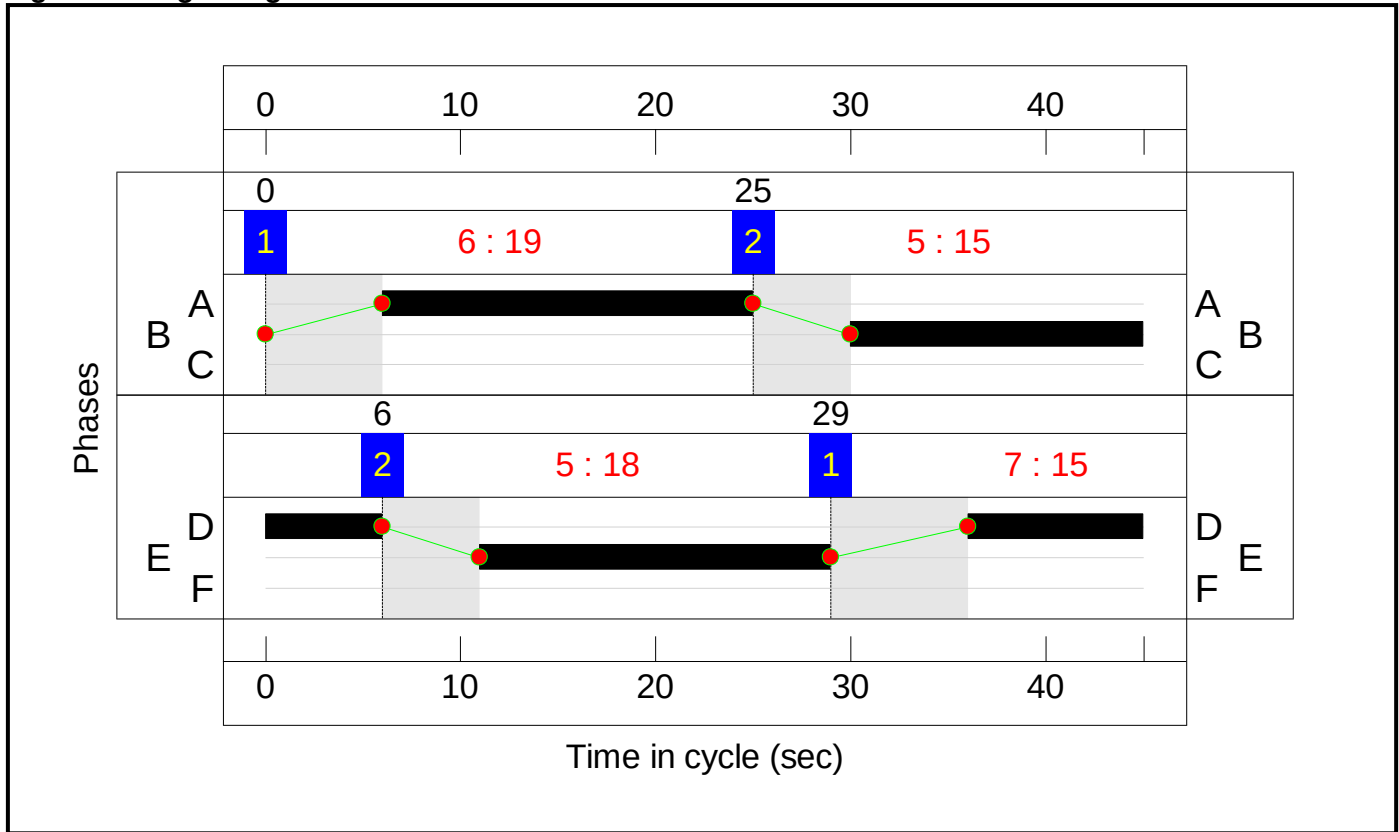
Stage Stream: 1

Stage	1	2
Duration	19	15
Change Point	0	25

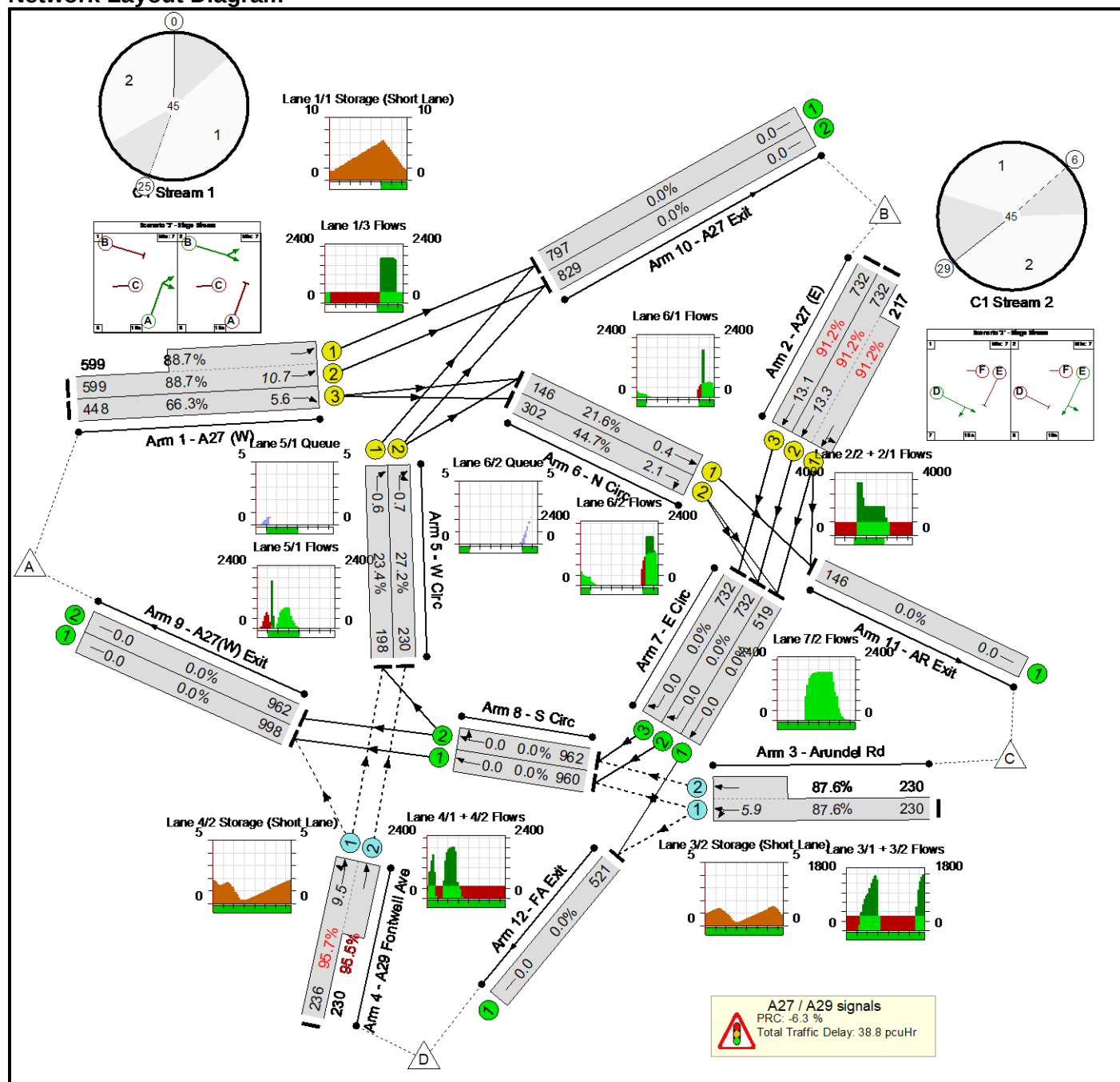
Stage Stream: 2

Stage	1	2
Duration	15	18
Change Point	29	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	15	-	1198	1900:1900	676+676	88.7 : 88.7%
1/3	A27 (W) Ahead	U	1	N/A	B		1	15	-	448	1900	676	66.3%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	18	-	949	1900:1900	802+238	91.2 : 91.2%
2/3	A27 (E) Ahead	U	2	N/A	E		1	18	-	732	1900	802	91.2%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	460	1900:1900	263+263	87.6 : 87.6%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	466	1900:1900	247+241	95.7 : 95.5%
5/1	W Circ Right	U	1	N/A	A		1	19	-	198	1900	844	23.4%
5/2	W Circ Right Right2	U	1	N/A	A		1	19	-	230	1900	844	27.2%
6/1	N Circ Ahead	U	2	N/A	D		1	15	-	146	1900	676	21.6%
6/2	N Circ Right	U	2	N/A	D		1	15	-	302	1900	676	44.7%
7/1	E Circ Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
7/3	E Circ Right	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	998	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%

Full Input Data And Results

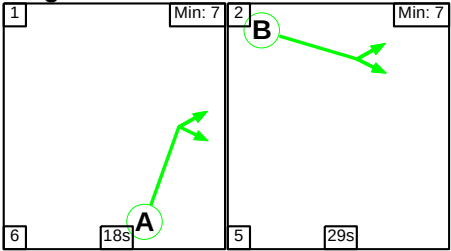
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 Signal Roundabout - Fontwell Western	-	-	1852	0	0	14.9	23.9	0.0	38.8	-	-	-	-
A27 / A29 signals	-	-	1852	0	0	14.9	23.9	0.0	38.8	-	-	-	-
1/2+1/1	1198	1198	-	-	-	4.5	3.7	-	8.3 (4.1+4.1)	24.9 (24.9:24.9)	7.0	3.7	10.7
1/3	448	448	-	-	-	1.5	1.0	-	2.5	20.1	4.6	1.0	5.6
2/2+2/1	949	949	-	-	-	3.0	4.7	-	7.7 (6.1+1.6)	29.3 (30.1:26.4)	8.5	4.7	13.3
2/3	732	732	-	-	-	2.5	4.6	-	7.1	34.9	8.5	4.6	13.1
3/1+3/2	460	460	920	0	0	1.4	3.2	-	4.6 (2.3+2.3)	36.2 (36.2:36.2)	2.7	3.2	5.9
4/1+4/2	466	466	932	0	0	1.8	6.7	-	8.4 (4.3+4.2)	65.3 (65.2:65.3)	2.8	6.7	9.5
5/1	198	198	-	-	-	0.0	0.0	-	0.0	0.8	0.6	0.0	0.6
5/2	230	230	-	-	-	0.1	0.0	-	0.1	0.9	0.7	0.0	0.7
6/1	146	146	-	-	-	0.0	0.0	-	0.0	0.4	0.4	0.0	0.4
6/2	302	302	-	-	-	0.1	0.0	-	0.1	0.8	2.1	0.0	2.1
7/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

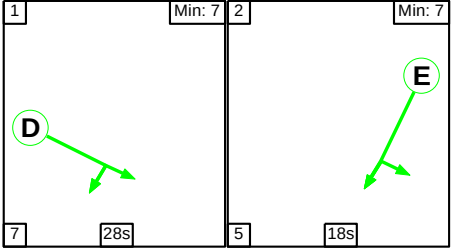
C1	Stream: 1	PRC for Signalled Lanes (%)	1.5	Total Delay for Signalled Lanes (pcuHr):	10.87	Cycle Time (s):	45
C1	Stream: 2	PRC for Signalled Lanes (%)	-1.4	Total Delay for Signalled Lanes (pcuHr):	14.89	Cycle Time (s):	45
		PRC Over All Lanes (%)	-6.3	Total Delay Over All Lanes(pcuHr):	38.83		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

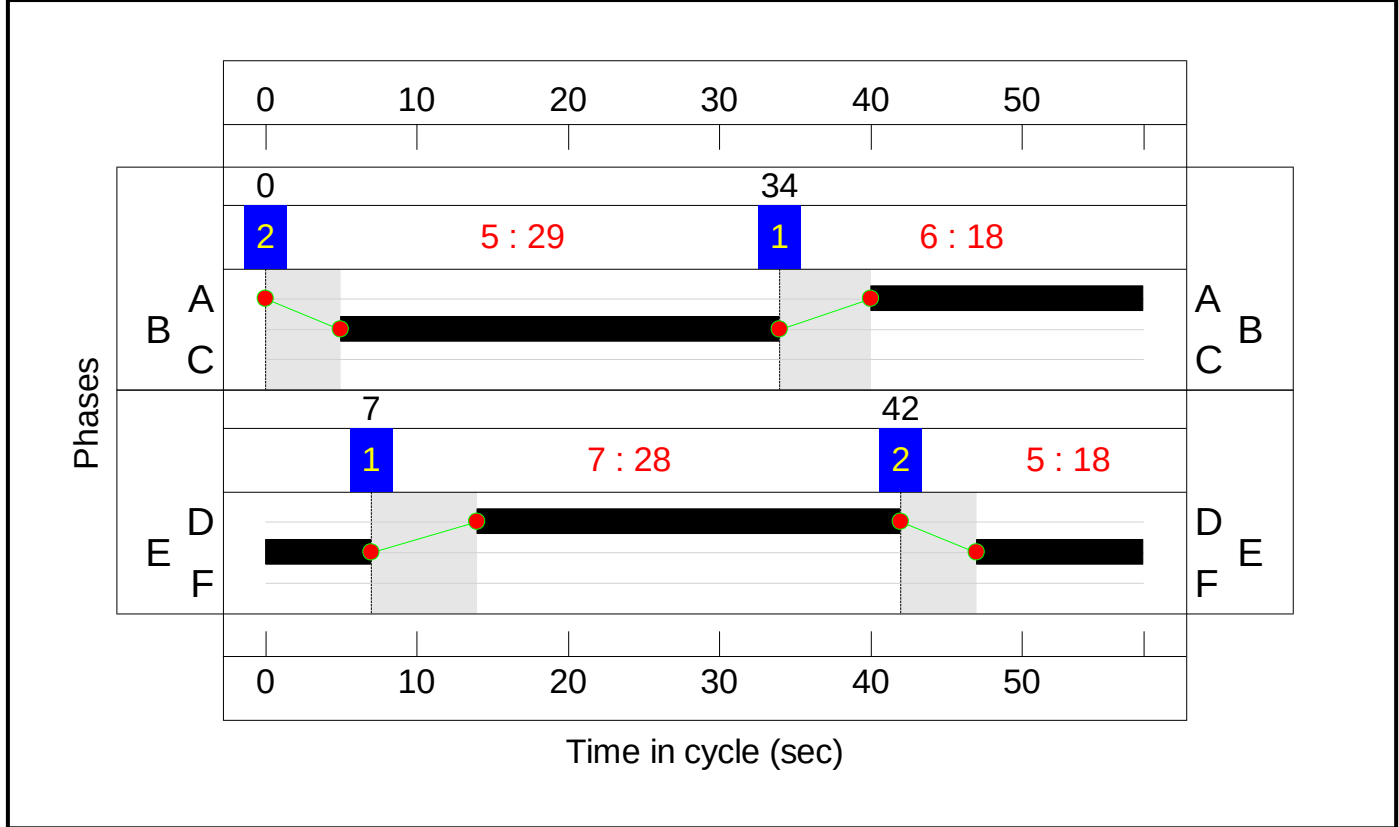
Stage Stream: 1

Stage	1	2
Duration	18	29
Change Point	34	0

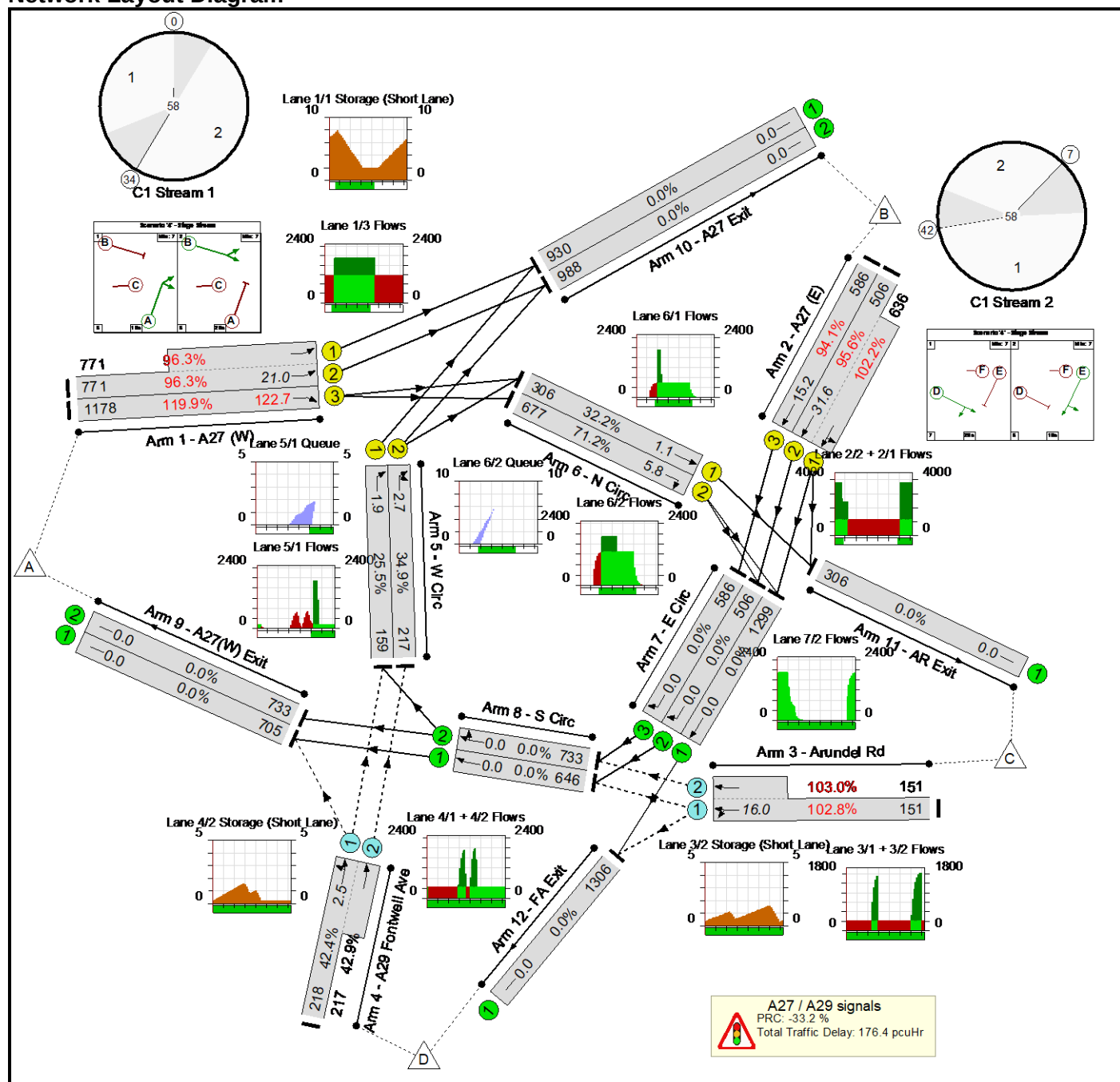
Stage Stream: 2

Stage	1	2
Duration	28	18
Change Point	7	42

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	119.9%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	119.9%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	29	-	1542	1900:1900	801+801	96.3 : 96.3%
1/3	A27 (W) Ahead	U	1	N/A	B		1	29	-	1178	1900	983	119.9%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	18	-	1142	1900:1900	530+622	95.6 : 102.2%
2/3	A27 (E) Ahead	U	2	N/A	E		1	18	-	586	1900	622	94.1%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	302	1900:1900	147+147	102.8 : 103.0%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	435	1900:1900	514+506	42.4 : 42.9%
5/1	W Circ Right	U	1	N/A	A		1	18	-	159	1900	622	25.5%
5/2	W Circ Right Right2	U	1	N/A	A		1	18	-	217	1900	622	34.9%
6/1	N Circ Ahead	U	2	N/A	D		1	28	-	367	1900	950	32.2%
6/2	N Circ Right	U	2	N/A	D		1	28	-	811	1900	950	71.2%
7/1	E Circ Ahead	U	N/A	N/A	-		-	-	-	1447	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
7/3	E Circ Right	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%

Full Input Data And Results

12/1	FA Exit	U	N/A	N/A	-		-	-	-	1454	Inf	Inf	0.0%
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Full Input Data And Results

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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	1457	0	0	27.3	149.1	0.0	176.4	-	-	-	-
A27 / A29 signals	-	-	1457	0	0	27.3	149.1	0.0	176.4	-	-	-	-
1/2+1/1	1542	1542	-	-	-	4.9	9.7	-	14.6 (7.3+7.3)	34.1 (34.1:34.1)	11.3	9.7	21.0
1/3	1178	983	-	-	-	9.7	100.5	-	110.3	336.9	22.1	100.5	122.7
2/2+2/1	1142	1128	-	-	-	6.2	21.4	-	27.6 (9.0+18.6)	86.9 (63.9:105.2)	10.2	21.4	31.6
2/3	586	586	-	-	-	3.1	6.0	-	9.1	56.1	9.1	6.0	15.2
3/1+3/2	302	294	587	0	0	1.5	11.1	-	12.5 (6.2+6.3)	149.2 (147.5:150.8)	4.9	11.1	16.0
4/1+4/2	435	435	870	0	0	0.9	0.4	-	1.2 (0.6+0.6)	10.2 (10.1:10.3)	2.1	0.4	2.5
5/1	159	159	-	-	-	0.3	0.0	-	0.3	7.3	1.9	0.0	1.9
5/2	217	217	-	-	-	0.5	0.0	-	0.5	7.6	2.7	0.0	2.7
6/1	306	306	-	-	-	0.1	0.0	-	0.1	0.7	1.1	0.0	1.1
6/2	677	677	-	-	-	0.3	0.0	-	0.3	1.4	5.8	0.0	5.8
7/1	1299	1299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1306	1306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

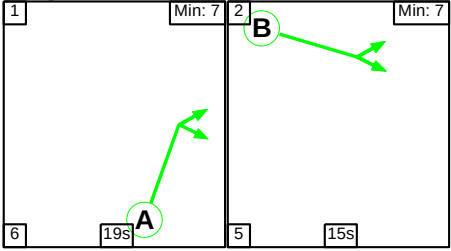
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%)	-33.2	Total Delay for Signalled Lanes (pcuHr):	125.65	Cycle Time (s):	58
C1	Stream: 2	PRC for Signalled Lanes (%)	-13.5	Total Delay for Signalled Lanes (pcuHr):	37.00	Cycle Time (s):	58
		PRC Over All Lanes (%)	-33.2	Total Delay Over All Lanes(pcuHr):	176.40		

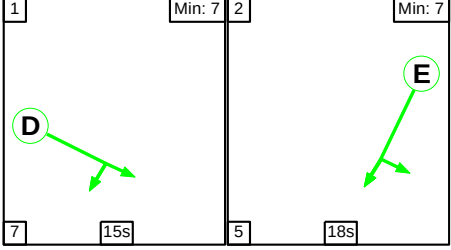
Full Input Data And Results
Scenario 5: '5' (FG5: '2031 AM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

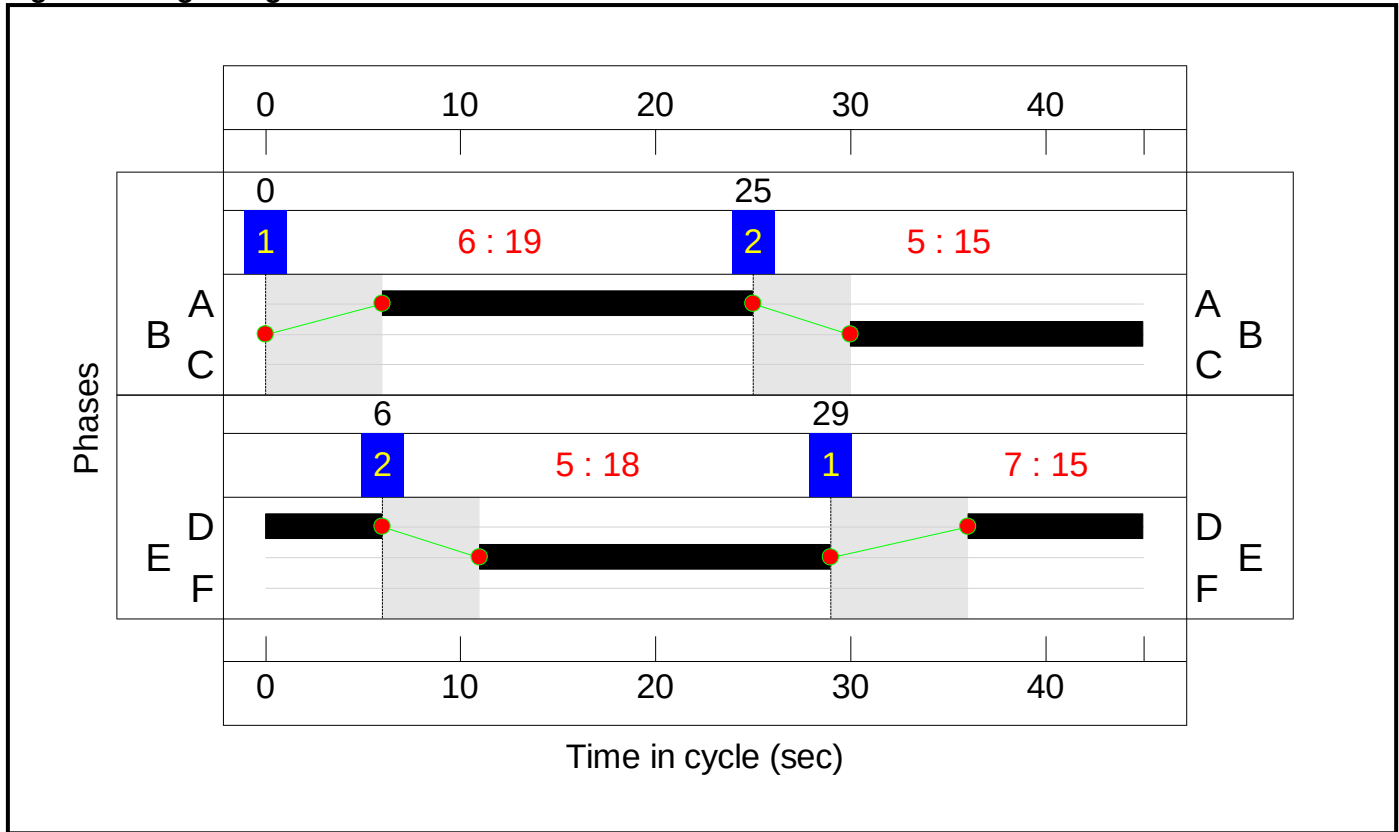
Stage Stream: 1

Stage	1	2
Duration	19	15
Change Point	0	25

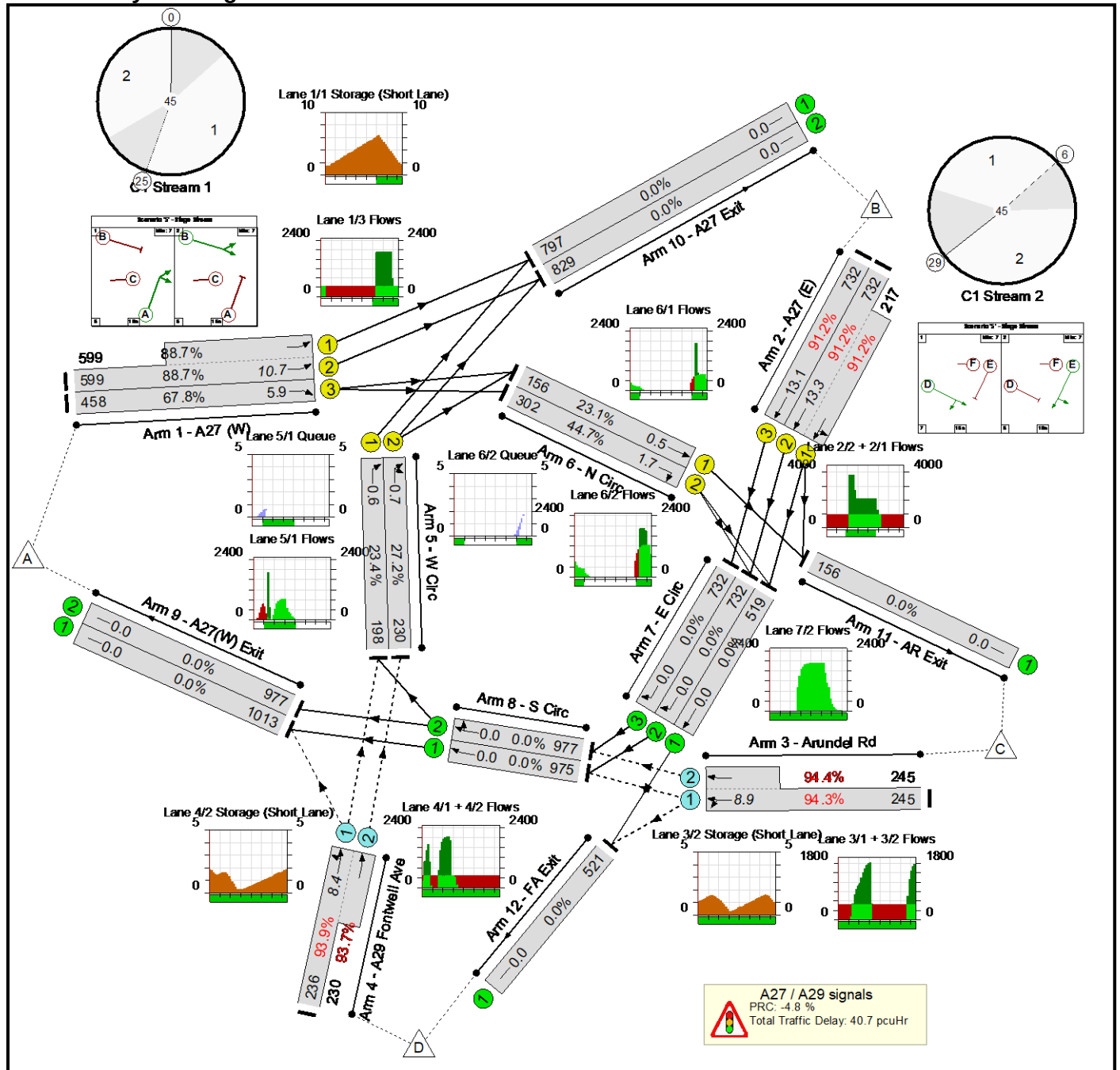
Stage Stream: 2

Stage	1	2
Duration	15	18
Change Point	29	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	15	-	1198	1900:1900	676+676	88.7 : 88.7%
1/3	A27 (W) Ahead	U	1	N/A	B		1	15	-	458	1900	676	67.8%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	18	-	949	1900:1900	802+238	91.2 : 91.2%
2/3	A27 (E) Ahead	U	2	N/A	E		1	18	-	732	1900	802	91.2%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	490	1900:1900	260+260	94.3 : 94.4%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	466	1900:1900	251+245	93.9 : 93.7%
5/1	W Circ Right	U	1	N/A	A		1	19	-	198	1900	844	23.4%
5/2	W Circ Right Right2	U	1	N/A	A		1	19	-	230	1900	844	27.2%
6/1	N Circ Ahead	U	2	N/A	D		1	15	-	156	1900	676	23.1%
6/2	N Circ Right	U	2	N/A	D		1	15	-	302	1900	676	44.7%
7/1	E Circ Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
7/3	E Circ Right	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	1013	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%

Full Input Data And Results

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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	1912	0	0	15.1	25.6	0.0	40.7	-	-	-	-
A27 / A29 signals	-	-	1912	0	0	15.1	25.6	0.0	40.7	-	-	-	-
1/2+1/1	1198	1198	-	-	-	4.5	3.7	-	8.3 (4.1+4.1)	24.9 (24.9:24.9)	7.0	3.7	10.7
1/3	458	458	-	-	-	1.6	1.0	-	2.6	20.5	4.8	1.0	5.9
2/2+2/1	949	949	-	-	-	3.0	4.7	-	7.7 (6.1+1.6)	29.3 (30.1:26.4)	8.5	4.7	13.3
2/3	732	732	-	-	-	2.5	4.6	-	7.1	34.9	8.5	4.6	13.1
3/1+3/2	490	490	980	0	0	1.6	5.9	-	7.5 (3.8+3.8)	55.3 (55.3:55.3)	3.0	5.9	8.9
4/1+4/2	466	466	932	0	0	1.7	5.5	-	7.3 (3.7+3.6)	56.2 (56.1:56.3)	2.8	5.5	8.4
5/1	198	198	-	-	-	0.0	0.0	-	0.0	0.8	0.6	0.0	0.6
5/2	230	230	-	-	-	0.1	0.0	-	0.1	0.9	0.7	0.0	0.7
6/1	156	156	-	-	-	0.0	0.0	-	0.0	0.5	0.5	0.0	0.5
6/2	302	302	-	-	-	0.1	0.0	-	0.1	0.7	1.7	0.0	1.7
7/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	732	732	-	-	-	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	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

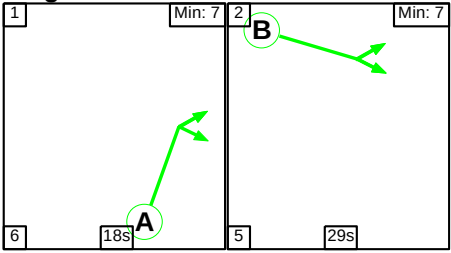
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%)	1.5	Total Delay for Signalled Lanes (pcuHr):	10.98	Cycle Time (s):	45
C1	Stream: 2	PRC for Signalled Lanes (%)	-1.4	Total Delay for Signalled Lanes (pcuHr):	14.89	Cycle Time (s):	45
		PRC Over All Lanes (%)	-4.8	Total Delay Over All Lanes(pcuHr):	40.68		

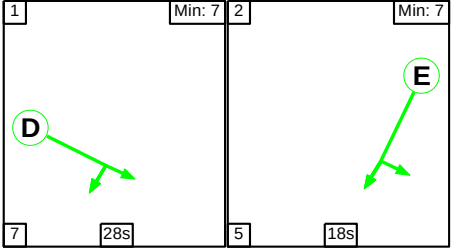
Full Input Data And Results
Scenario 6: '6' (FG6: '2031 PM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

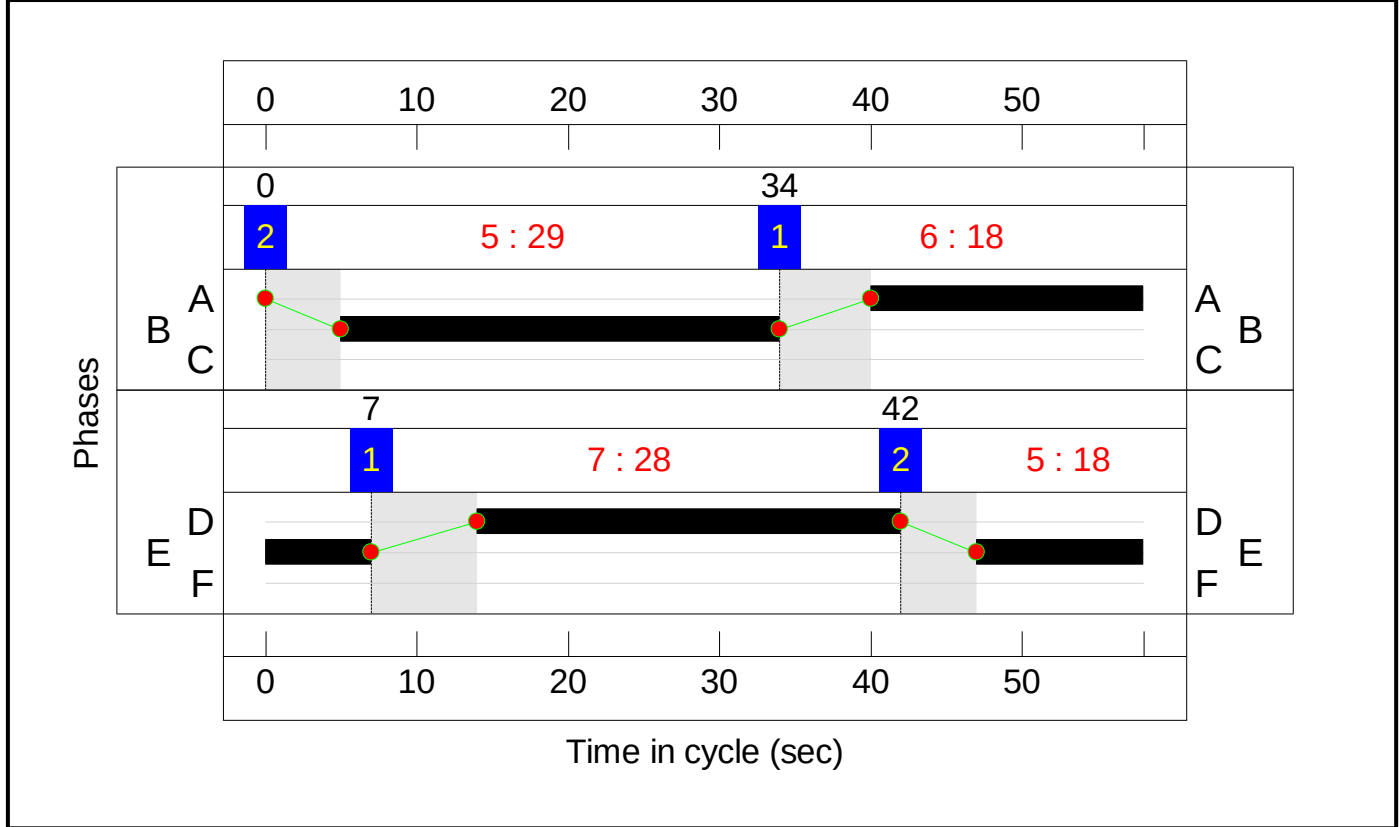
Stage Stream: 1

Stage	1	2
Duration	18	29
Change Point	34	0

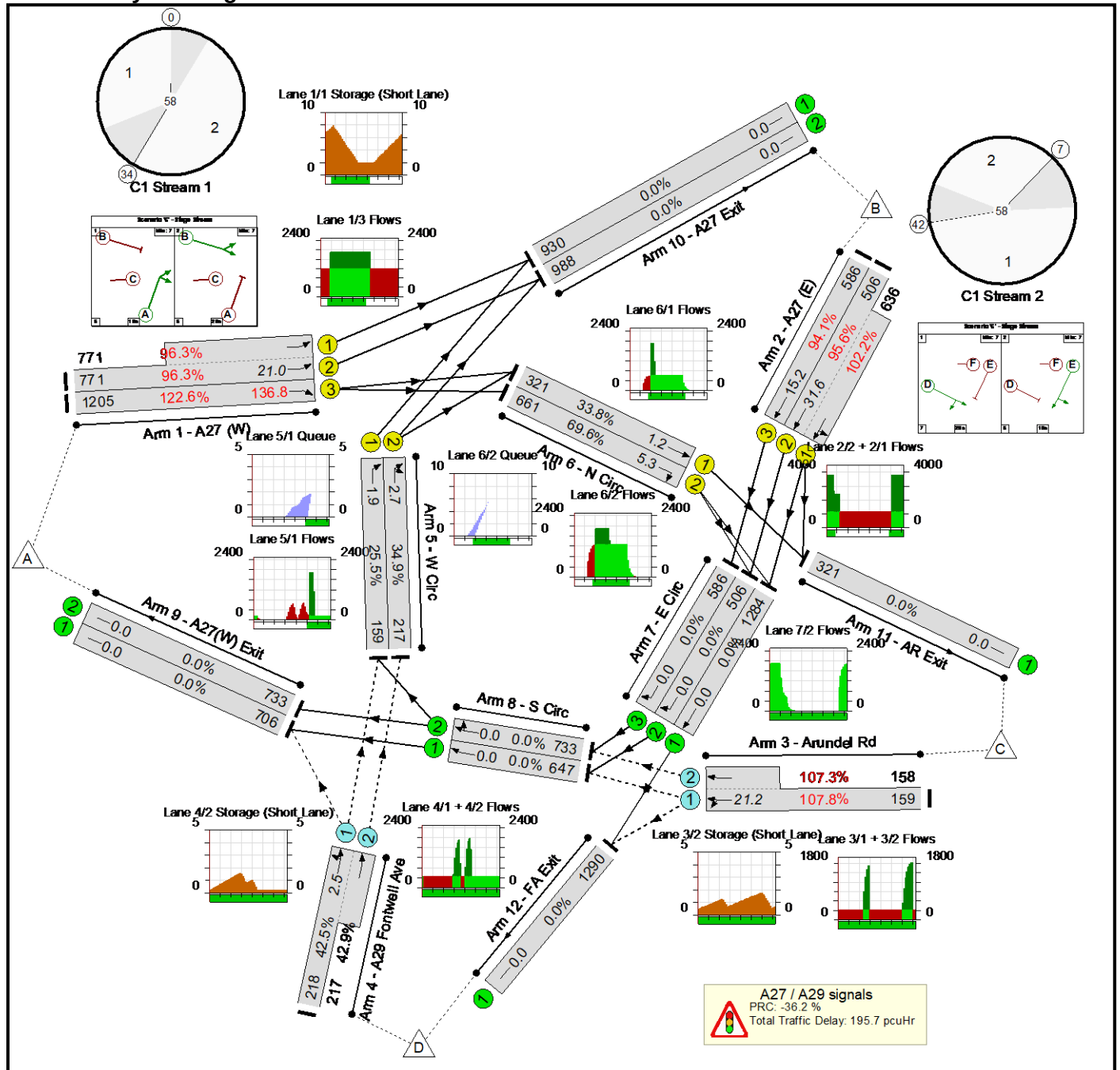
Stage Stream: 2

Stage	1	2
Duration	28	18
Change Point	7	42

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	122.6%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	122.6%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	29	-	1542	1900:1900	801+801	96.3 : 96.3%
1/3	A27 (W) Ahead	U	1	N/A	B		1	29	-	1205	1900	983	122.6%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	18	-	1142	1900:1900	530+622	95.6 : 102.2%
2/3	A27 (E) Ahead	U	2	N/A	E		1	18	-	586	1900	622	94.1%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	317	1900:1900	148+147	107.8 : 107.3%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	435	1900:1900	513+505	42.5 : 42.9%
5/1	W Circ Right	U	1	N/A	A		1	18	-	159	1900	622	25.5%
5/2	W Circ Right Right2	U	1	N/A	A		1	18	-	217	1900	622	34.9%
6/1	N Circ Ahead	U	2	N/A	D		1	28	-	394	1900	950	33.8%
6/2	N Circ Right	U	2	N/A	D		1	28	-	811	1900	950	69.6%
7/1	E Circ Ahead	U	N/A	N/A	-		-	-	-	1447	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
7/3	E Circ Right	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%

Full Input Data And Results

12/1	FA Exit	U	N/A	N/A	-		-	-	-	1454	Inf	Inf	0.0%
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Full Input Data And Results

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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	1460	0	0	28.4	167.3	0.0	195.7	-	-	-	-
A27 / A29 signals	-	-	1460	0	0	28.4	167.3	0.0	195.7	-	-	-	-
1/2+1/1	1542	1542	-	-	-	4.9	9.7	-	14.6 (7.3+7.3)	34.1 (34.1:34.1)	11.3	9.7	21.0
1/3	1205	983	-	-	-	10.5	113.8	-	124.3	371.3	23.0	113.8	136.8
2/2+2/1	1142	1128	-	-	-	6.2	21.4	-	27.6 (9.0+18.6)	86.9 (63.9:105.2)	10.2	21.4	31.6
2/3	586	586	-	-	-	3.1	6.0	-	9.1	56.1	9.1	6.0	15.2
3/1+3/2	317	295	590	0	0	1.8	16.0	-	17.8 (9.1+8.7)	202.5 (206.5:198.5)	5.2	16.0	21.2
4/1+4/2	435	435	870	0	0	0.9	0.4	-	1.2 (0.6+0.6)	10.2 (10.1:10.3)	2.1	0.4	2.5
5/1	159	159	-	-	-	0.3	0.0	-	0.3	7.3	1.9	0.0	1.9
5/2	217	217	-	-	-	0.5	0.0	-	0.5	7.6	2.7	0.0	2.7
6/1	321	321	-	-	-	0.1	0.0	-	0.1	0.7	1.2	0.0	1.2
6/2	661	661	-	-	-	0.2	0.0	-	0.2	1.3	5.3	0.0	5.3
7/1	1284	1284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1290	1290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

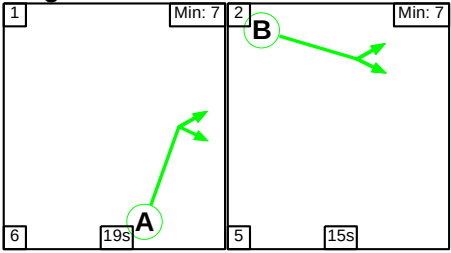
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%)	-36.2	Total Delay for Signalled Lanes (pcuHr):	139.68	Cycle Time (s):	58
C1	Stream: 2	PRC for Signalled Lanes (%)	-13.5	Total Delay for Signalled Lanes (pcuHr):	36.99	Cycle Time (s):	58
		PRC Over All Lanes (%)	-36.2	Total Delay Over All Lanes(pcuHr):	195.74		

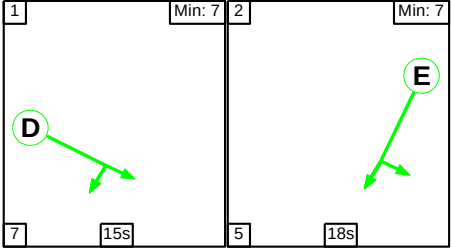
Full Input Data And Results
Scenario 7: '7' (FG7: '2031 AM Base + Development', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

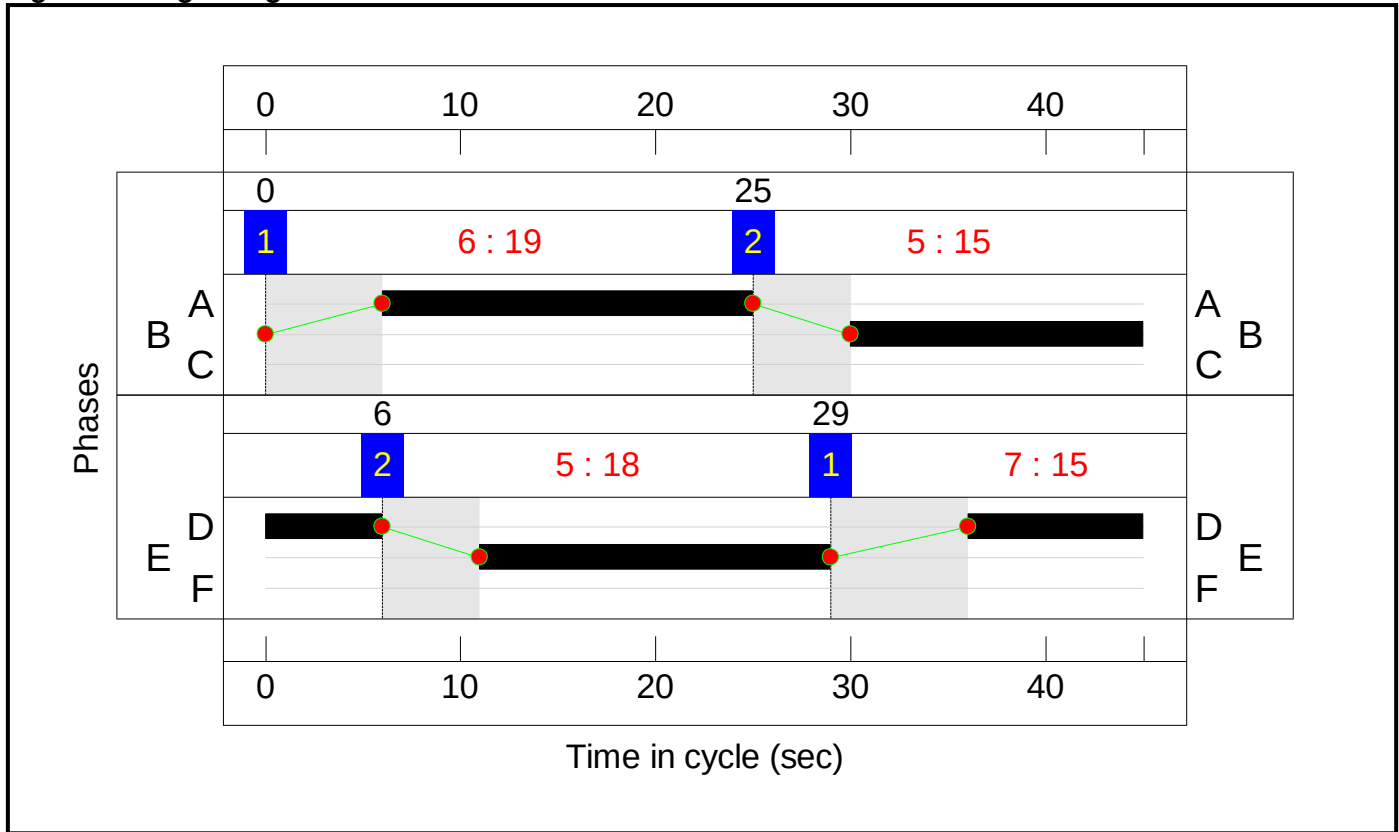
Stage Stream: 1

Stage	1	2
Duration	19	15
Change Point	0	25

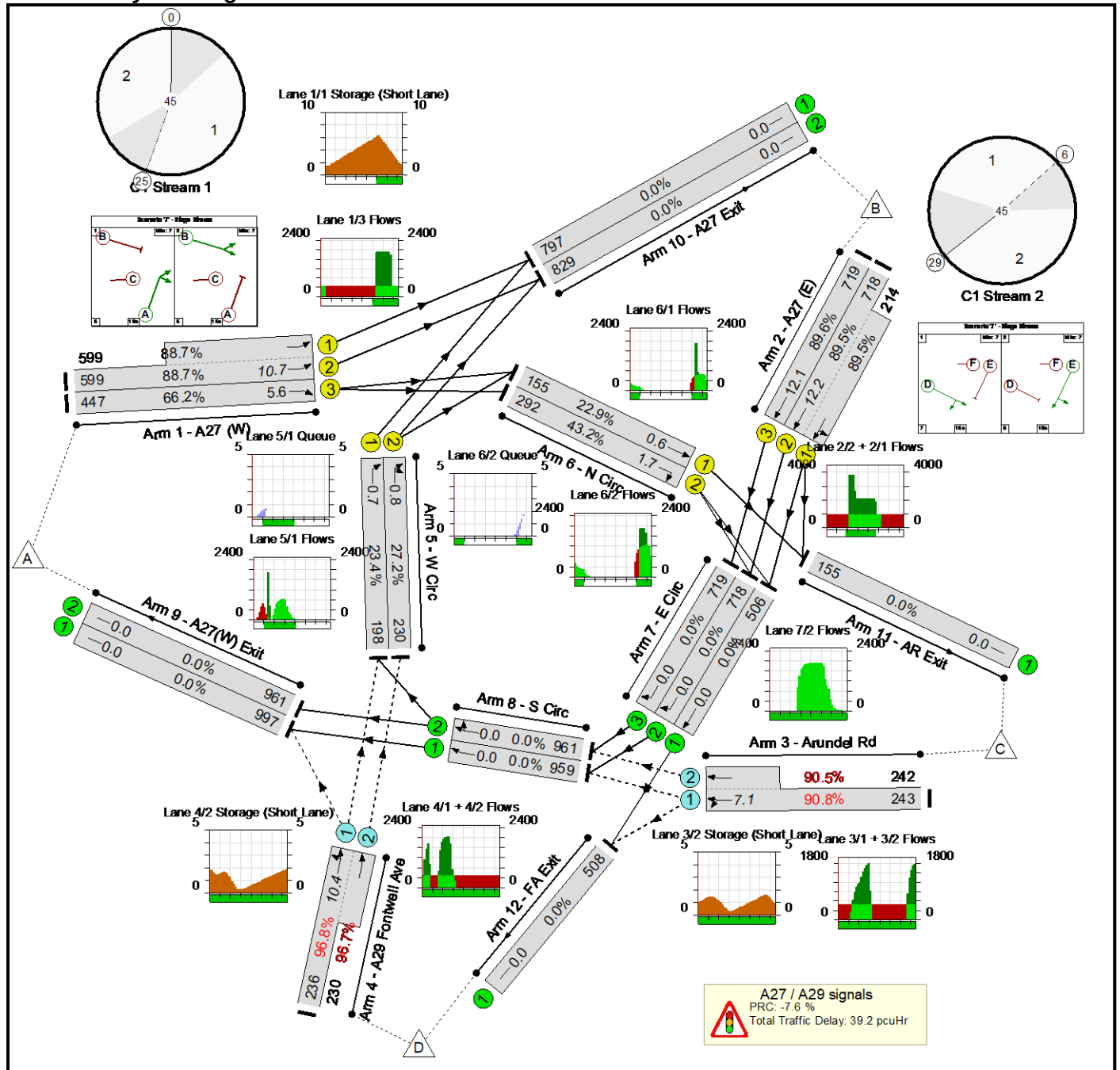
Stage Stream: 2

Stage	1	2
Duration	15	18
Change Point	29	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	96.8%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	15	-	1198	1900:1900	676+676	88.7 : 88.7%
1/3	A27 (W) Ahead	U	1	N/A	B		1	15	-	447	1900	676	66.2%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	18	-	932	1900:1900	802+239	89.5 : 89.5%
2/3	A27 (E) Ahead	U	2	N/A	E		1	18	-	719	1900	802	89.6%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	485	1900:1900	268+267	90.8 : 90.5%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	466	1900:1900	244+238	96.8 : 96.7%
5/1	W Circ Right	U	1	N/A	A		1	19	-	198	1900	844	23.4%
5/2	W Circ Right Right2	U	1	N/A	A		1	19	-	230	1900	844	27.2%
6/1	N Circ Ahead	U	2	N/A	D		1	15	-	155	1900	676	22.9%
6/2	N Circ Right	U	2	N/A	D		1	15	-	292	1900	676	43.2%
7/1	E Circ Ahead	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
7/3	E Circ Right	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

Full Input Data And Results

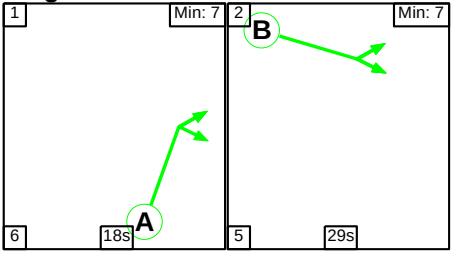
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 Signal Roundabout - Fontwell Western	-	-	1902	0	0	14.9	24.3	0.0	39.2	-	-	-	-
A27 / A29 signals	-	-	1902	0	0	14.9	24.3	0.0	39.2	-	-	-	-
1/2+1/1	1198	1198	-	-	-	4.5	3.7	-	8.3 (4.1+4.1)	24.9 (24.9:24.9)	7.0	3.7	10.7
1/3	447	447	-	-	-	1.5	1.0	-	2.5	20.0	4.6	1.0	5.6
2/2+2/1	932	932	-	-	-	2.9	4.0	-	6.9 (5.5+1.4)	26.6 (27.4:23.8)	8.2	4.0	12.2
2/3	719	719	-	-	-	2.4	3.9	-	6.4	31.8	8.2	3.9	12.1
3/1+3/2	485	485	970	0	0	1.5	4.2	-	5.7 (2.8+2.8)	42.1 (42.2:42.1)	2.9	4.2	7.1
4/1+4/2	466	466	932	0	0	1.8	7.6	-	9.3 (4.7+4.6)	72.1 (72.0:72.1)	2.8	7.6	10.4
5/1	198	198	-	-	-	0.0	0.0	-	0.0	0.9	0.7	0.0	0.7
5/2	230	230	-	-	-	0.1	0.0	-	0.1	0.9	0.8	0.0	0.8
6/1	155	155	-	-	-	0.0	0.0	-	0.0	0.5	0.6	0.0	0.6
6/2	292	292	-	-	-	0.1	0.0	-	0.1	0.7	1.7	0.0	1.7
7/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

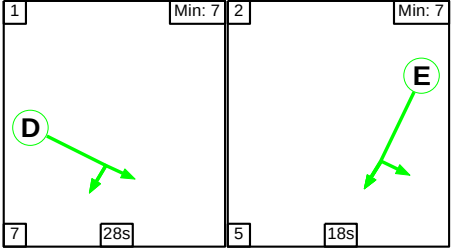
C1	Stream: 1	PRC for Signalled Lanes (%)	1.5	Total Delay for Signalled Lanes (pcuHr):	10.87	Cycle Time (s):	45
C1	Stream: 2	PRC for Signalled Lanes (%)	0.4	Total Delay for Signalled Lanes (pcuHr):	13.32	Cycle Time (s):	45
		PRC Over All Lanes (%)	-7.6	Total Delay Over All Lanes(pcuHr):	39.20		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

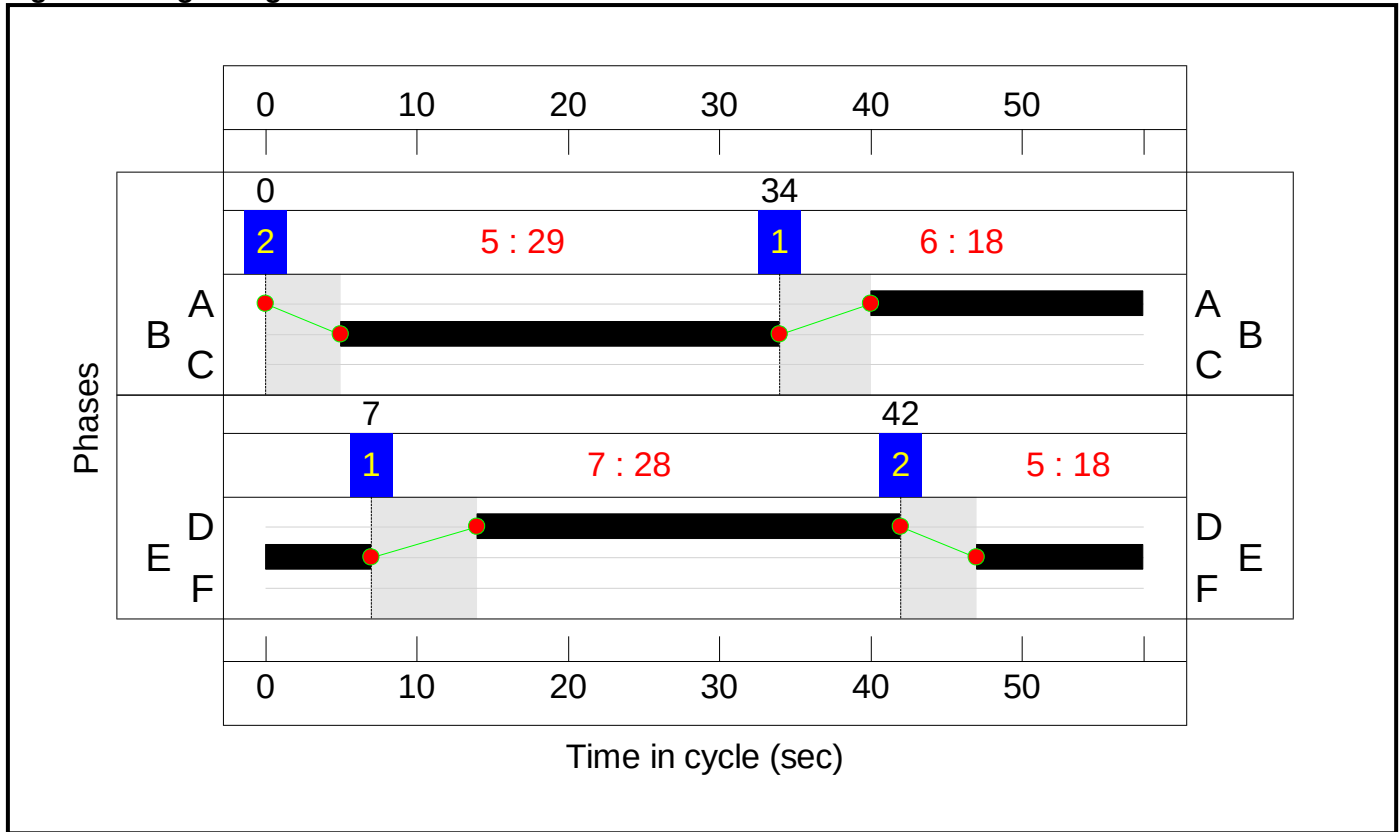
Stage Stream: 1

Stage	1	2
Duration	18	29
Change Point	34	0

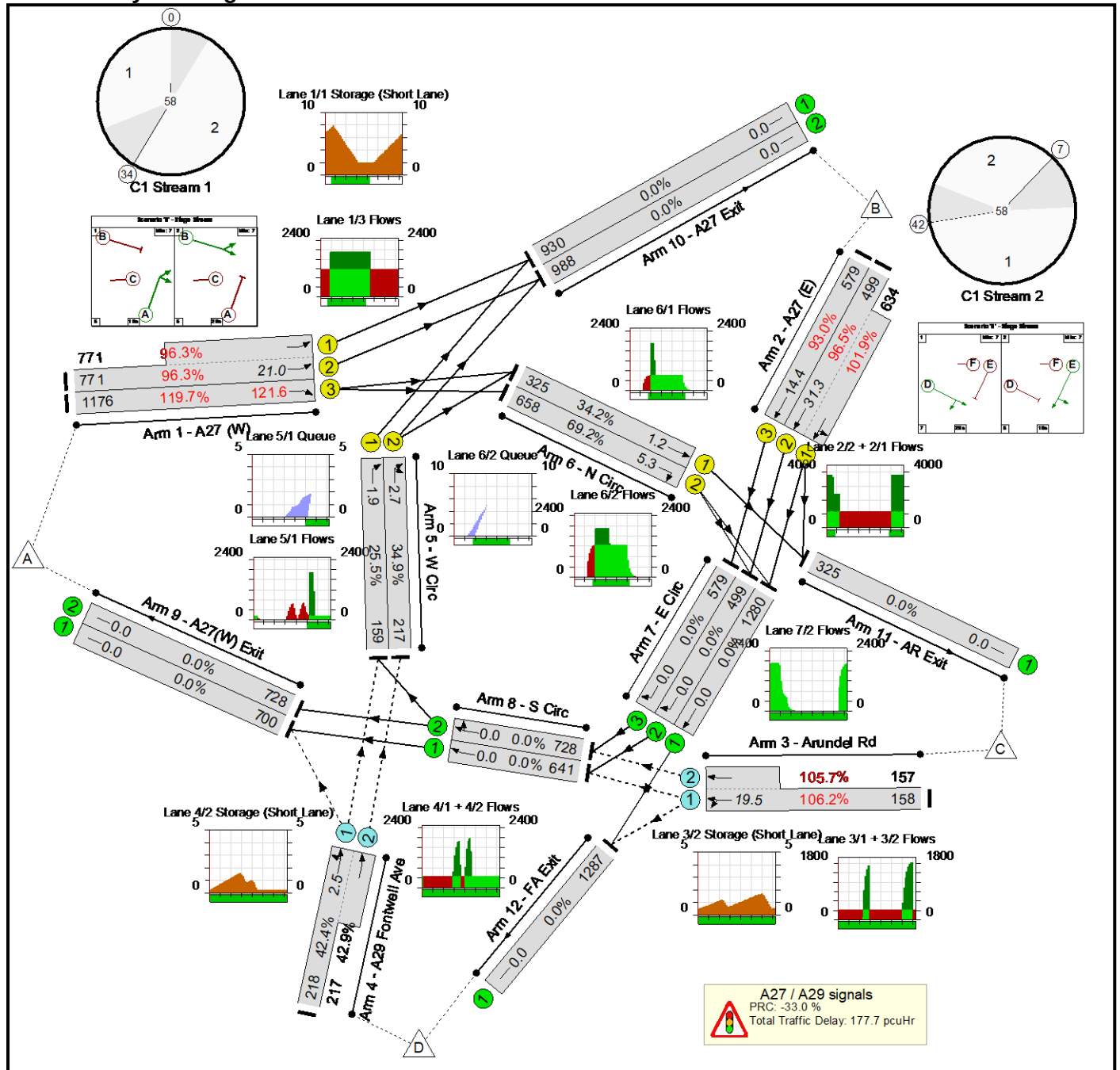
Stage Stream: 2

Stage	1	2
Duration	28	18
Change Point	7	42

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	N/A	-	-		-	-	-	-	-	-	119.7%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	119.7%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	29	-	1542	1900:1900	801+801	96.3 : 96.3%
1/3	A27 (W) Ahead	U	1	N/A	B		1	29	-	1176	1900	983	119.7%
2/2+2/1	A27 (E) Ahead Left	U	2	N/A	E		1	18	-	1133	1900:1900	517+622	96.5 : 101.9%
2/3	A27 (E) Ahead	U	2	N/A	E		1	18	-	579	1900	622	93.0%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	315	1900:1900	149+149	106.2 : 105.7%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	435	1900:1900	514+506	42.4 : 42.9%
5/1	W Circ Right	U	1	N/A	A		1	18	-	159	1900	622	25.5%
5/2	W Circ Right Right2	U	1	N/A	A		1	18	-	217	1900	622	34.9%
6/1	N Circ Ahead	U	2	N/A	D		1	28	-	389	1900	950	34.2%
6/2	N Circ Right	U	2	N/A	D		1	28	-	787	1900	950	69.2%
7/1	E Circ Ahead	U	N/A	N/A	-		-	-	-	1421	Inf	Inf	0.0%
7/2	E Circ Right	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
7/3	E Circ Right	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
8/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
8/2	S Circ Right Ahead	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%

Full Input Data And Results

12/1	FA Exit	U	N/A	N/A	-		-	-	-	1428	Inf	Inf	0.0%
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Full Input Data And Results

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: A27 / A29 Signal Roundabout - Fontwell Western	-	-	1465	0	0	27.3	150.4	0.0	177.7	-	-	-	-
A27 / A29 signals	-	-	1465	0	0	27.3	150.4	0.0	177.7	-	-	-	-
1/2+1/1	1542	1542	-	-	-	4.9	9.7	-	14.6 (7.3+7.3)	34.1 (34.1:34.1)	11.3	9.7	21.0
1/3	1176	983	-	-	-	9.6	99.6	-	109.2	334.3	22.1	99.6	121.6
2/2+2/1	1133	1121	-	-	-	6.1	21.0	-	27.1 (9.2+18.0)	86.2 (66.3:101.9)	10.2	21.0	31.3
2/3	579	579	-	-	-	3.0	5.3	-	8.4	52.1	9.0	5.3	14.4
3/1+3/2	315	297	595	0	0	1.7	14.3	-	16.0 (8.2+7.8)	183.2 (187.2:179.1)	5.2	14.3	19.5
4/1+4/2	435	435	870	0	0	0.8	0.4	-	1.2 (0.6+0.6)	10.1 (10.0:10.2)	2.1	0.4	2.5
5/1	159	159	-	-	-	0.3	0.0	-	0.3	7.4	1.9	0.0	1.9
5/2	217	217	-	-	-	0.5	0.0	-	0.5	7.7	2.7	0.0	2.7
6/1	325	325	-	-	-	0.1	0.0	-	0.1	0.7	1.2	0.0	1.2
6/2	658	658	-	-	-	0.2	0.0	-	0.2	1.3	5.3	0.0	5.3
7/1	1280	1280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1287	1287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%)	-33.0	Total Delay for Signalled Lanes (pcuHr):	124.62	Cycle Time (s):	58
C1	Stream: 2	PRC for Signalled Lanes (%)	-13.2	Total Delay for Signalled Lanes (pcuHr):	35.82	Cycle Time (s):	58
		PRC Over All Lanes (%)	-33.0	Total Delay Over All Lanes(pcuHr):	177.69		