Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/10/2022	0640	Raining without high winds	221232424	2	Not applicable	Not within 20M

Location: HANLYE LANE - 120 METRES FROM JUNCTION WITH PRIVATE DRIVEWAY, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/11/2022	0950	Fine without high winds	221252079	1	Give way or Uncontrolled	T & Stag Jct

Location: MILL LANE AT JUNCTION WITH CUCKFIELD ROAD, SAYERS COMMON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning right	Front	Entering main road
Car	Going ahead other	Front	Jct Approach
Car	Starting	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/11/2022	2332	Raining without high winds	221243713	1	Not applicable	Not within 20M

Location: A23, BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/11/2022	1127	Raining without high winds	221246933	1	Give way or Uncontrolled	Crossroads

Location: CUCKFIELD ROAD AT JUNCTION WITH GATEHOUSE LANE, GODDARDS GREEN, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Electric motorcycle	Going ahead other	Offside	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/12/2022	1616	Fine without high winds	221249305	1	Give way or Uncontrolled	Roundabout

Location: ROCKY LANE (A272) AT JUNCTION WITH ROCKY LANE (A272), HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Mid Junction - on roundabout or main road
Van / Goods 3.5 tonnes mgw and under	Going ahead right bend	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/01/2023	1020	Fine without high winds	231266367	1	Give way or Uncontrolled	Crossroads

Location: BOLNEY ROAD (A272) AT JUNCTION WITH BISHOPSTONE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach
Van / Goods 3.5 tonnes mgw and under	Waiting to turn right	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/01/2023	1140	Fine without high winds	231267902	1	Give way or Uncontrolled	T & Stag Jct

Location: BUTLERS GREEN ROAD (B2272), HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach
Car	Going ahead other	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/01/2023	0913	Fine without high winds	231269097	1	Not applicable	Not within 20M

Location: ROCKY LANE (A272) - 37 METRES FROM JUNCTION WITH VIRGINIA DRIVE, HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/02/2023	0745	Fine without high winds	231281170	1	Not applicable	Not within 20M

Location: HANLYE LANE - 191 METRES FROM JUNCTION WITH PRIVATE ENTERANCE, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct
Car	Going ahead right bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/03/2023	1440	Fine without high winds	231282856	2	Give way or Uncontrolled	T & Stag Jct

Location: COWFOLD ROAD (A272) AT JUNCTION WITH A23, BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/04/2023	1855	Fine without high winds	231299778	1	Not applicable	Not within 20M

Location: WHITEMANS GREEN (B2114) - 112 METRES FROM JUNCTION WITH PRIVATE CARPARK, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/05/2023	1514	Fine without high winds	231304139	2	Give way or Uncontrolled	Other junction

Location: BROAD STREET (B2184) NEAR JUNCTION, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Pedestrian	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/05/2023	1720	Fine without high winds	231306367	1	Not applicable	Not within 20M

Location: HANLYE LANE - 121 METRES FROM JUNCTION, CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/05/2023	1040	Fine without high winds	231309235	1	Give way or Uncontrolled	Other junction

Location: A23 AT JUNCTION WITH COWFOLD ROAD (A272), BOLNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/05/2023	2220	Fine without high winds	231310269	1	Not applicable	Not within 20M

Location: TRAUNSTEIN WAY (A272), HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Parked	Back	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/05/2023	0853	Fine without high winds	231313063	1	Give way or Uncontrolled	T & Stag Jct

Location: BOLDING WAY NEAR JUNCTION WITH ROCKY LANE (A272), HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Mid Junction - on roundabout or main road
Motorcycle over 500cc	Turning left	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/06/2023	0310	Fine without high winds	231314397	4	Give way or Uncontrolled	Mini roundabout

Location: BOLNEY ROAD (A272) NEAR JUNCTION WITH CUCKFIELD ROAD (B2036), ANSTY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Serious
Vehicle Passenger	Serious
Vehicle Passenger	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/06/2023	1205	Fine without high winds	231315092	1	Give way or Uncontrolled	Roundabout

Location: TYLERS GREEN ROUNDABOUT (A272) NEAR JUNCTION WITH ISAACS LANE (A272), CUCKFIELD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/06/2023	1940	Fine without high winds	231323803	1	Not applicable	Not within 20M

Location: CUCKFIELD ROAD - 24 METRES FROM JUNCTION WITH GATEHOUSE LANE, GODDARDS GREEN, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/08/2018** **and** **31/07/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("Ansty (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/07/2023	2241	Fine without high winds	231331244	1	Give way or Uncontrolled	Roundabout

Location: ROCKY LANE (A272) AT JUNCTION WITH ROCKY LANE, HAYWARDS HEATH, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/07/2023	1300	Raining without high winds	231337159	1	Not applicable	Not within 20M

Location: TYLERS GREEN (A272) CUCKFIELD, WEST SUSSEX

Vehicles:

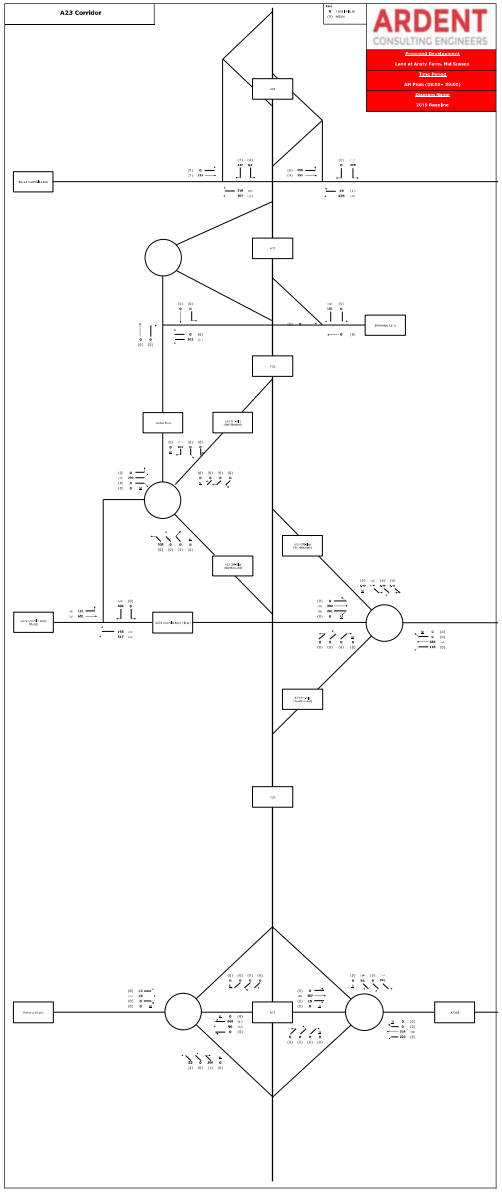
Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Nearside	Not at, or within 20M of Jct

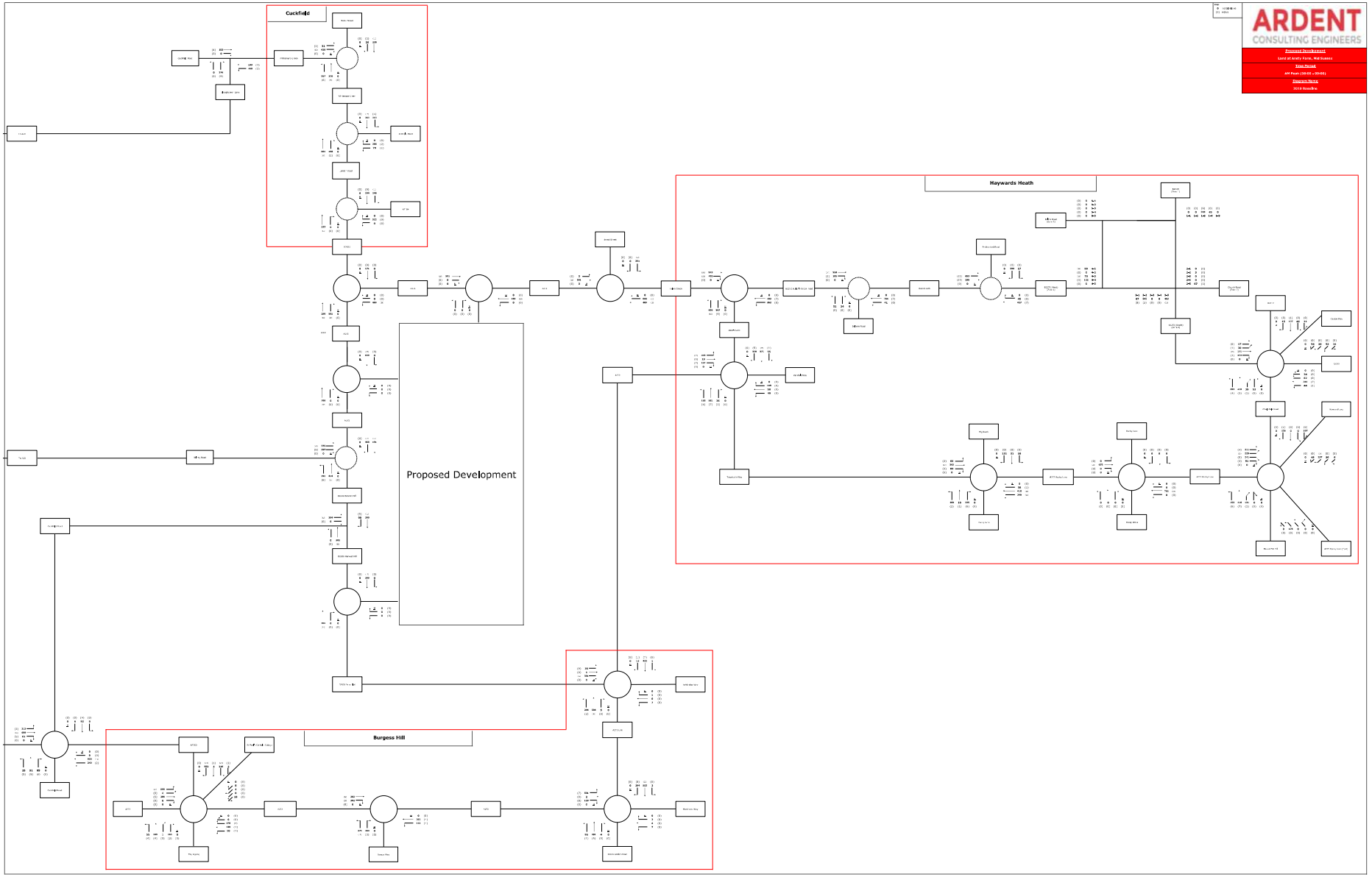
Casualties:

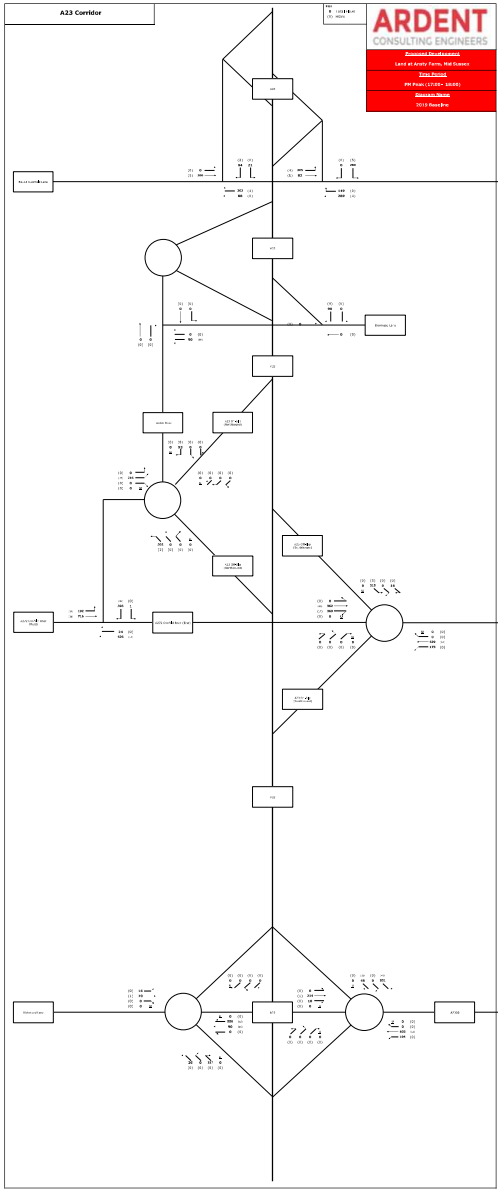
Class	Severity
Driver / Rider	Slight

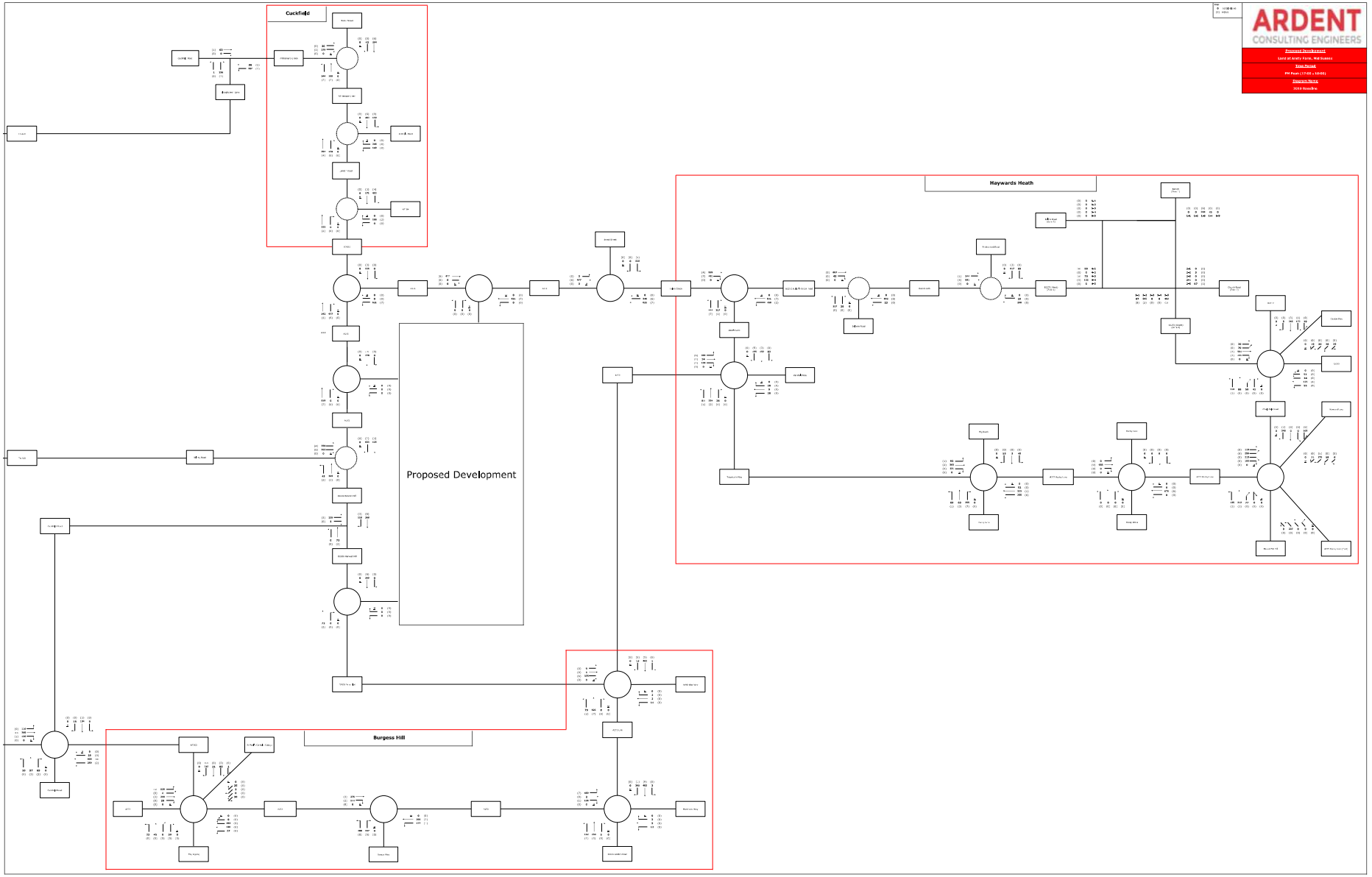
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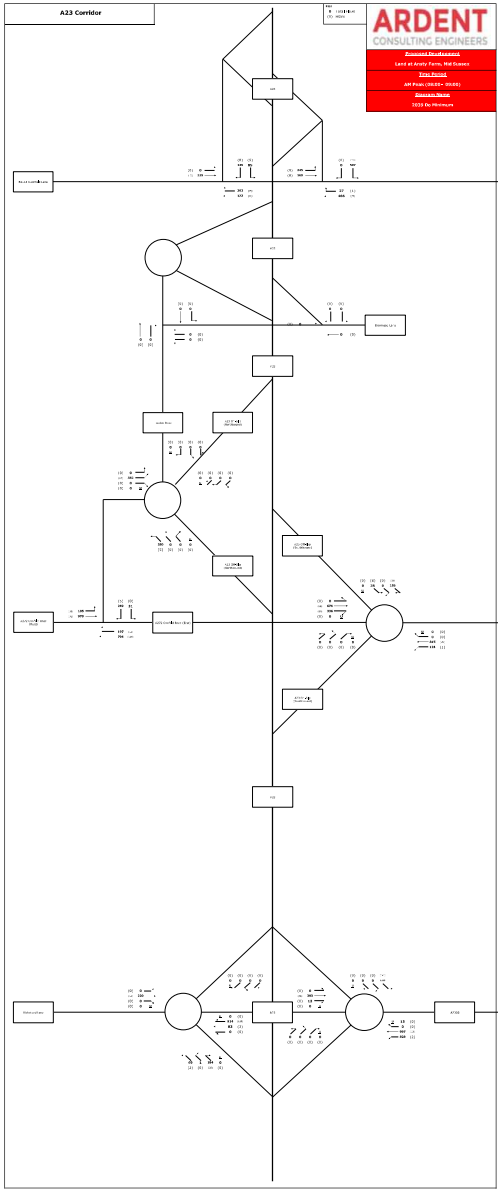
Appendix B

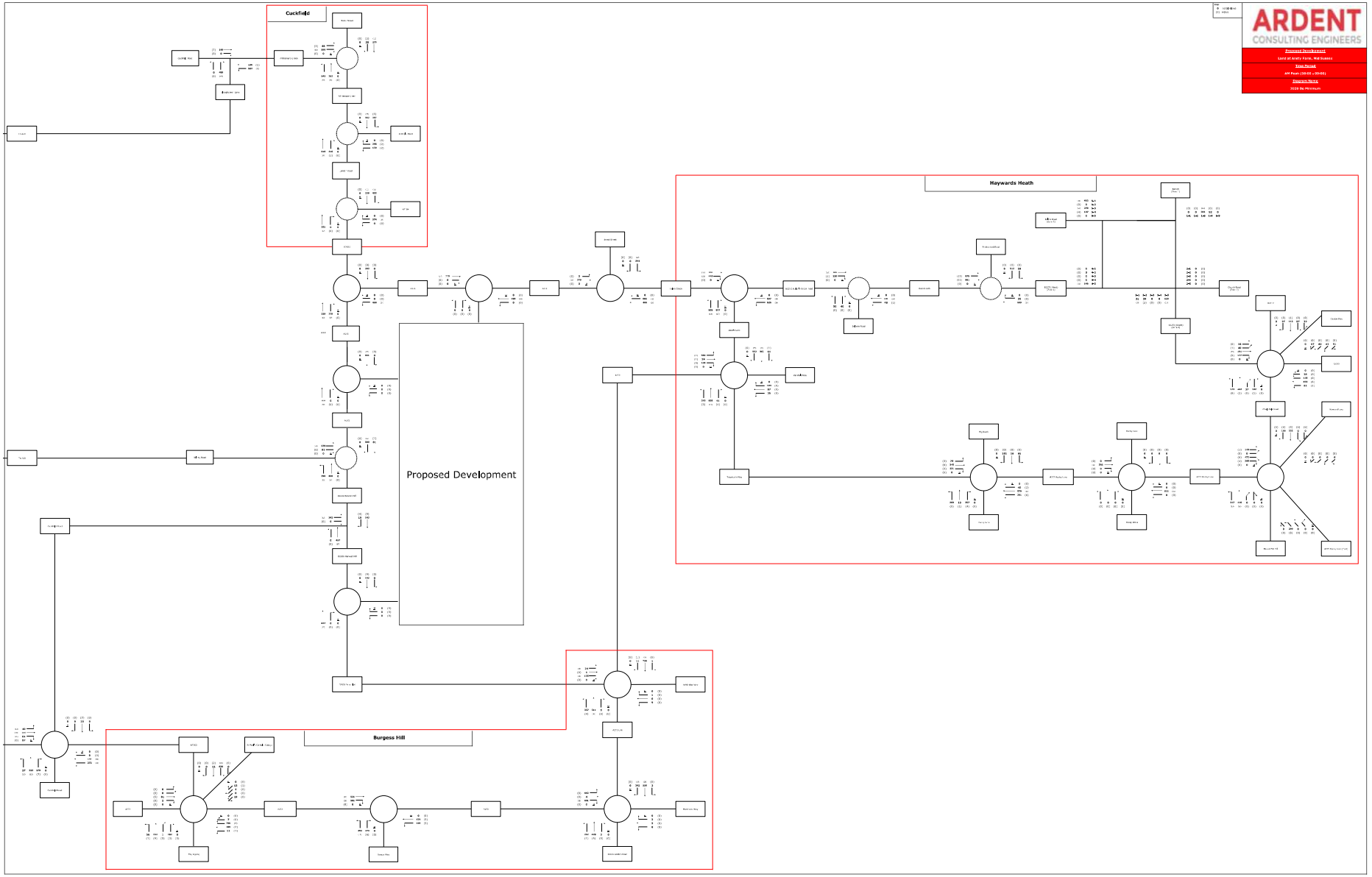

A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Hill Dyke
Year Period
AM Peak (08:00 - 09:00)
Scenario Name
2018 Baseline

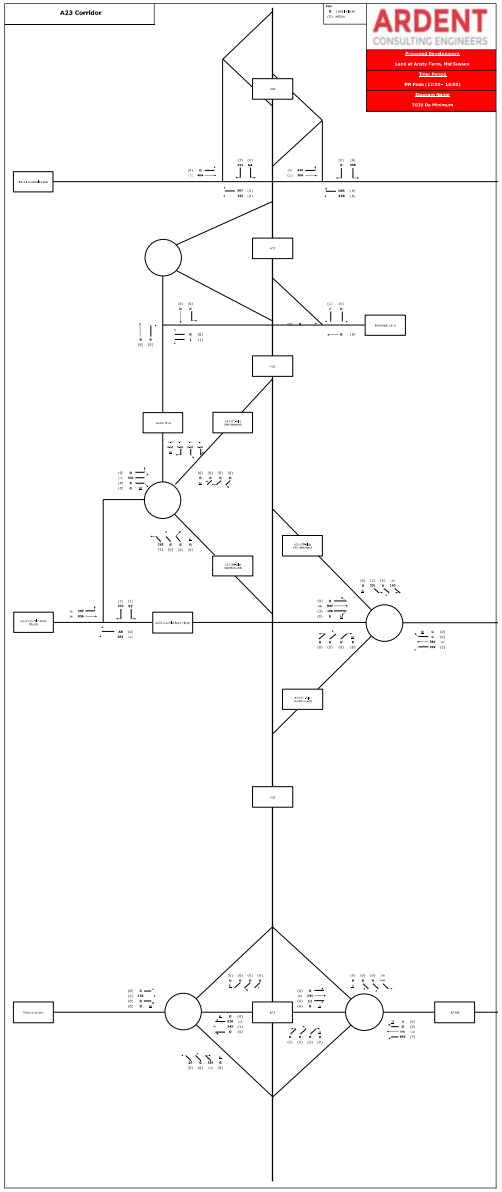

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS

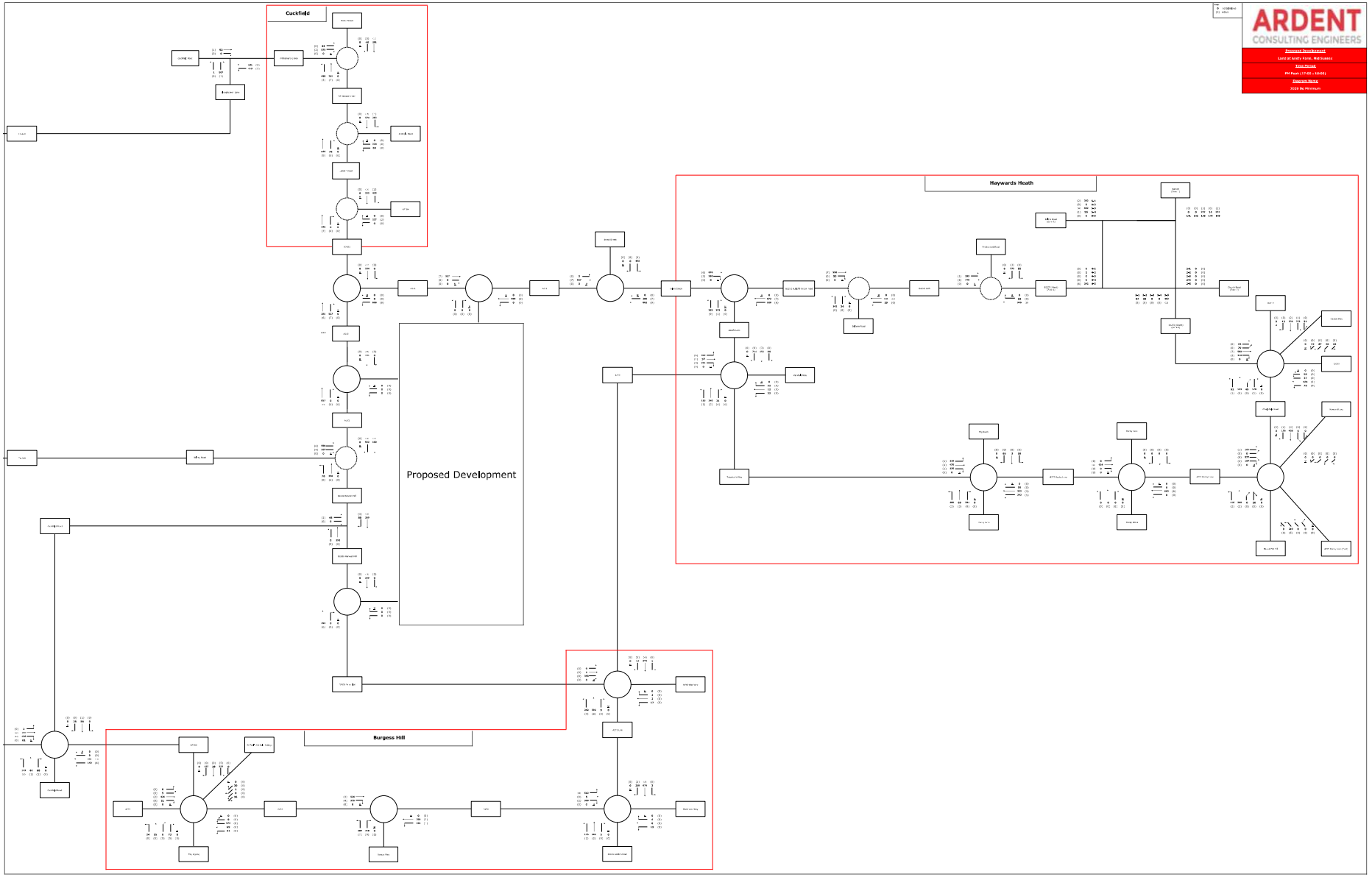

A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Hill Dyke
Year Period
PM Peak (17:00 - 18:00)
Opening Year
2018 Baseline

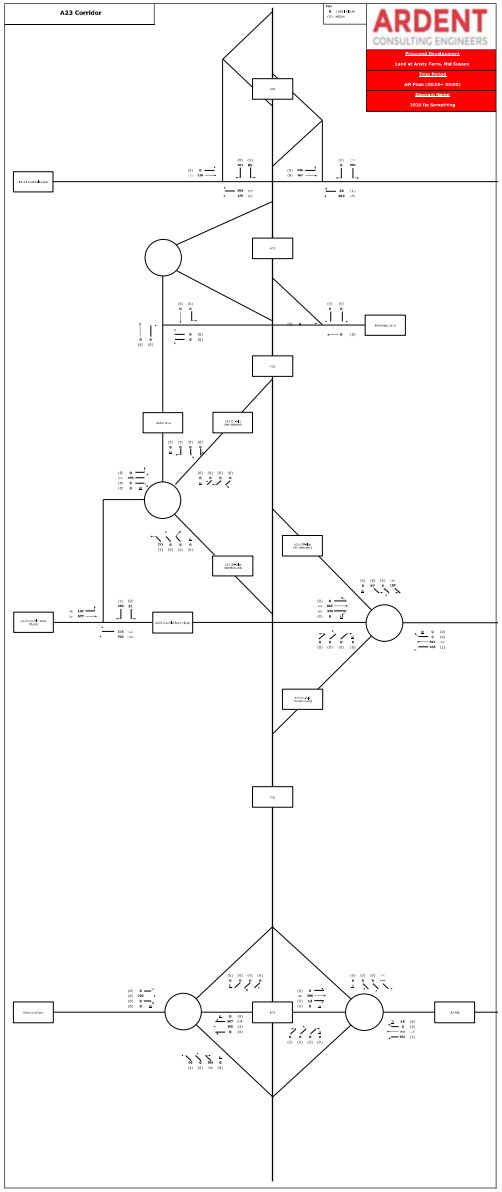

ARDENT
CONSULTING ENGINEERS
Cuckfield
Haywards Heath
Burgess Hill
Proposed Development

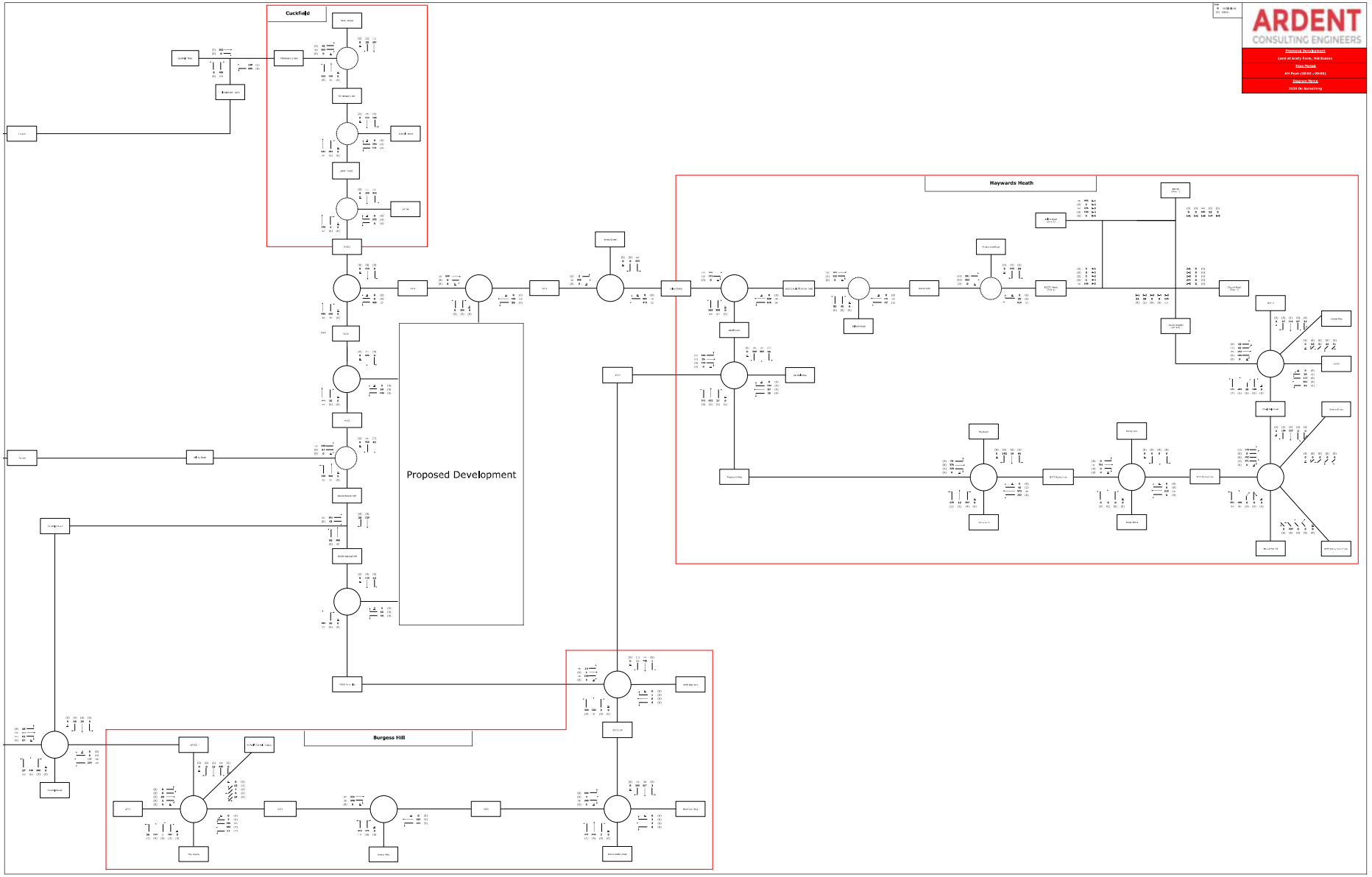

A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Hill Dyke
Year Period
AM Peak (08:00 - 09:00)
Diagram Name
2033 Do Minimum

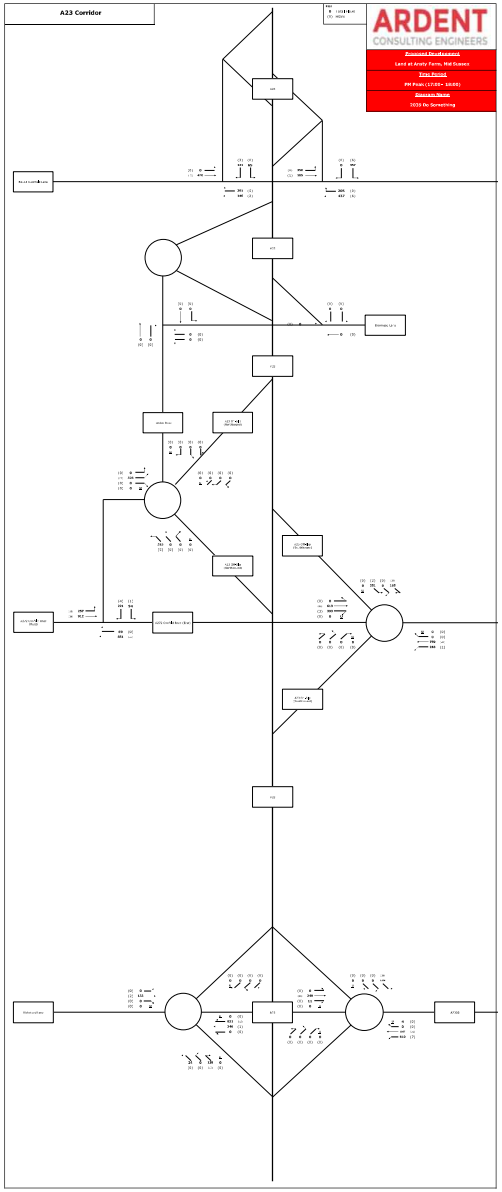

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS

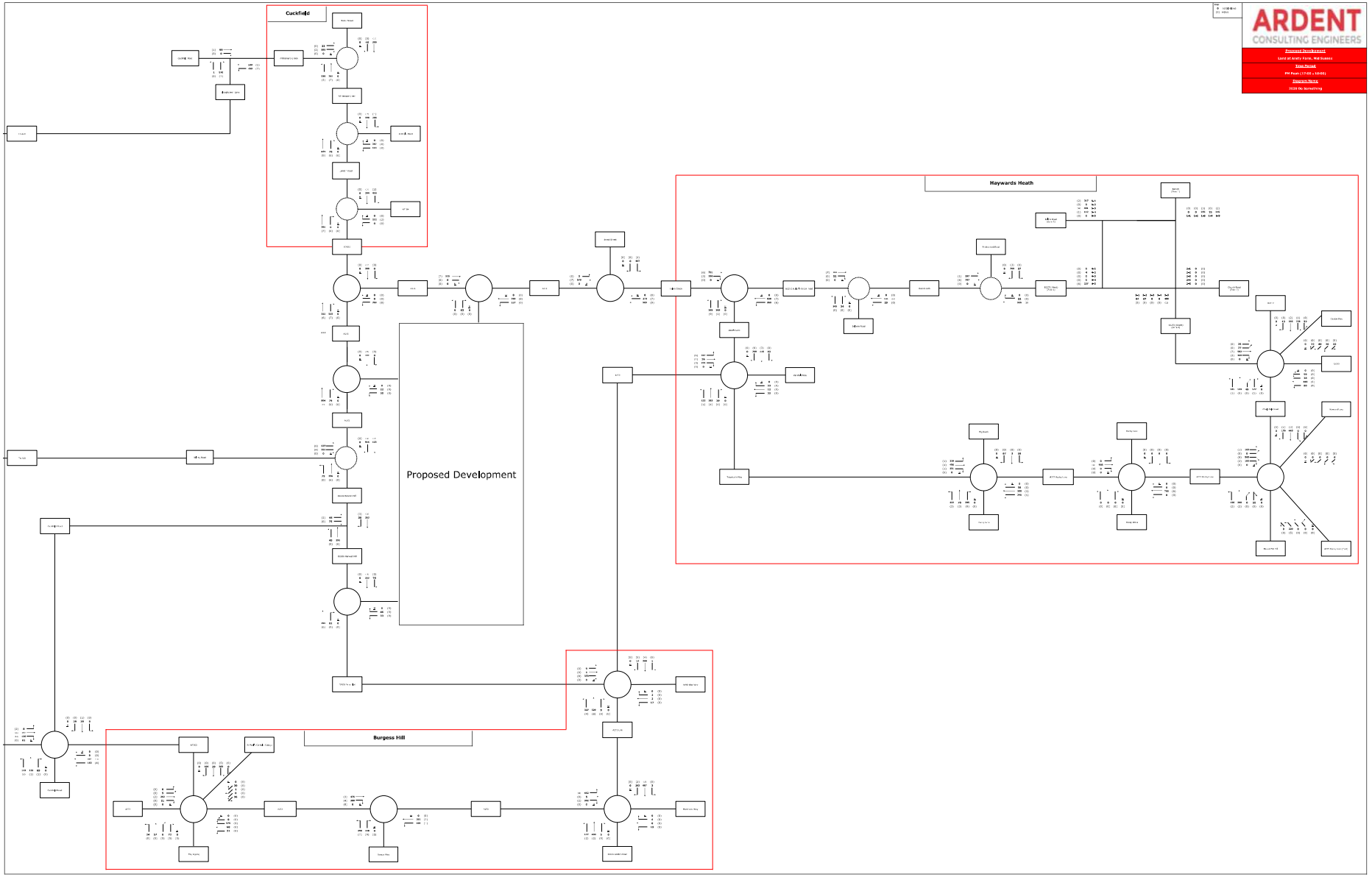

A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Hill Dyke
Year Period
PM Peak (17:00 - 18:00)
Diversion Route
1033 Do Minimum

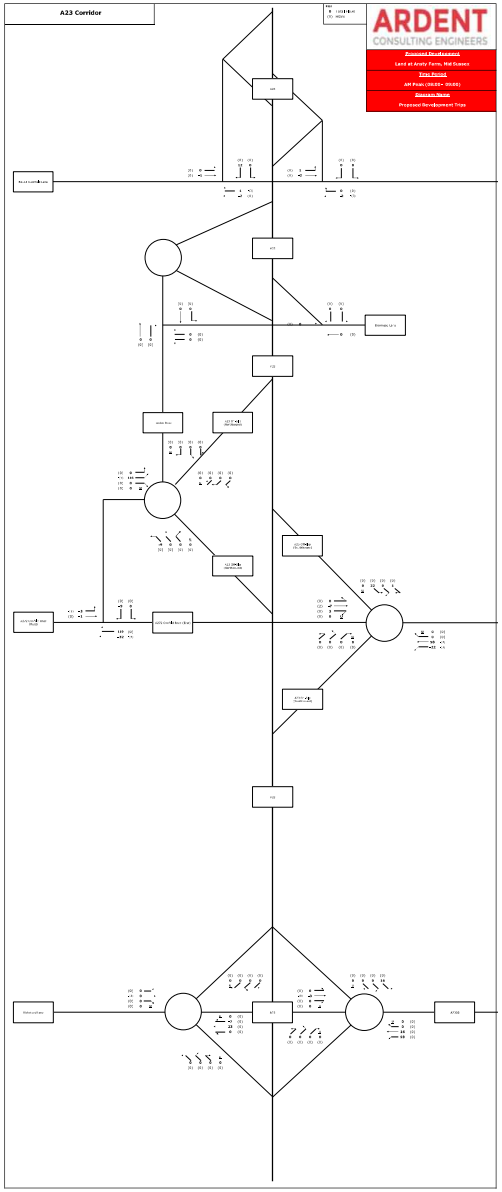

Cuckfield
Haywards Heath
Burgess Hill
Proposed Development
ARDENT
CONSULTING ENGINEERS

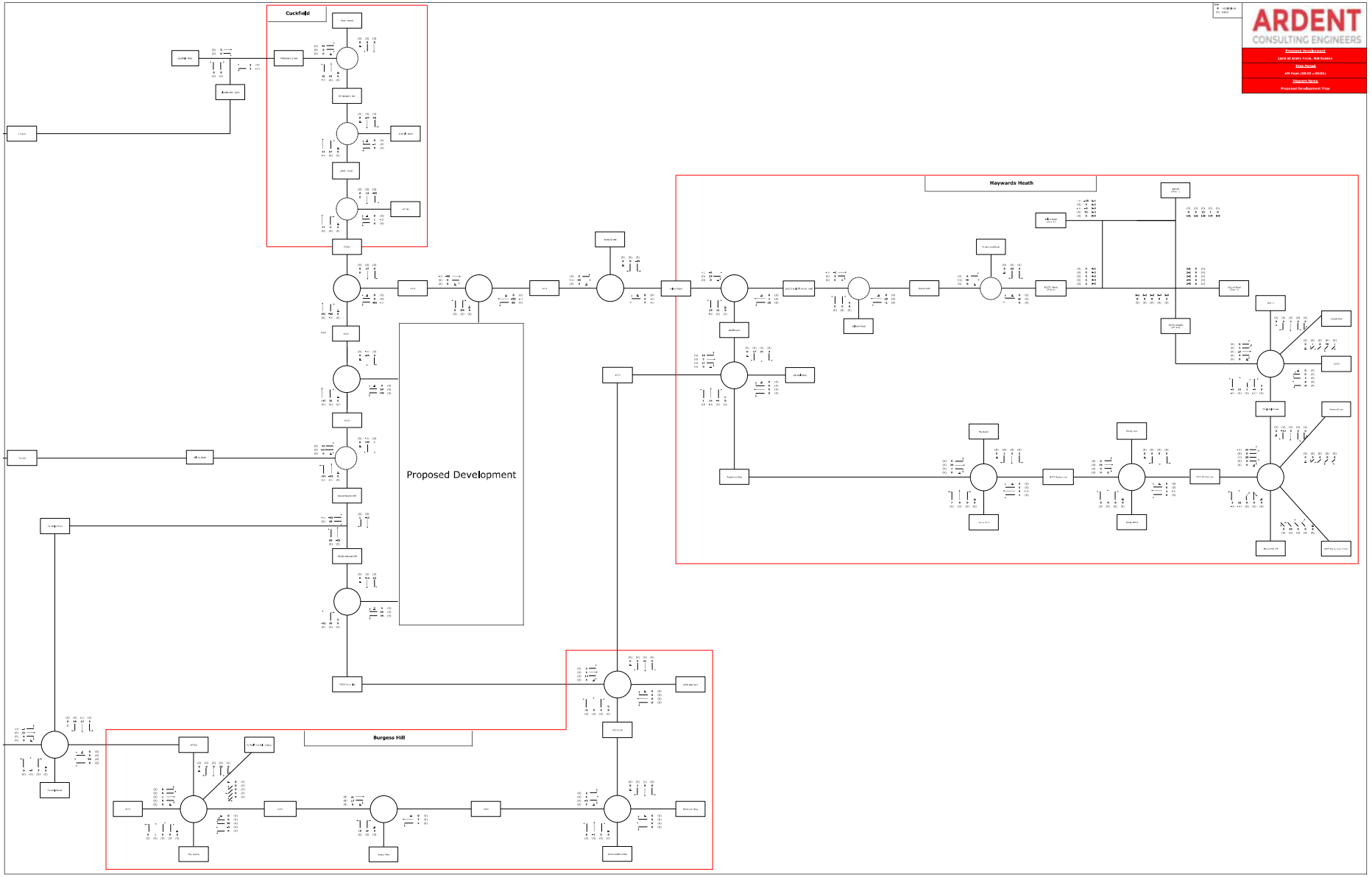

A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Mid Sussex
Year Period
AM Peak (08:00 - 09:00)
Scenario Name
2039 Do Something


ARDENT
CONSULTING ENGINEERS
Cuckfield
Haywards Heath
Burgess Hill
Proposed Development


A23 Corridor
ARDENT
CONSULTING ENGINEERS
Potential Development
Land at Anvils Farm, Mid Sussex
Time Period
PM Peak (17:00 - 18:00)
Scenario Name
2039 Do Something


ARDENT
CONSULTING ENGINEERS
Cuckfield
Haywards Heath
Burgess Hill
Proposed Development


A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Hill Dyke
Time Period
AM Peak (08:00 - 09:00)
Scenario Name
Proposed Development Trips

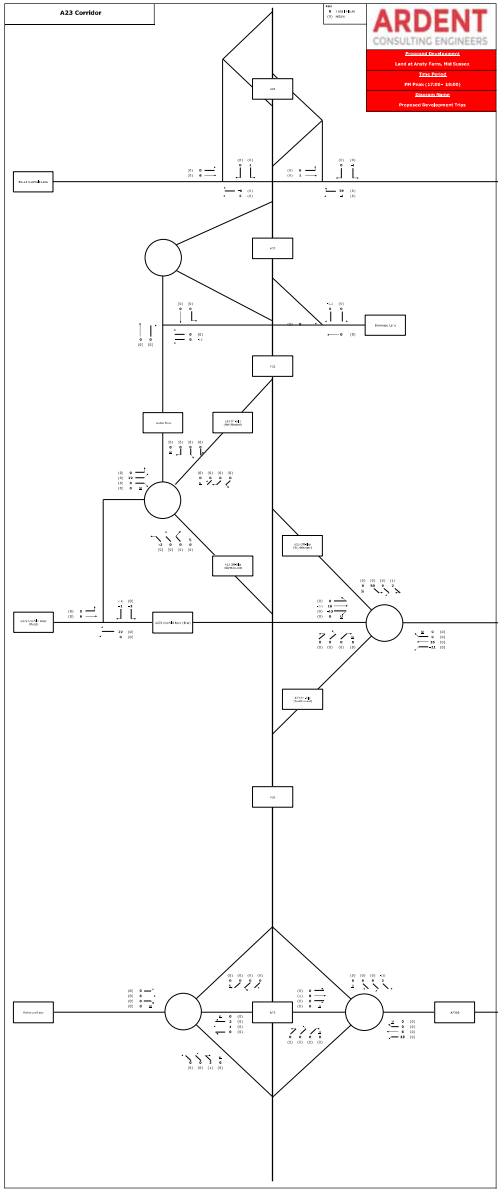


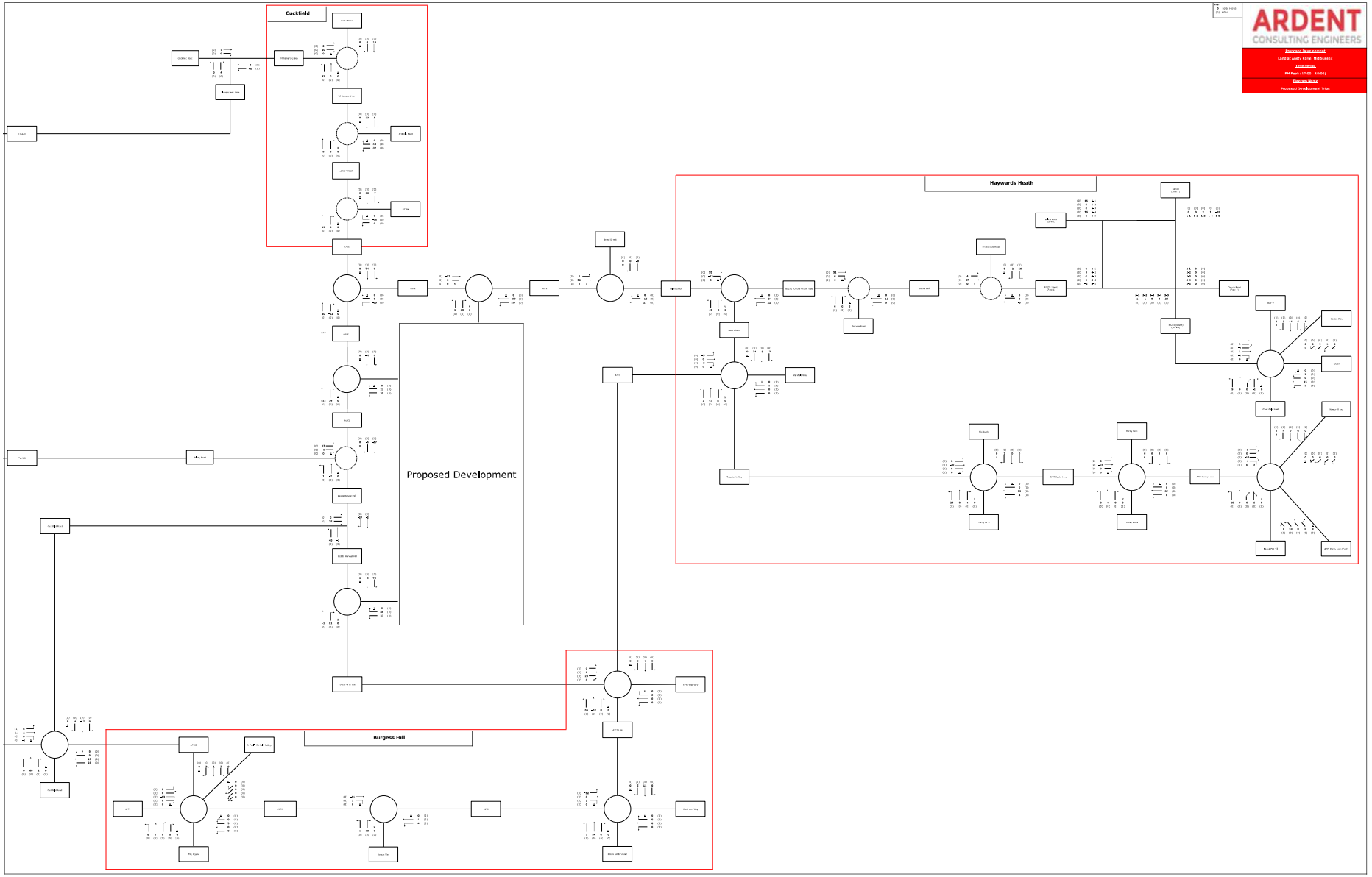
ARDENT
CONSULTING ENGINEERS

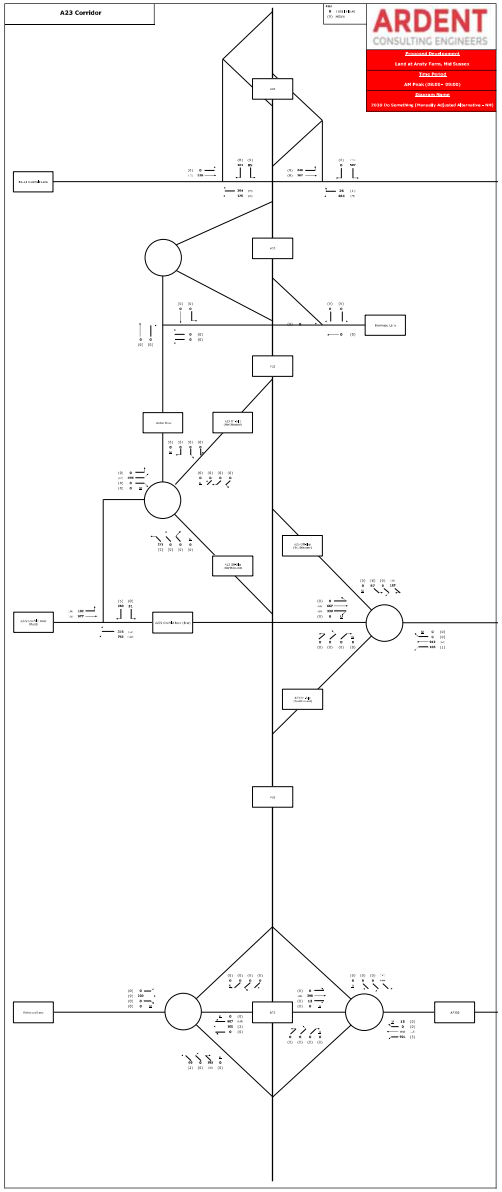
Proposed Development
Land at Ansty Farm, Mid Sussex

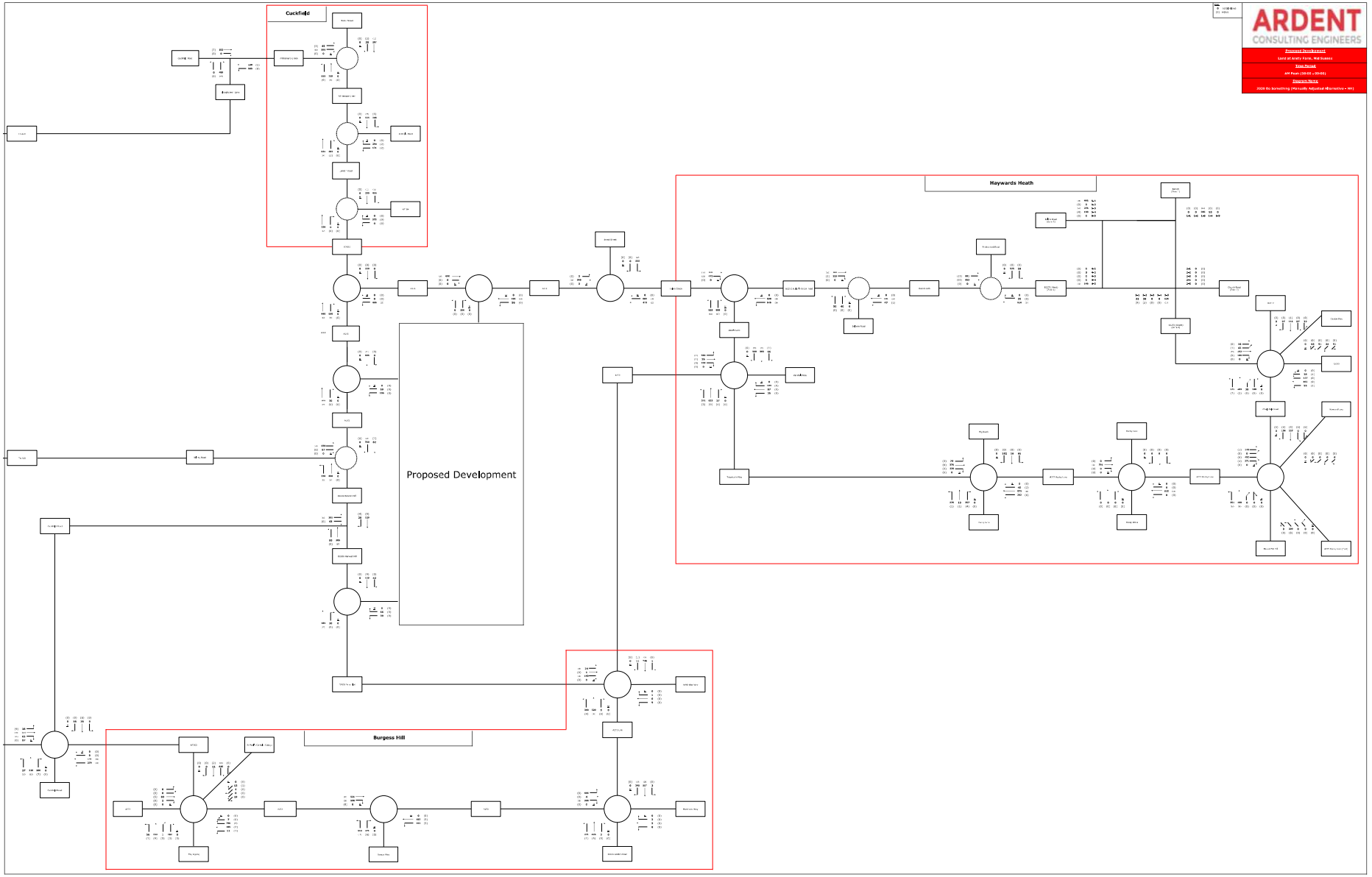
Year Period
AM Peak (08:00 - 09:00)

Diagram Name
Proposed Development Trips


A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Hill Dyke
Time Period
PM Peak (17:00 - 18:00)
Scenario Name
Proposed Development Trips


ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Ansty Farm, Mid Sussex
Year Period
PM Peak (17:00 - 18:00)
Diagram Name
Proposed Development Trips
Cuckfield
Haywards Heath
Proposed Development
Burgess Hill


A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Hill Dykes
Time Period
AM Peak (08:00 - 09:00)
Scenario Name
2039 Do Something (Formally Adjusted Alternative + NM)

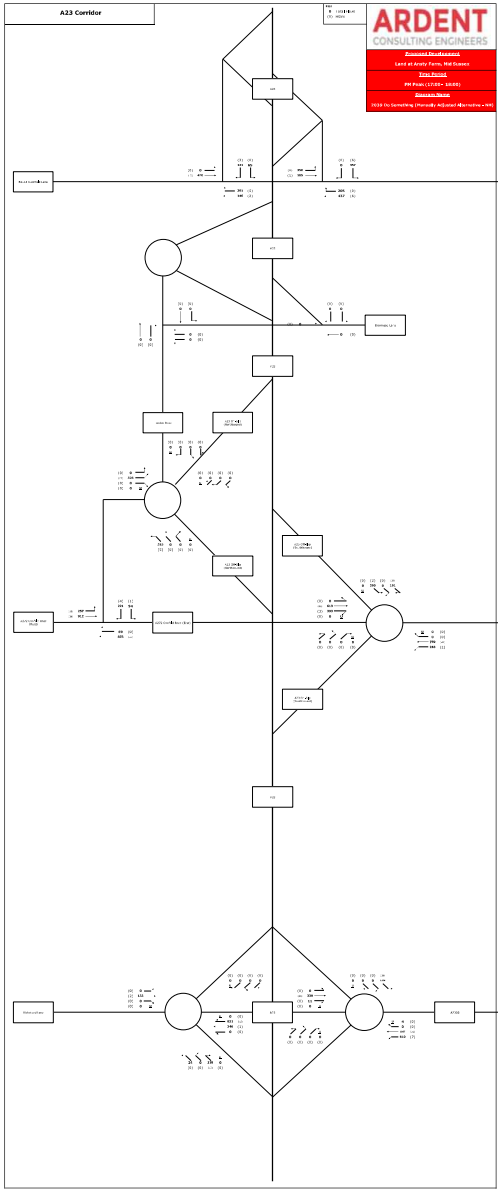


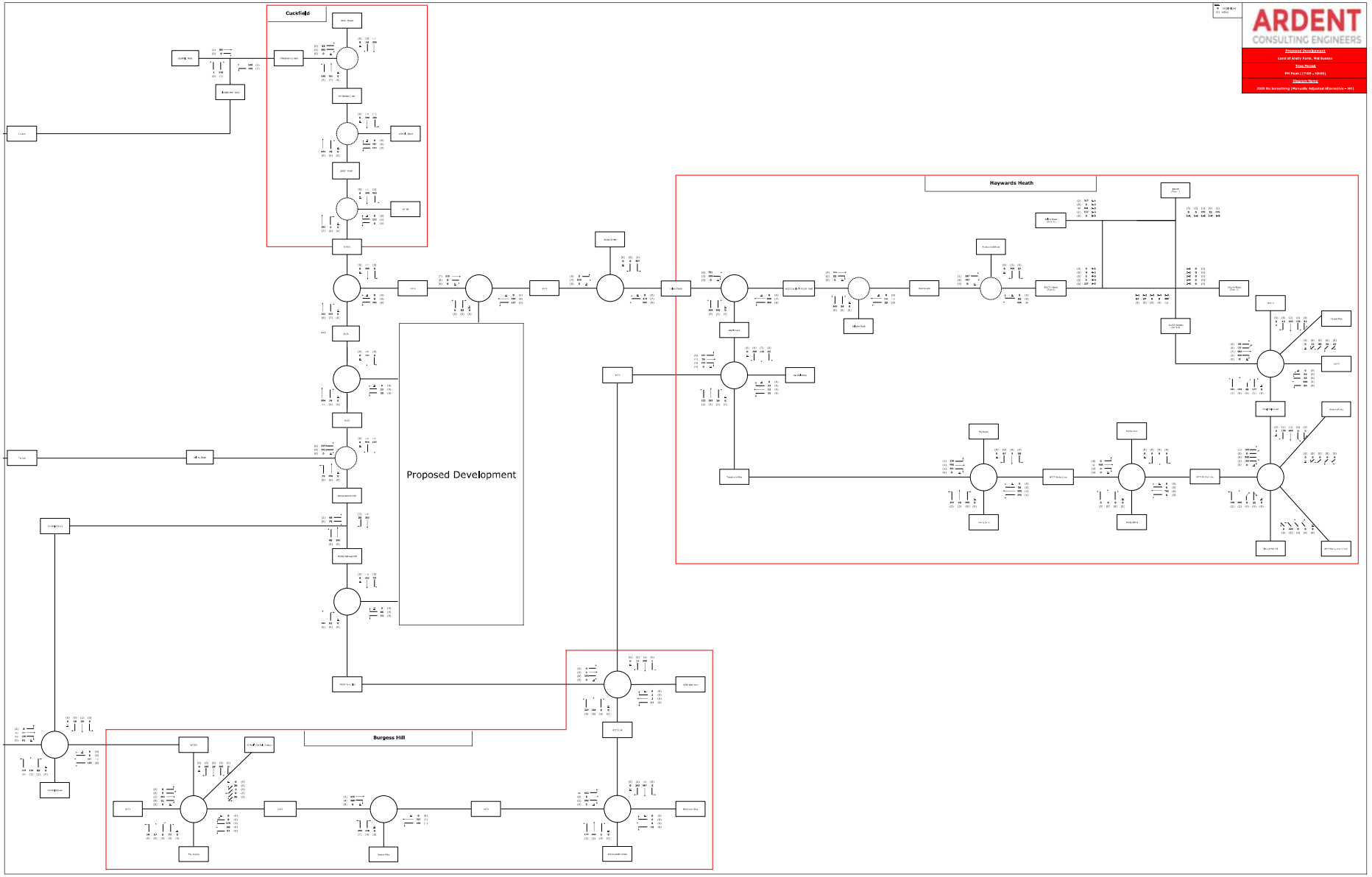
ARDENT
CONSULTING ENGINEERS

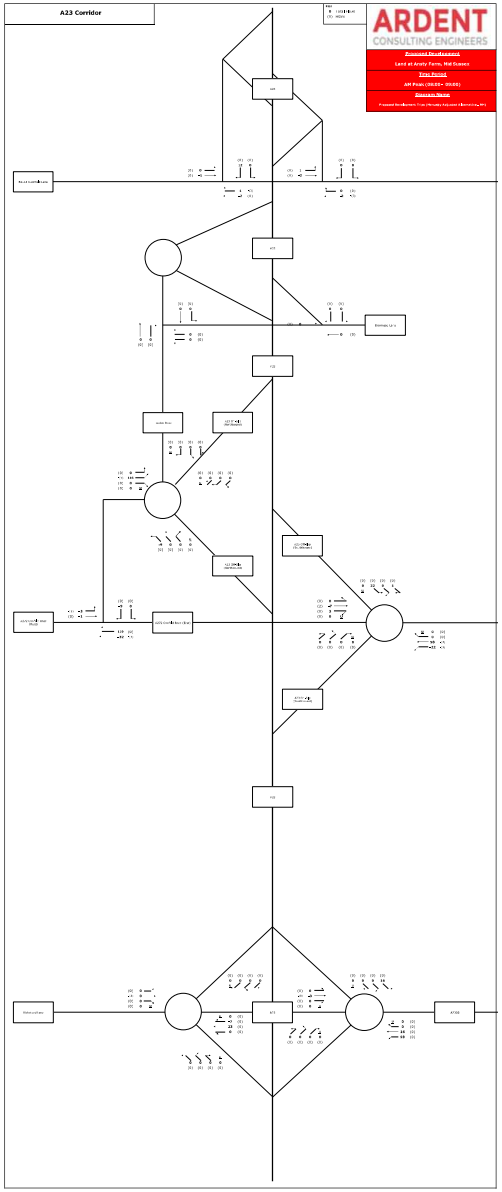
Personal Preference
Land at Ansty Farm, Mid Sussex

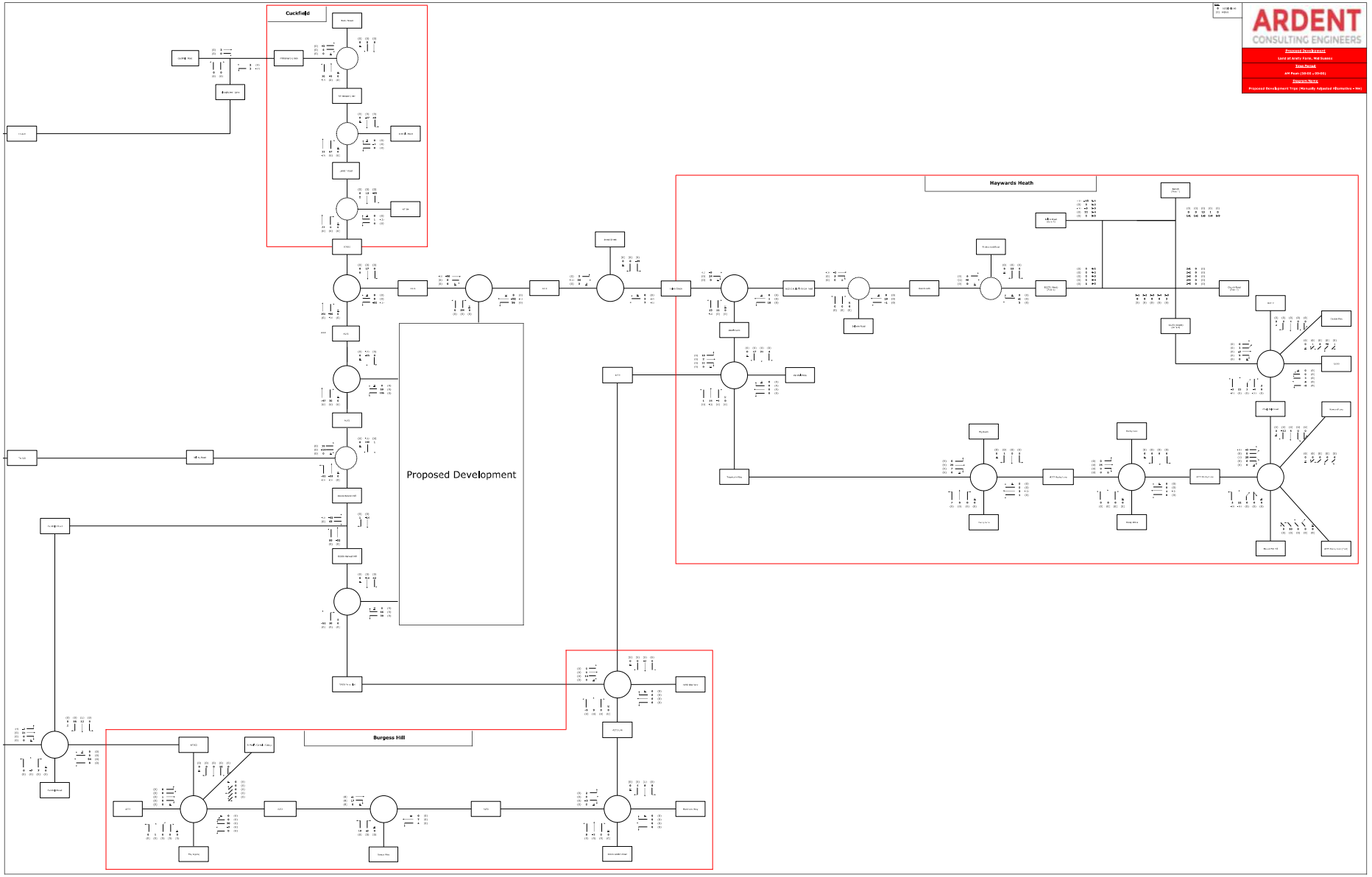
Year Period
AM Peak (08:00 - 09:00)

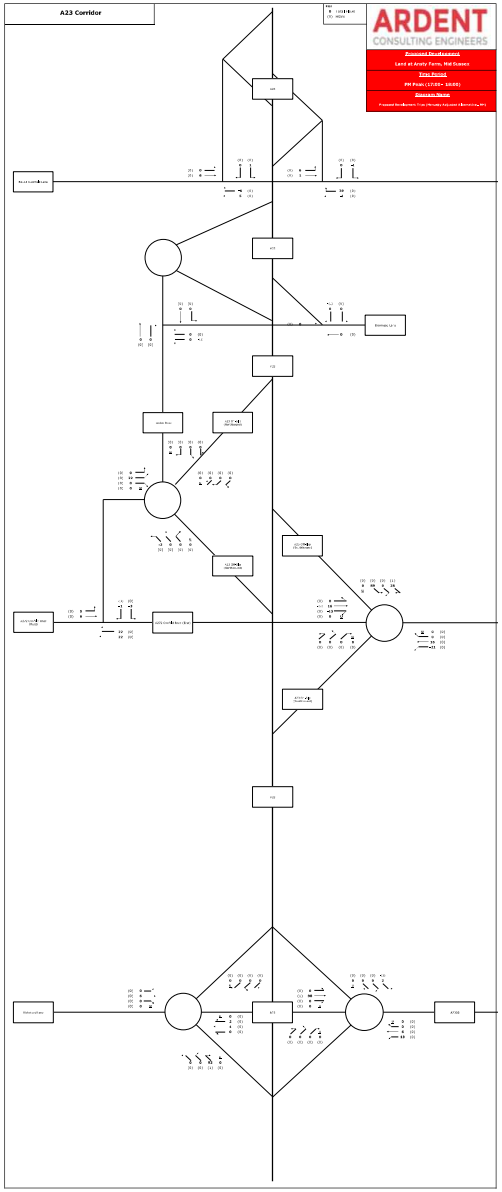
Scenario Name
2029 Do Something (Mutually Adjusted Alternative - NH)

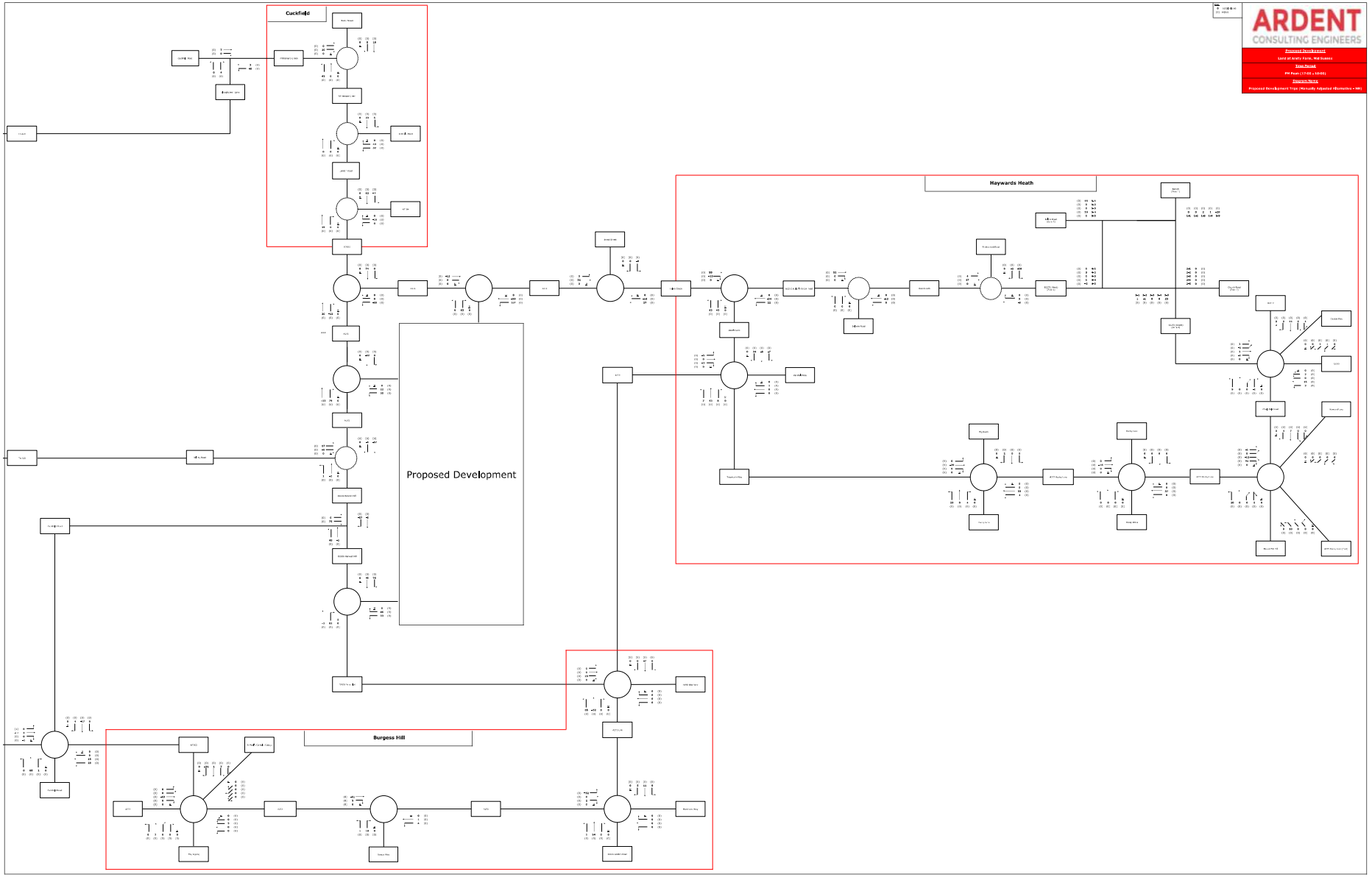

A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Hill Dunton
Year Period
PM Peak (17:00 - 18:00)
Scenario Name
2039 Do Something (Formally Adjusted Alternative + NM)


ARDENT
CONSULTING ENGINEERS
Personal Performance
Land at Ansty Farm, Mid Sussex
Year Period
PM Peak (17:00 - 18:00)
Scenario Name
2028 Do Something (Mutually Adjusted Alternative - NH)
Cuckfield
Haywards Heath
Proposed Development
Burgess Hill

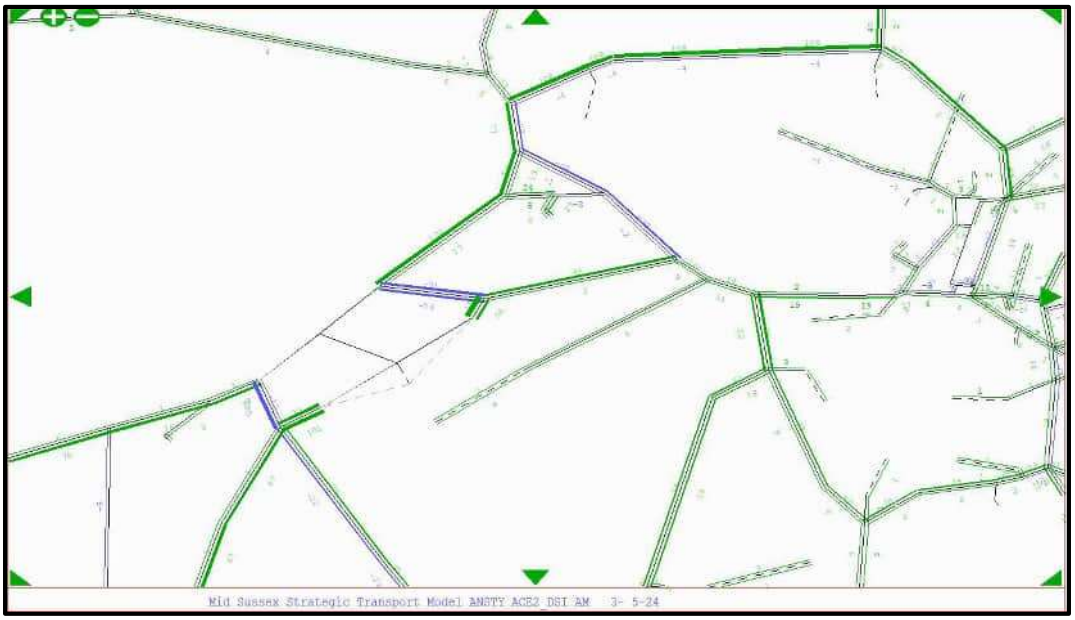

A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Hill Dykes
Year Period
AM Peak (08:00 - 09:00)
Scenario Name


ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Ansty Farm, Mid Sussex
Year Period
AM Peak (08:00 - 09:00)
Scenario Name
Proposed Development Trips (Manually Adjusted Allometric + Min)
Cuckfield
Haywards Heath
Proposed Development
Burgess Hill

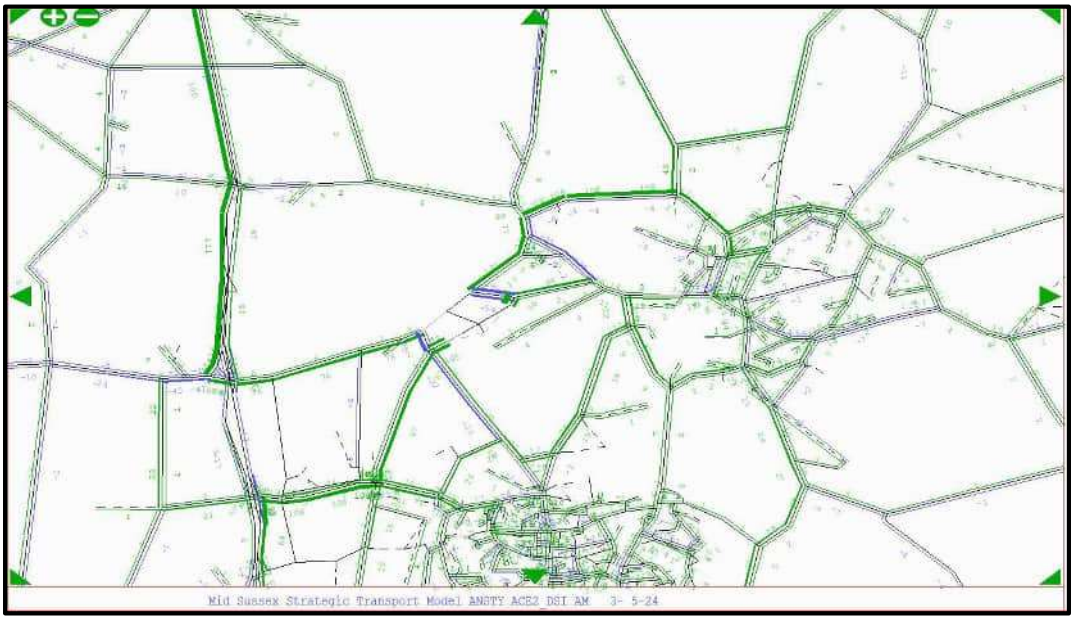

A23 Corridor
ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Anvils Farm, Hill Dunton
Year Period
PM Peak (17:00 - 18:00)
Scenario Name


ARDENT
CONSULTING ENGINEERS
Proposed Development
Land at Ansty Farm, Mid Sussex
Year Period
PM Peak (17:00 - 18:00)
Scenario Name
Proposed Development Trips (Manually Adjusted Allometric + MH)
Cuckfield
Haywards Heath
Burgess Hill
Proposed Development

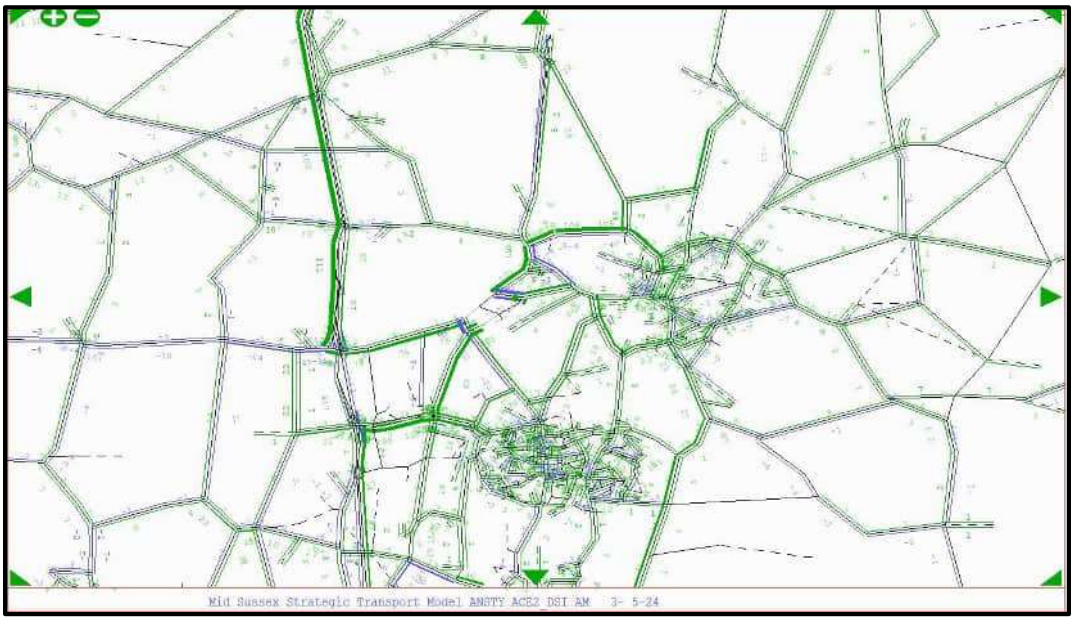
Appendix C



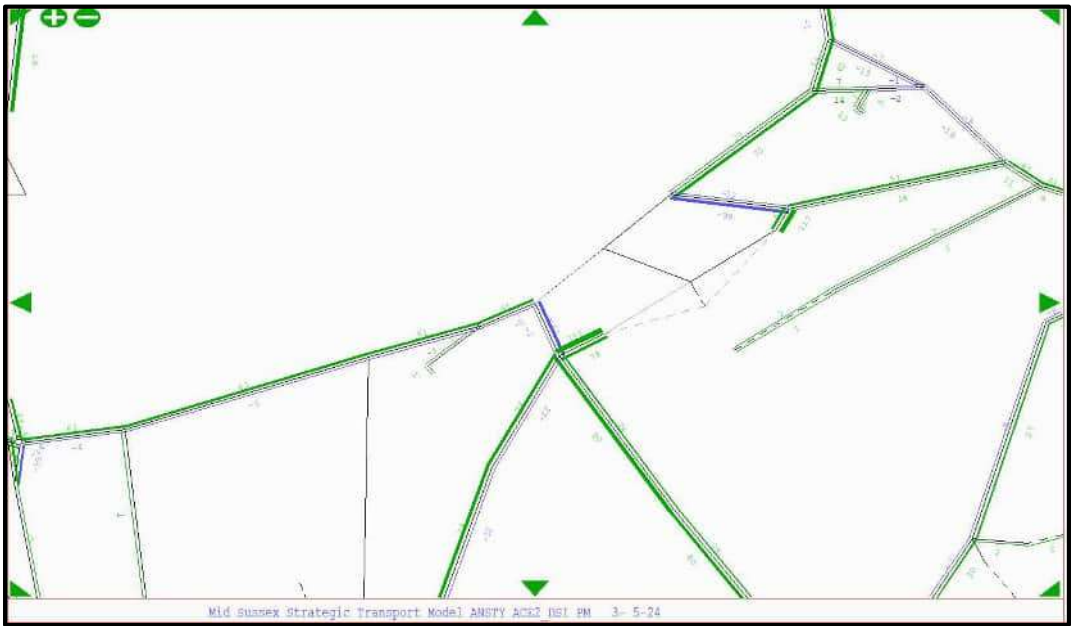
AM Peak - Difference Plot #1



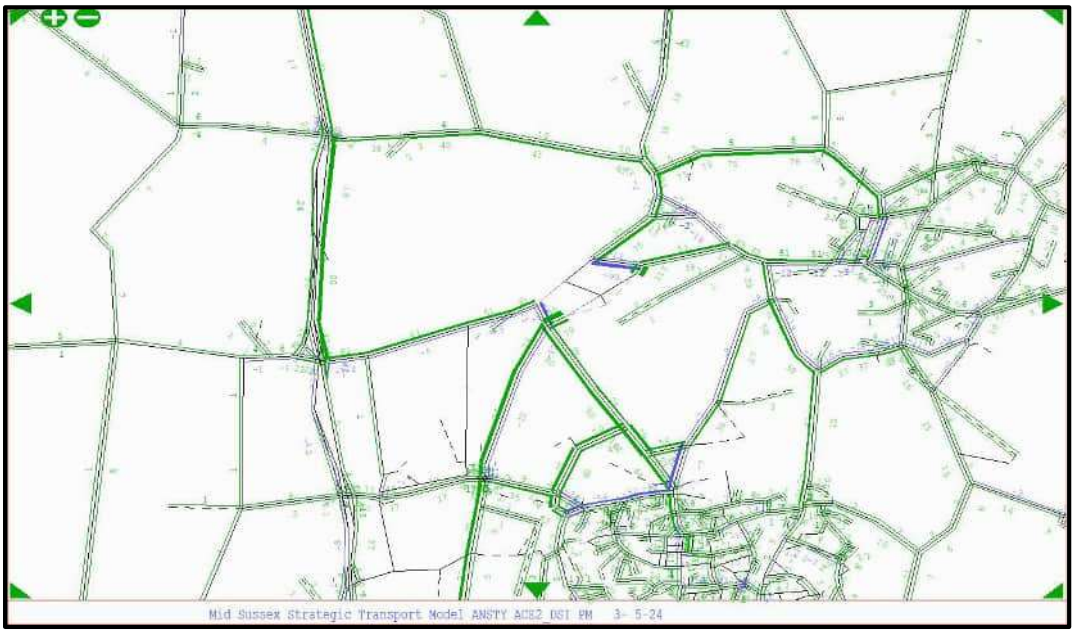
AM Peak - Difference Plot #2



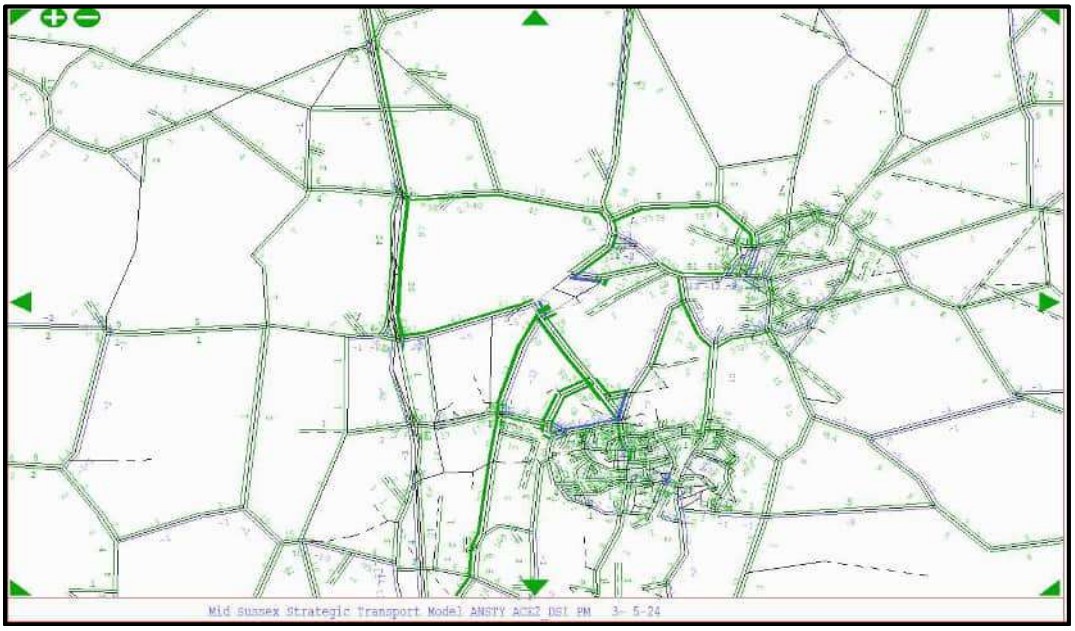
AM Peak - Difference Plot #3



PM Peak - Difference Plot #1



PM Peak - Difference Plot #2

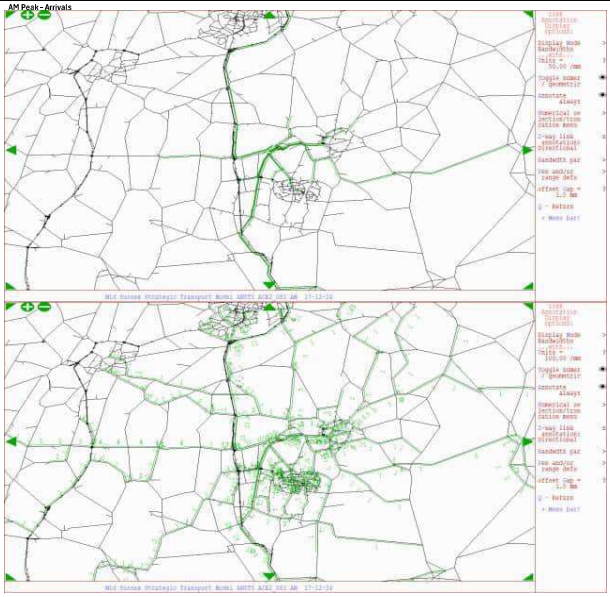


PM Peak - Difference Plot #3

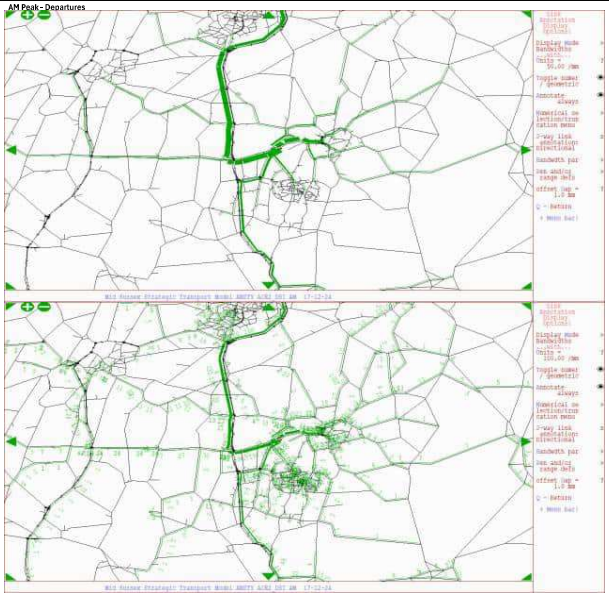
Appendix D

OVERALL DEVELOPMENT

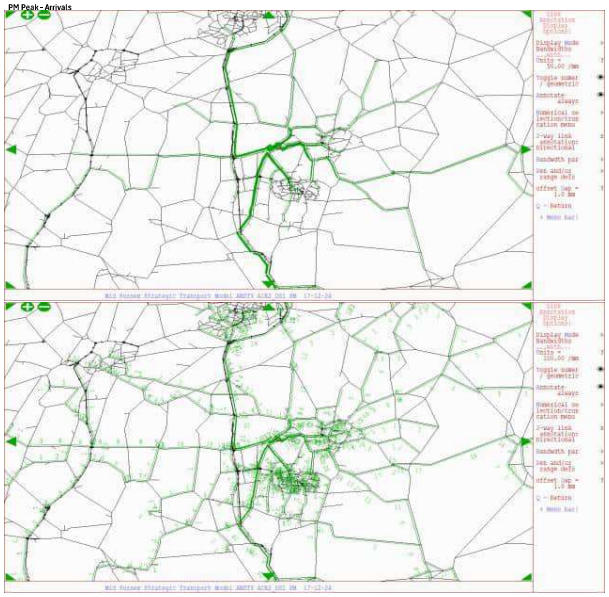
AM Peak - Arrivals



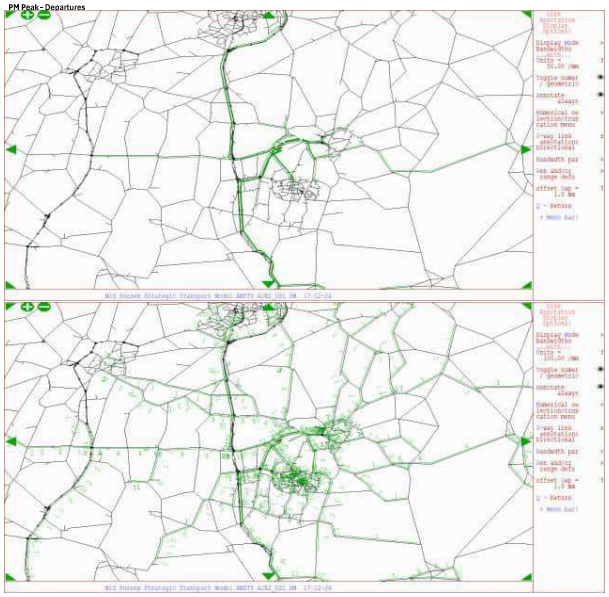
AM Peak - Departures

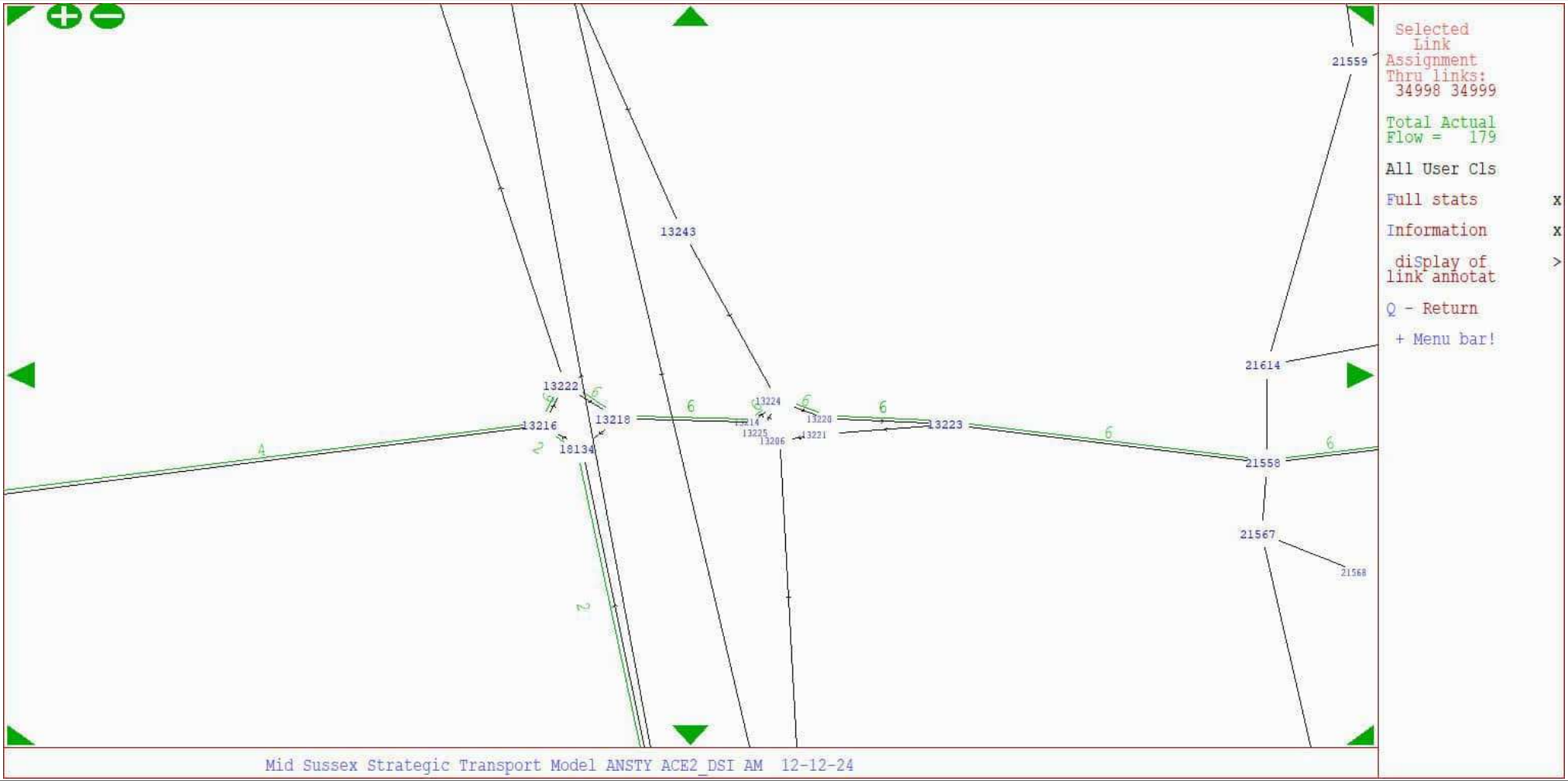


PM Peak - Arrivals

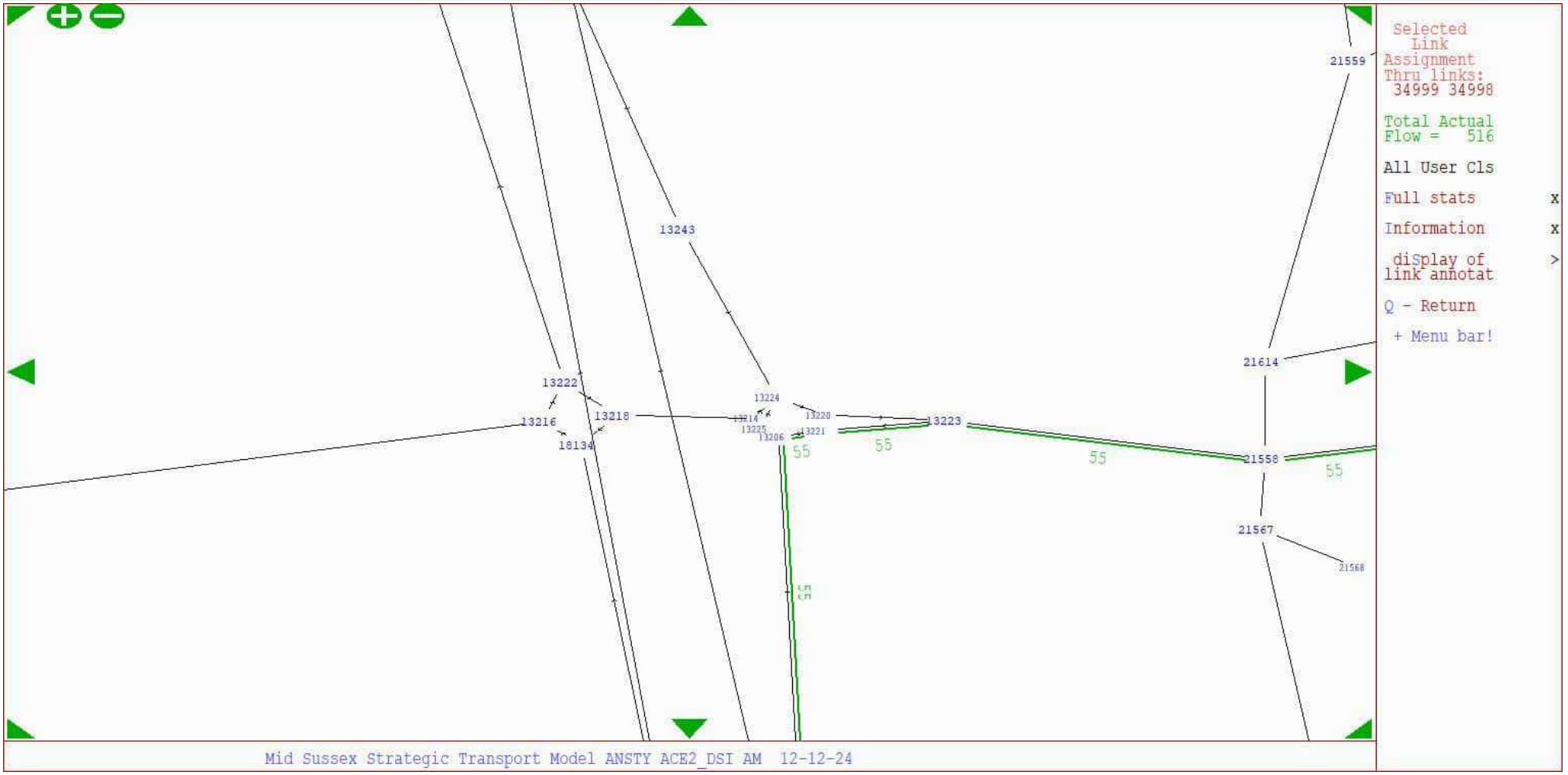


PM Peak - Departures

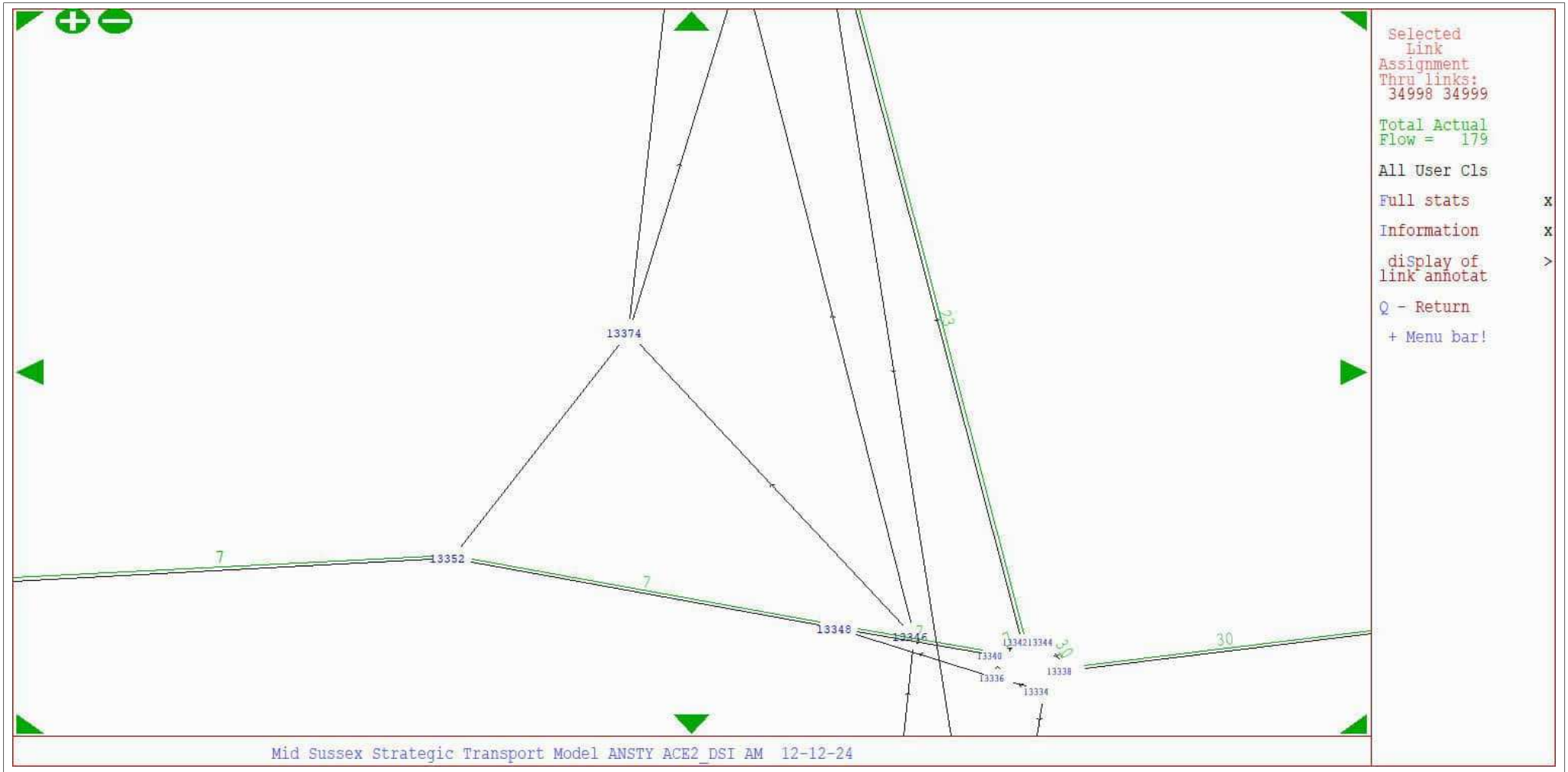




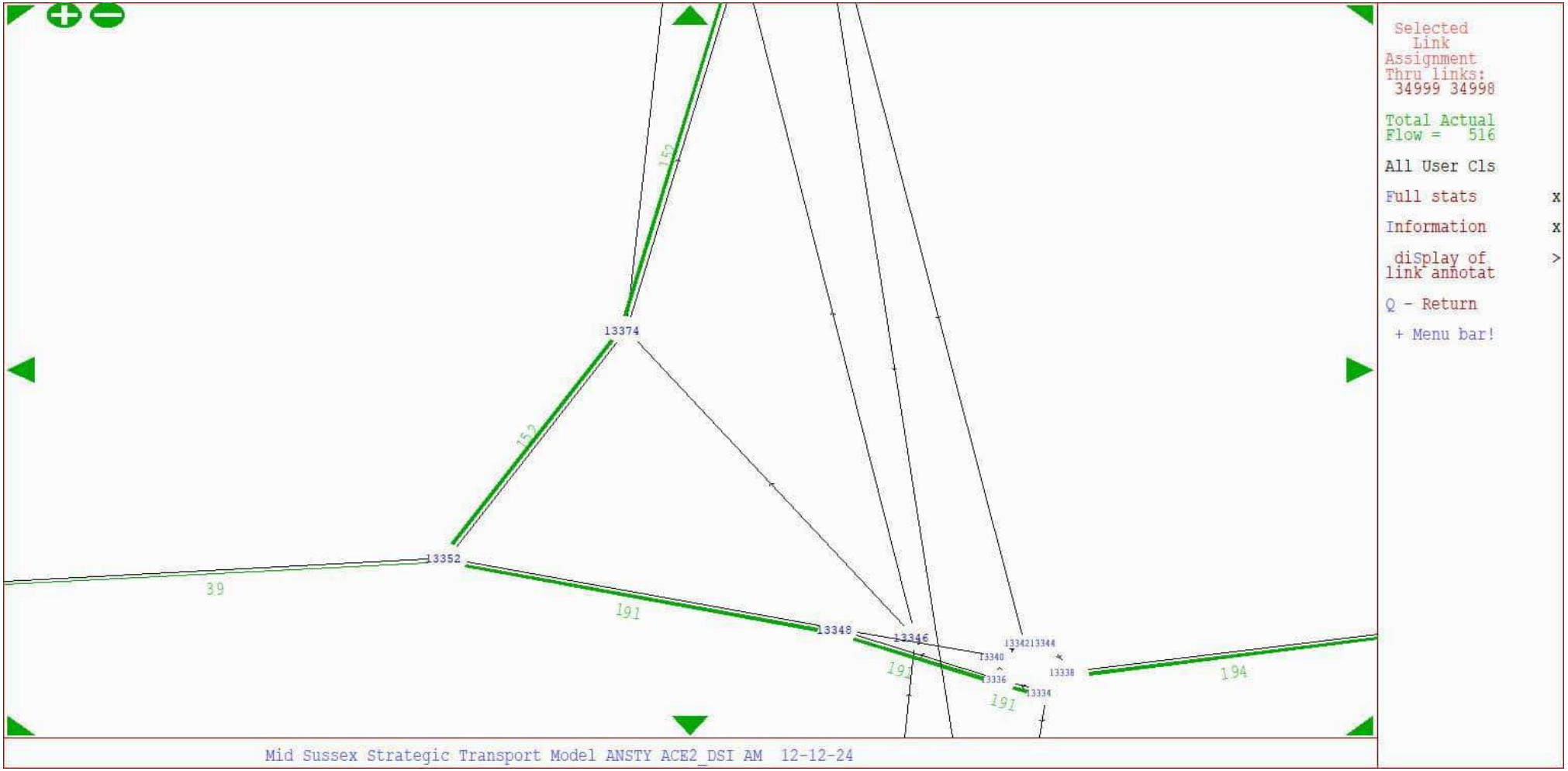
JUNCTION AH (A23 / HICKSTEAD LANE ROUNDABOUT) & JUNCTION AG (A23 / A2300 ROUNDABOUT)
AM PEAK ARRIVALS



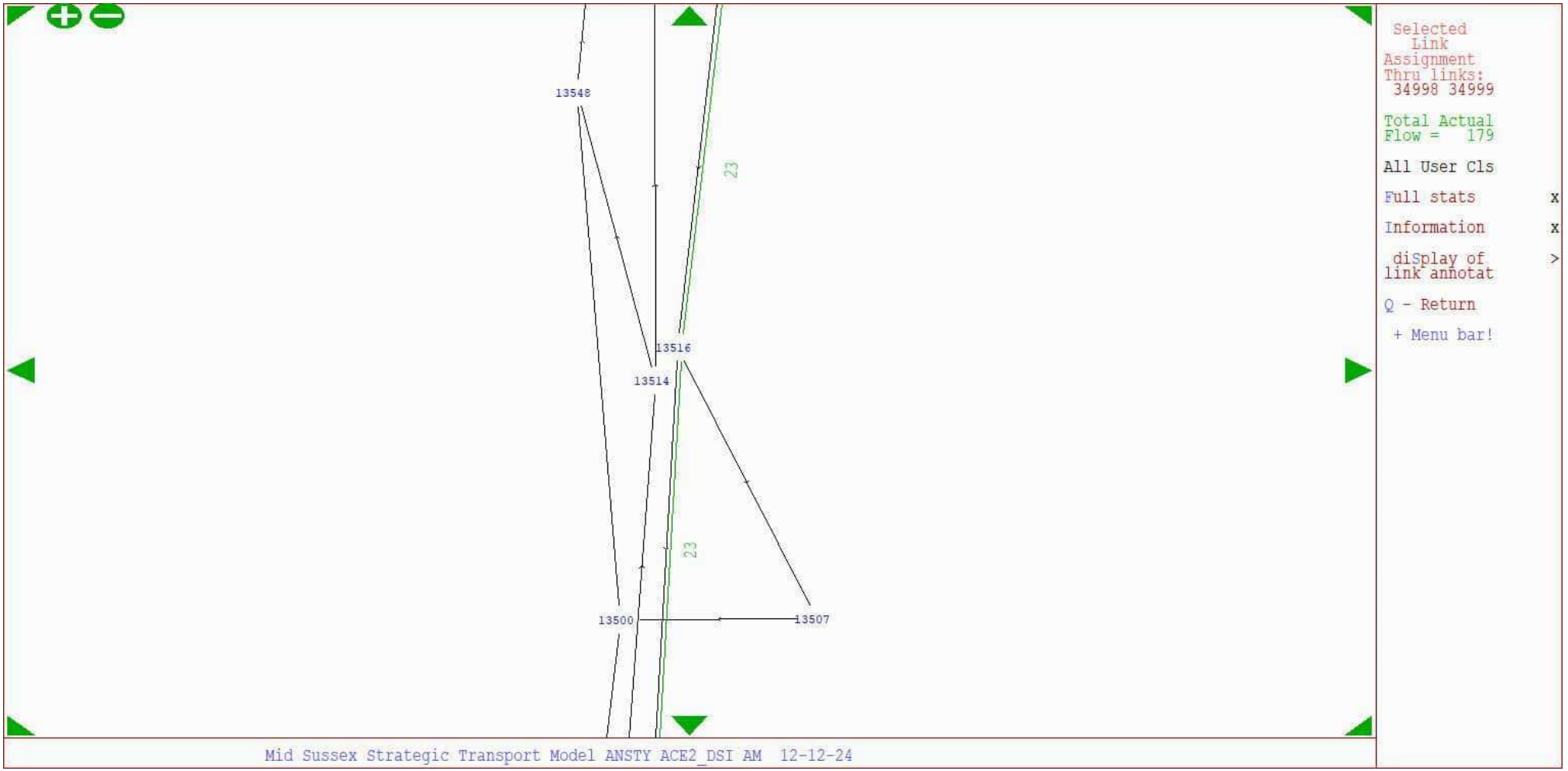
JUNCTION AH (A23 / HICKSTEAD LANE ROUNDABOUT) & JUNCTION AG (A23 / A2300 ROUNDABOUT)
AM PEAK DEPARTURES



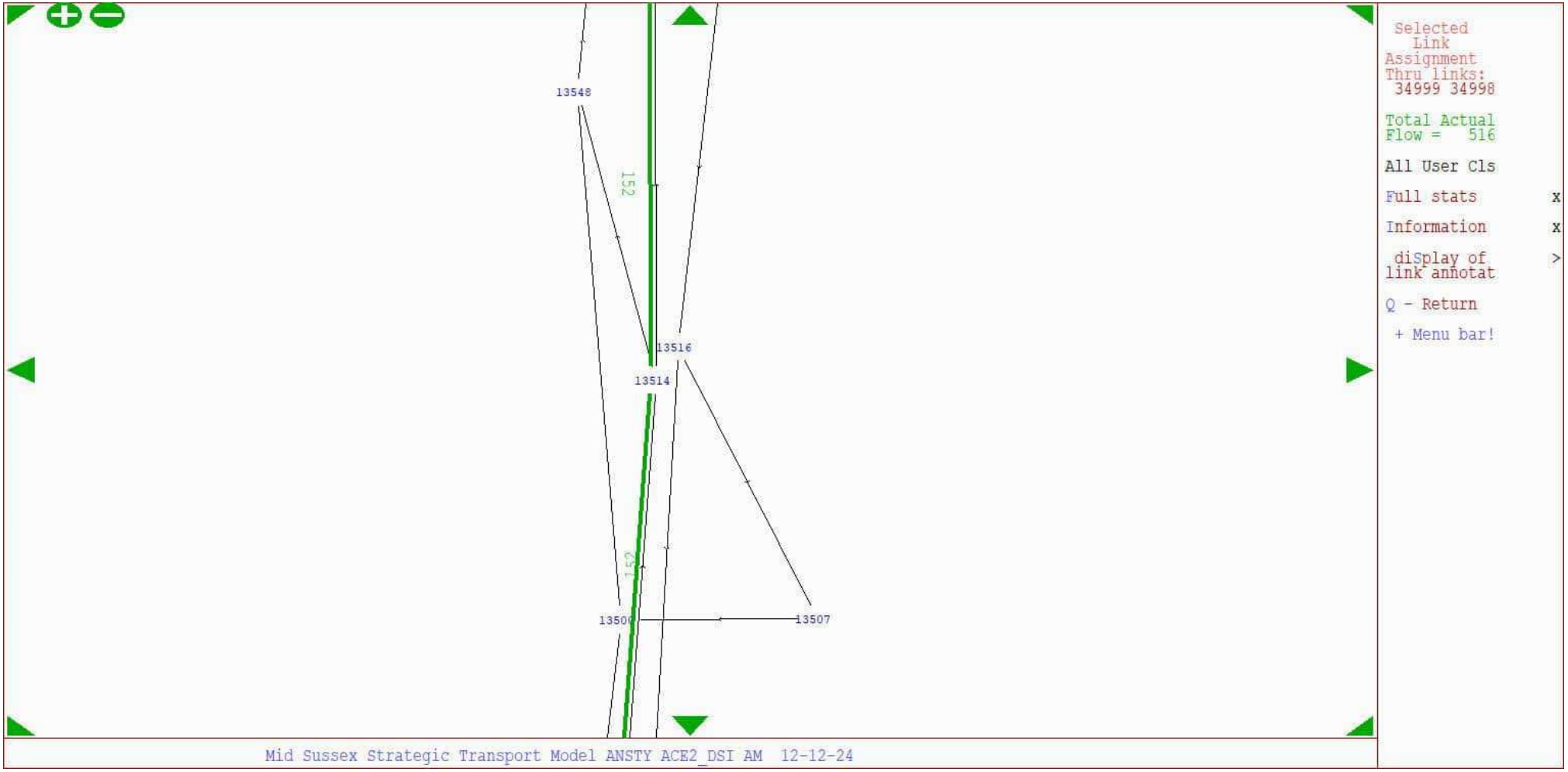
JUNCTION O (A23 / LONDON ROAD ROUNDABOUT) & JUNCTION Q (A23 / BOLNEY ROAD ROUNDABOUT) & JUNCTION P (A272 COWFOLD ROAD / LONDON ROAD PRIORITY JUNCTION)
AM PEAK ARRIVALS



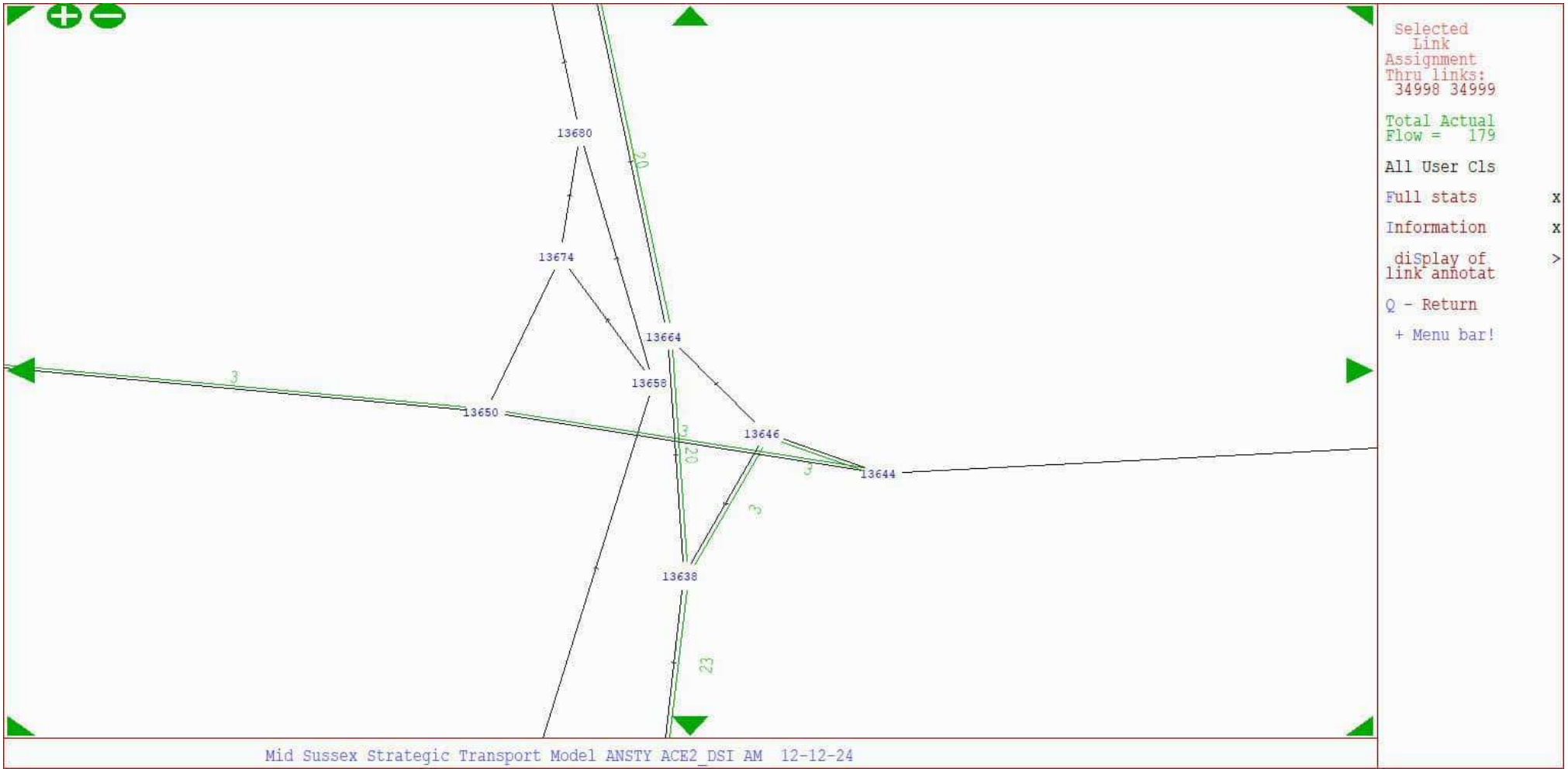
JUNCTION O (A23 / LONDON ROAD ROUNDABOUT) & JUNCTION Q (A23 / BOLNEY ROAD ROUNDABOUT) & JUNCTION P (A272 COWFOLD ROAD / LONDON ROAD PRIORITY JUNCTION)
AM PEAK ARRIVALS



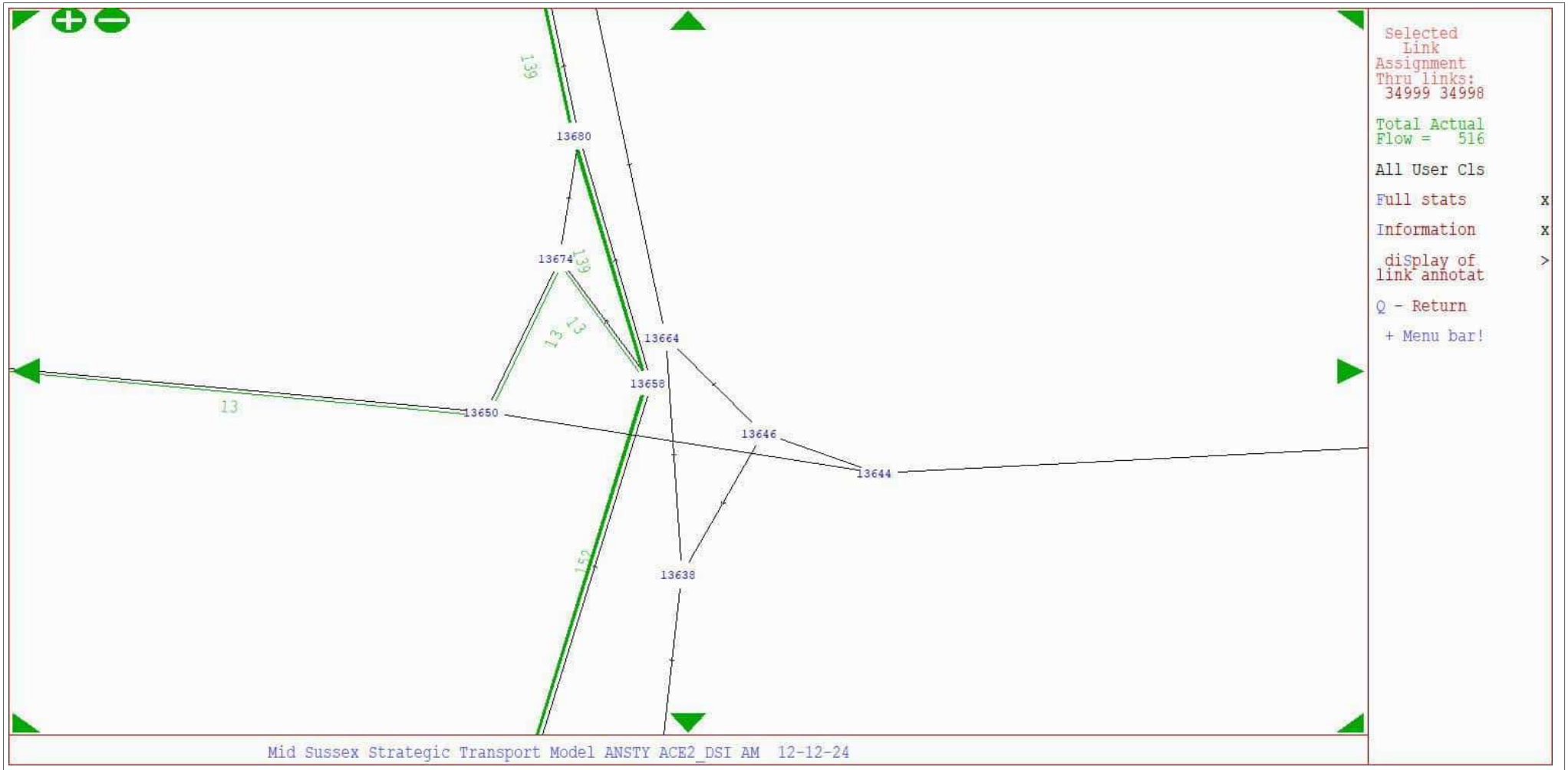
JUNCTION AE (A23 / BROXMEAD LANE) & JUNCTION AF (A23 / BROXMEAD LANE / LONDON ROAD JUNCTION)
AM PEAK ARRIVALS



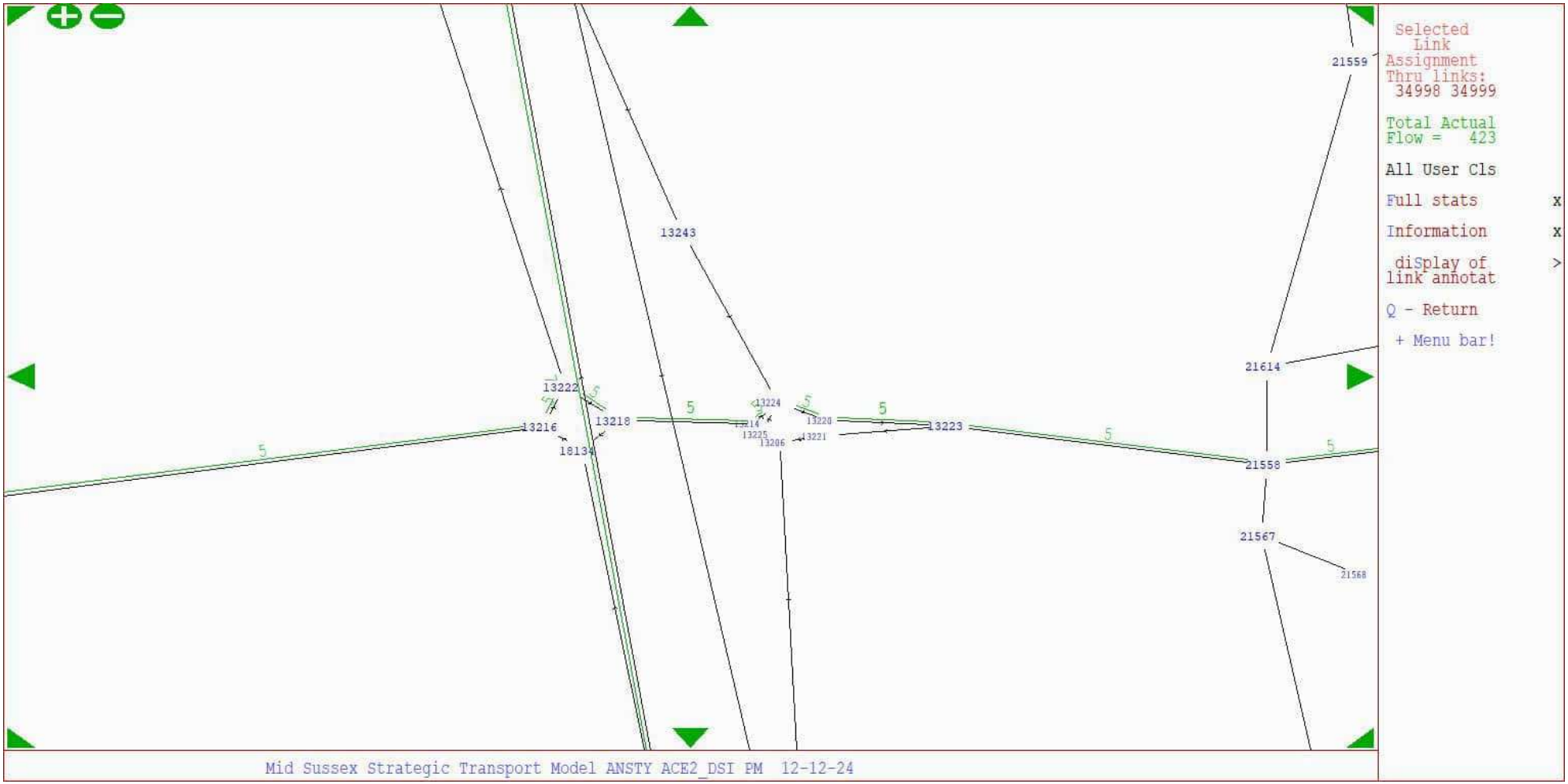
JUNCTION AE (A23 / BROXMEAD LANE) & JUNCTION AF (A23 / BROXMEAD LANE / LONDON ROAD JUNCTION)
AM PEAK DEPARTURES



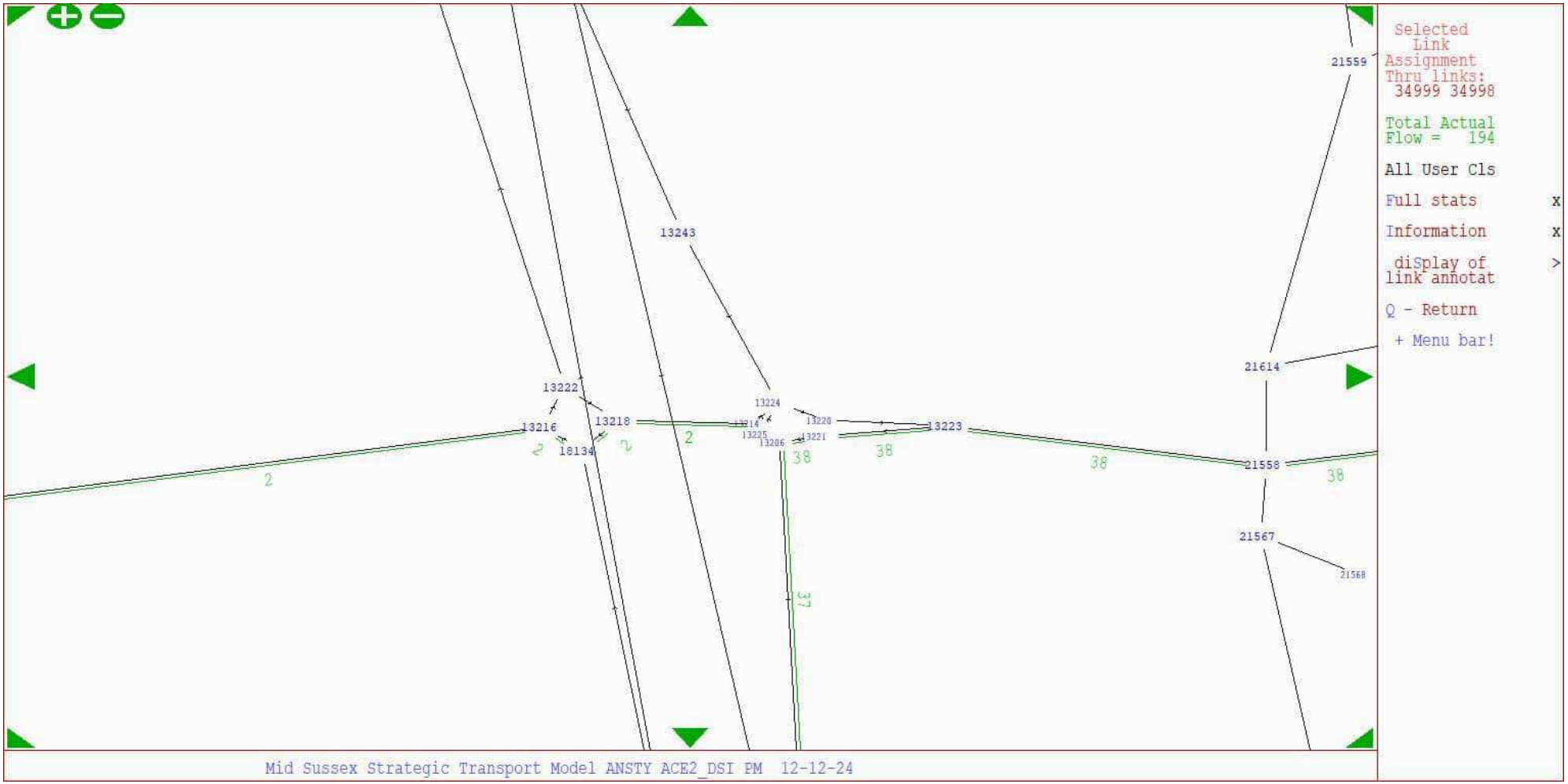
JUNCTION AC (A23 / B2115 SLOUGHGREEN LANE PRIORITY JUNCTION) & JUNCTION AF (A23 / B2115 CUCKFIELD LANE PRIORITY JUNCTION)
AM PEAK ARRIVALS



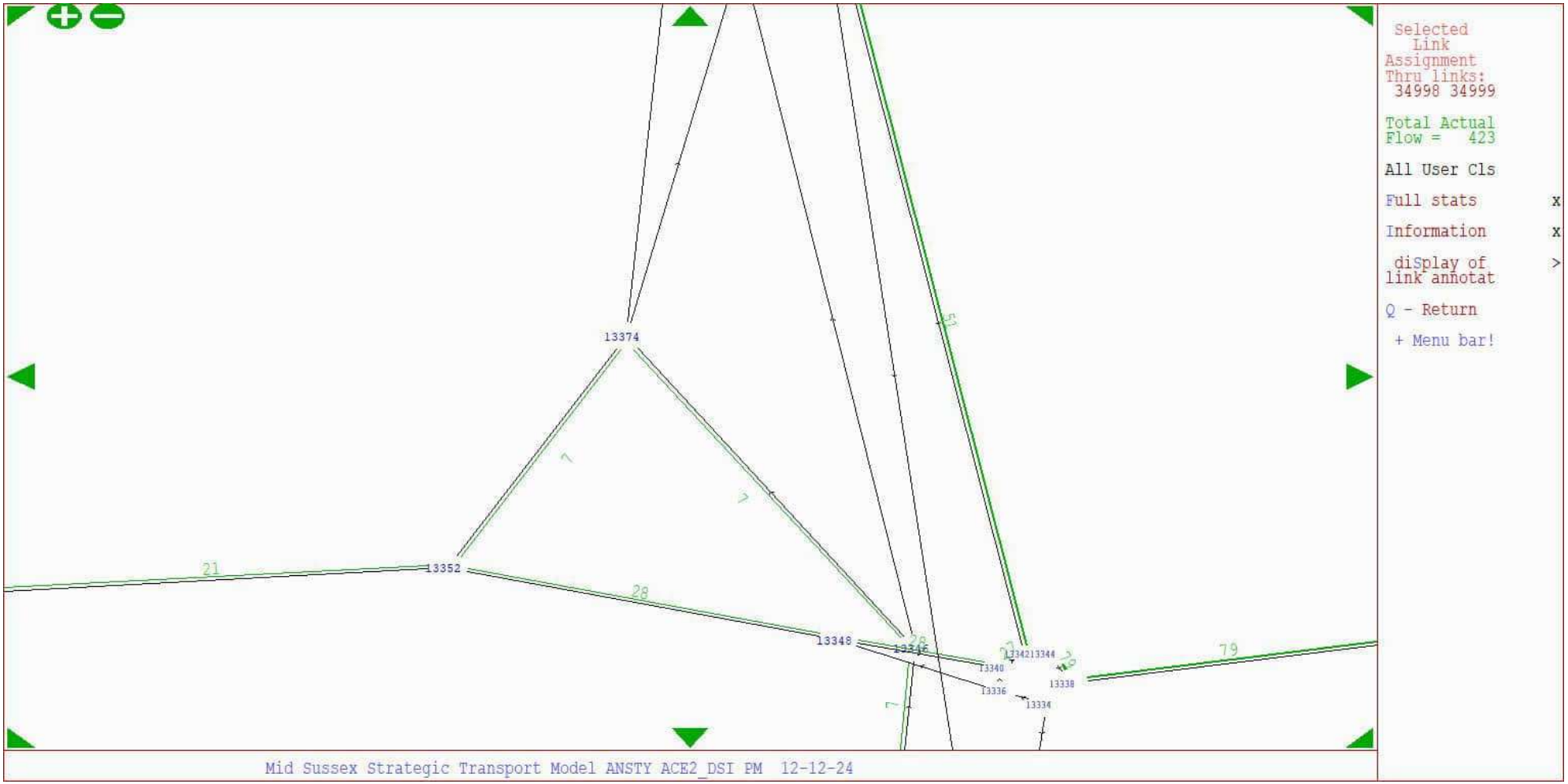
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AM PEAK DEPARTURES



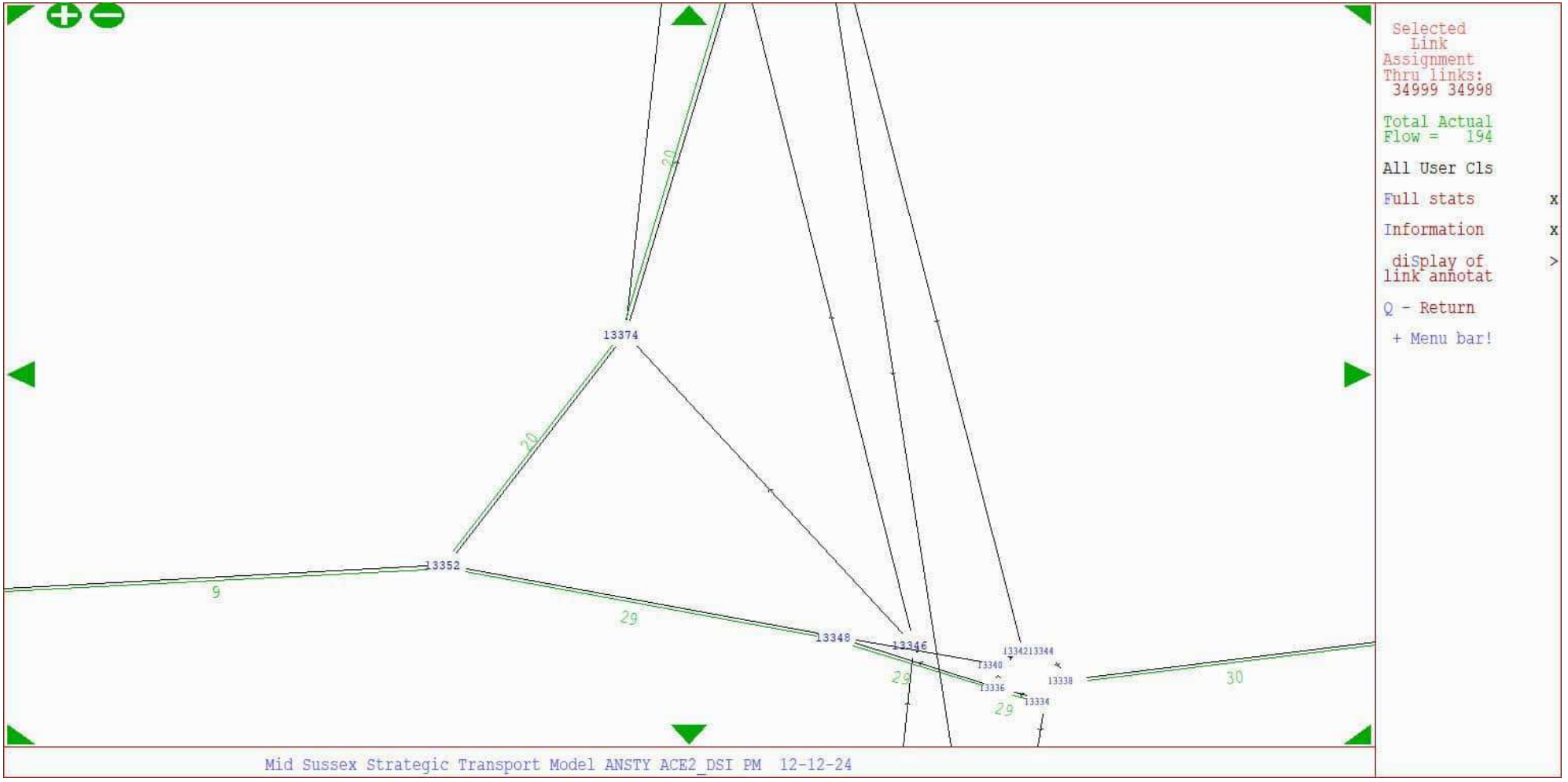
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PM PEAK ARRIVALS



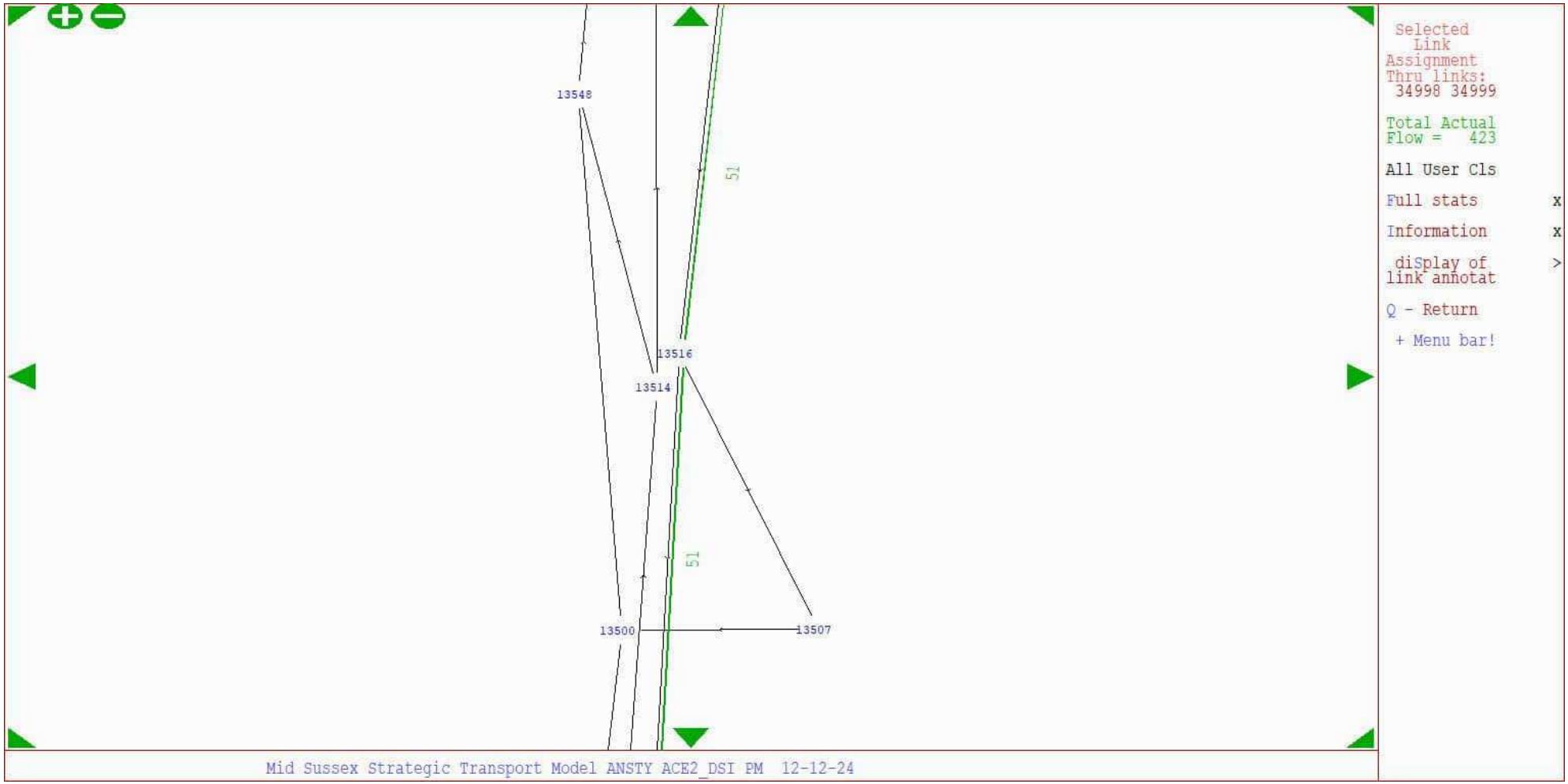
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PM PEAK DEPARTURES



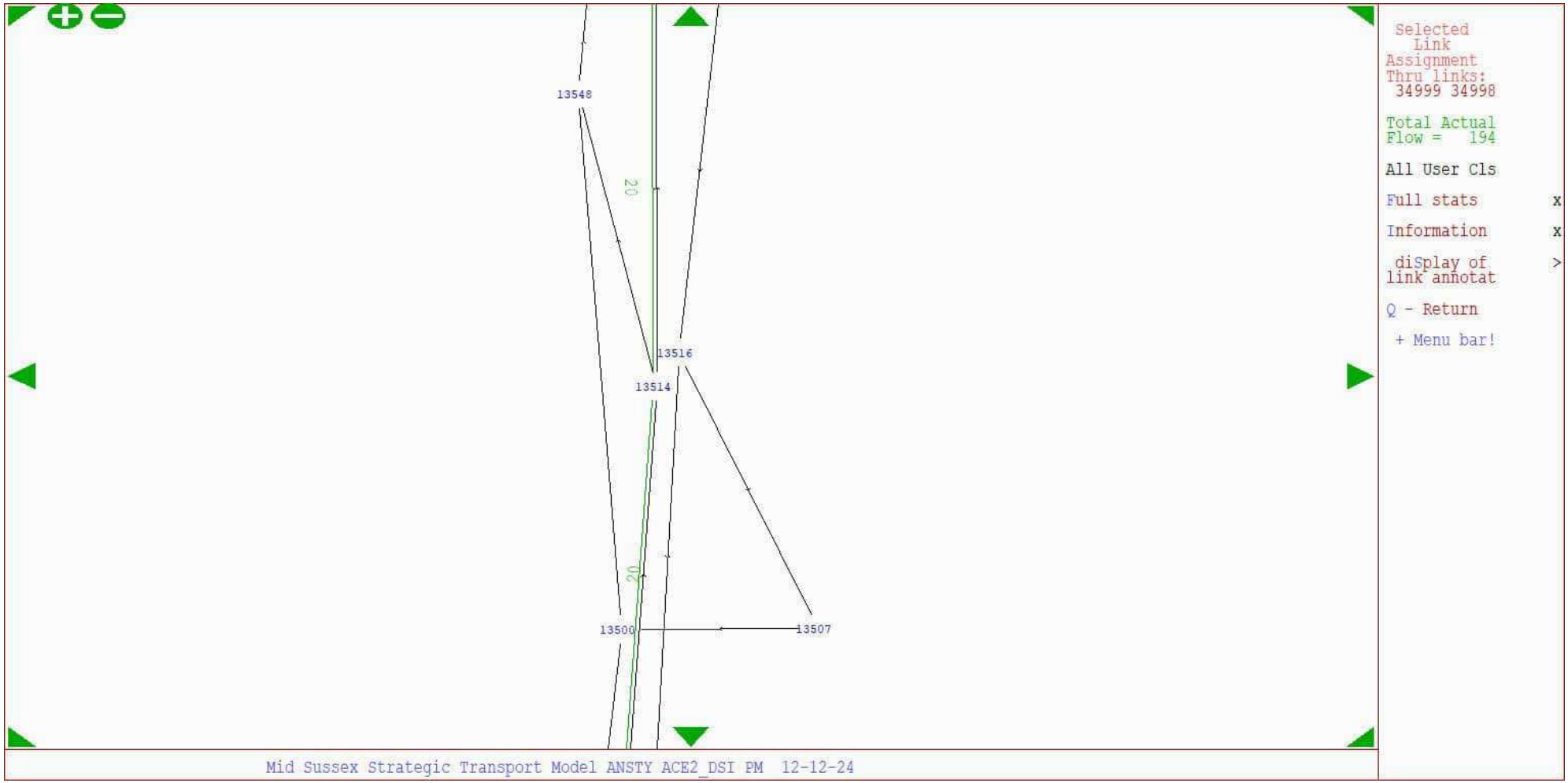
JUNCTION O (A23 / LONDON ROAD ROUNDABOUT) & JUNCTION Q (A23 / BOLNEY ROAD ROUNDABOUT) & JUNCTION P (A272 COWFOLD ROAD / LONDON ROAD PRIORITY JUNCTION)
PM PEAK ARRIVALS



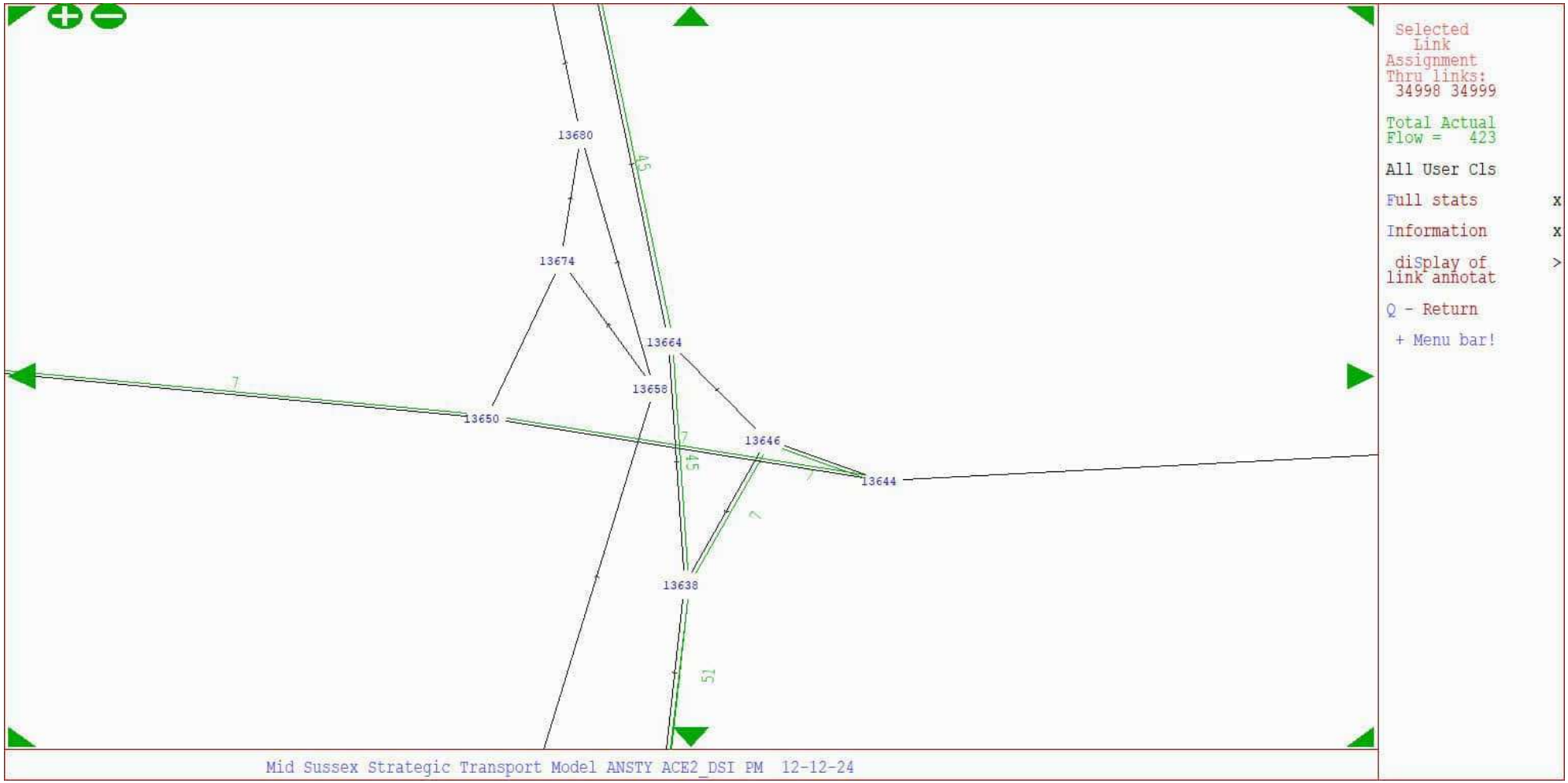
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PM PEAK ARRIVALS



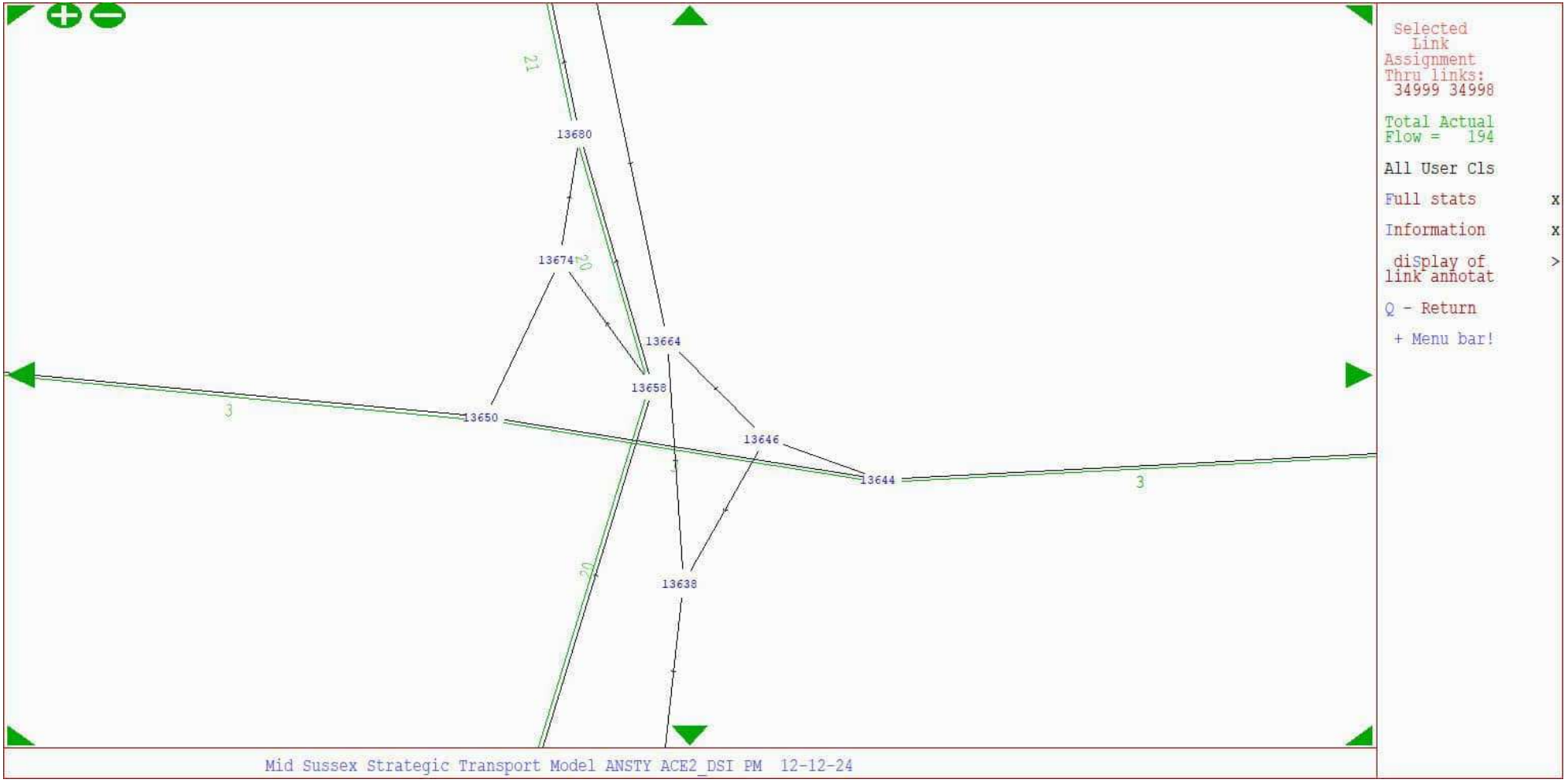
JUNCTION AE (A23 / BROXMEAD LANE) & JUNCTION AF (A23 / BROXMEAD LANE / LONDON ROAD JUNCTION)
PM PEAK ARRIVALS



JUNCTION AE (A23 / BROXMEAD LANE) & JUNCTION AF (A23 / BROXMEAD LANE / LONDON ROAD JUNCTION)
PM PEAK DEPARTURES



JUNCTION AC (A23 / B2115 SLOUGHGREEN LANE PRIORITY JUNCTION) & JUNCTION AF (A23 / B2115 CUCKFIELD LANE PRIORITY JUNCTION)
PM PEAK ARRIVALS



JUNCTION AC (A23 / B2115 SLOUGHGREEN LANE PRIORITY JUNCTION) & JUNCTION AF (A23 / B2115 CUCKFIELD LANE PRIORITY JUNCTION)
PM PEAK DEPARTURES

Appendix E

Jamie Symington

From: Guy Parfect <guy.parfect@westsussex.gov.uk>
Sent: 14 August 2023 13:13
To: Jamie Symington; Eric Signi
Cc: Ian Gledhill; David Howson; Kevin Markey
Subject: RE: Land at Ansty - Minutes from meeting on 28/06/23
Attachments: Mixed Private and Affordable Housing NC.PDF

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hello Jamie

Following internal discussion, we have decided not to use the average trip rate calculated from the range of sites used for the previous Local Plan scenario work. Although this reflects the move from 85% rates to average rates agreed for scenario 5 it does not reflect the other main change in undiscounted trip rates which is that, as per Eric's email of 14th July "1a) The new trip rates will also be more nuanced with urban/rural rates and different housing type mixes"

On comparison with TRICS the average rates for the full range of urban and rural sites were lower at around 0.38 two-way total than out of town (neighbourhood centre or edge of town) sites which were at 0.45 or higher when considering either mixed housing or private houses, being more similar to rates obtained for out of town affordable housing. On this basis, pending new trip rates from Systra and our agreement of them, there is a distinct likelihood that use of the overall average rate could lead to a lower undiscounted trip rate being applied to the Ansty site for this assessment than for Local Plan scenario 5B. I have attached suggested trip rate selection from TRICS for mixed private and affordable housing at larger neighbourhood centre sites, this being the location type most similar to Ansty.

Regarding the discount rate to be applied, for the Local Plan work Systra will be running three discounted scenarios. A 20% reduction for working at home will apply across the District on the basis of the high proportion of employment types suited to this, then the next scenario will add a further 5% reduction for sites with local retail and community facilities on or adjacent to site, the third scenario will add a further 5% for those sites with a significant quantum of local employment on or adjacent to site – within walking distance from all/most residential areas of site. The Ansty site qualifies for the first two reductions, provided that the site contains sufficient local retail/village centre/community facilities as envisaged. However the development profile indicated so far does not contain an employment zone and there is also very little existing employment adjacent to the site. On this basis, the maximum discount to be applied to TRICS rates for Ansty will be 25%.

Regarding TEMPro alternative planning assumptions for The Hub consented site a figure of 2500 jobs was used in the evidence base for the adopted Mid Sussex Site Allocations DPD and I am happy for this assumption to carry forward for reuse.

I hope that this enables you to move forward with your strategic modelling. Please note that I will be away on leave from end of Tuesday until the end of the month. Eric and Ian are here until 23rd August, after that first Eric has some leave and then Ian. We're all around in September.

Kind regards

Guy

Appendix F

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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: Junction AH - A23.Hickstead Lane Roundabout.j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 18/12/2024 12:40:34

»2019 Baseline, AM
»2019 Baseline, PM
»2039 Do Minimum, AM
»2039 Do Minimum, PM
»2039 Do Something, AM
»2039 Do Something, PM
»2039 Do Something (Manually Adjusted Alternative - NH), AM
»2039 Do Something (Manually Adjusted Alternative - NH), PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
Arm 1	0.0	0.00	0.00	0.0	0.00	0.00
Arm 2	4.2	18.76	0.82	2.0	10.18	0.67
Arm 3	6.0	66.46	0.89	0.7	12.65	0.41
Arm 4	0.2	9.05	0.19	0.2	5.98	0.14
	2039 Do Minimum					
Arm 1	0.0	0.00	0.00	0.0	0.00	0.00
Arm 2	34.1	107.26	1.03	41.4	119.81	1.05
Arm 3	9.3	135.65	0.98	1.4	32.19	0.60
Arm 4	1.2	19.06	0.56	0.3	8.27	0.24
	2039 Do Something					
Arm 1	0.0	0.00	0.00	0.0	0.00	0.00
Arm 2	39.4	120.07	1.05	44.0	125.88	1.05
Arm 3	9.7	141.07	0.99	1.5	33.98	0.62
Arm 4	1.2	17.73	0.55	0.3	8.41	0.25
	2039 Do Something (Manually Adjusted Alternative - NH)					
Arm 1	0.0	0.00	0.00	0.0	0.00	0.00
Arm 2	39.4	120.07	1.05	44.0	125.88	1.05
Arm 3	9.7	141.07	0.99	8.0	114.52	0.95
Arm 4	1.2	17.73	0.55	0.4	9.53	0.28

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

File summary

File Description

Title	
Location	
Site number	
Date	09/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\jsymington
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	29.85	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.85	D

Arms

Arms

Arm	Name	Description	No give-way line
1	A2300 (N)		
2	A2300 (E - Flyover)		
3	A2300 (S)		
4	Hickstead Lane		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1	4.38	4.38	0.0	48.5	30.1	14.5		
2	3.79	4.43	1.2	12.4	30.1	28.5		
3	2.37	3.48	2.8	13.7	30.1	18.5		
4	2.49	4.84	9.8	25.8	30.1	25.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.630	1438
2	0.546	1193
3	0.496	881
4	0.561	1188

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	765	100.000
3		ONE HOUR	✓	321	100.000
4		ONE HOUR	✓	85	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	669	0	0	96
	3	0	266	0	55
	4	12	73	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	13	0	0	34
	3	0	0	0	3
	4	0	16	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	0.82	18.76	4.2	C	702	1053
3	0.89	66.46	6.0	F	295	442
4	0.19	9.05	0.2	A	78	117

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	252	1273	0.000	0	508	0.0	0.0	0.000	A
2	576	144	0	1031	0.558	571	252	0.0	1.2	7.737	A
3	242	60	571	551	0.438	239	0	0.0	0.8	11.409	B
4	64	16	697	668	0.096	64	113	0.0	0.1	5.947	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	303	1241	0.000	0	610	0.0	0.0	0.000	A
2	688	172	0	1031	0.667	685	303	1.2	1.9	10.302	B
3	289	72	685	486	0.593	286	0	0.8	1.4	17.755	C
4	76	19	836	594	0.129	76	135	0.1	0.1	6.958	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	361	1202	0.000	0	742	0.0	0.0	0.000	A
2	842	211	0	1031	0.817	834	361	1.9	4.0	17.493	C
3	353	88	834	401	0.881	339	0	1.4	5.0	49.442	E
4	94	23	1010	499	0.187	93	163	0.1	0.2	8.860	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	370	1197	0.000	0	749	0.0	0.0	0.000	A
2	842	211	0	1031	0.817	842	370	4.0	4.2	18.764	C
3	353	88	842	397	0.890	349	0	5.0	6.0	66.457	F
4	94	23	1025	491	0.190	94	165	0.2	0.2	9.051	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	320	1230	0.000	0	620	0.0	0.0	0.000	A
2	688	172	0	1031	0.667	696	320	4.2	2.1	11.004	B
3	289	72	696	480	0.602	306	0	6.0	1.6	22.647	C
4	76	19	863	580	0.132	77	140	0.2	0.2	7.162	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	258	1270	0.000	0	515	0.0	0.0	0.000	A
2	576	144	0	1031	0.558	579	258	2.1	1.3	8.011	A
3	242	60	579	547	0.442	245	0	1.6	0.8	12.043	B
4	64	16	709	662	0.097	64	115	0.2	0.1	6.025	A

2019 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.27	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.27	B

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	2019 Baseline	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	648	100.000
3		ONE HOUR	✓	183	100.000
4		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	558	0	0	90
	3	0	157	0	26
	4	16	70	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	11	0	0	17
	3	0	0	0	0
	4	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	0.67	10.18	2.0	B	595	892
3	0.41	12.65	0.7	B	168	252
4	0.14	5.98	0.2	A	79	118

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	170	1330	0.000	0	429	0.0	0.0	0.000	A
2	488	122	0	1067	0.457	485	170	0.0	0.8	6.152	A
3	138	34	485	613	0.225	137	0	0.0	0.3	7.542	A
4	65	16	534	848	0.076	64	87	0.0	0.1	4.589	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	204	1309	0.000	0	515	0.0	0.0	0.000	A
2	583	146	0	1067	0.546	581	204	0.8	1.2	7.393	A
3	165	41	581	559	0.294	164	0	0.3	0.4	9.097	A
4	77	19	641	785	0.099	77	104	0.1	0.1	5.090	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	249	1280	0.000	0	629	0.0	0.0	0.000	A
2	713	178	0	1067	0.669	710	249	1.2	2.0	10.018	B
3	201	50	710	488	0.413	200	0	0.4	0.7	12.487	B
4	95	24	784	699	0.135	95	127	0.1	0.2	5.953	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	250	1279	0.000	0	632	0.0	0.0	0.000	A
2	713	178	0	1067	0.669	713	250	2.0	2.0	10.183	B
3	201	50	713	486	0.415	201	0	0.7	0.7	12.651	B
4	95	24	787	697	0.136	95	128	0.2	0.2	5.976	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	205	1308	0.000	0	519	0.0	0.0	0.000	A
2	583	146	0	1067	0.546	586	205	2.0	1.2	7.531	A
3	165	41	586	557	0.295	166	0	0.7	0.4	9.230	A
4	77	19	646	781	0.099	77	105	0.2	0.1	5.117	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	171	1329	0.000	0	433	0.0	0.0	0.000	A
2	488	122	0	1067	0.457	489	171	1.2	0.9	6.252	A
3	138	34	489	610	0.226	138	0	0.4	0.3	7.637	A
4	65	16	540	845	0.077	65	88	0.1	0.1	4.615	A

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	99.31	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	99.31	F

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	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	997	100.000
3		ONE HOUR	✓	234	100.000
4		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	914	0	0	83
	3	1	184	0	49
	4	0	220	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	13	0	0	4
	3	20	16	0	4
	4	12	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.03	107.26	34.1	F	915	1372
3	0.98	135.65	9.3	F	215	322
4	0.56	19.06	1.2	C	202	303

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	300	1230	0.000	0	680	0.0	0.0	0.000	A
2	751	188	0	1063	0.706	741	300	0.0	2.3	10.916	B
3	176	44	741	413	0.426	173	0	0.0	0.7	14.845	B
4	166	41	817	636	0.260	164	98	0.0	0.3	7.611	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	360	1189	0.000	0	814	0.0	0.0	0.000	A
2	896	224	0	1063	0.844	886	360	2.3	4.8	19.395	C
3	210	53	886	342	0.615	207	0	0.7	1.5	26.152	D
4	198	49	977	539	0.367	197	117	0.3	0.6	10.498	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	428	1142	0.000	0	944	0.0	0.0	0.000	A
2	1098	274	0	1063	1.033	1029	428	4.8	22.1	59.884	F
3	258	64	1029	272	0.946	239	0	1.5	6.2	81.637	F
4	242	61	1132	445	0.545	240	136	0.6	1.1	17.376	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	435	1137	0.000	0	963	0.0	0.0	0.000	A
2	1098	274	0	1063	1.033	1049	435	22.1	34.1	107.256	F
3	258	64	1049	262	0.983	245	0	6.2	9.3	135.650	F
4	242	61	1156	430	0.563	242	139	1.1	1.2	19.058	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	383	1171	0.000	0	923	0.0	0.0	0.000	A
2	896	224	0	1063	0.844	1005	383	34.1	6.9	70.271	F
3	210	53	1005	284	0.742	234	0	9.3	3.5	83.263	F
4	198	49	1106	460	0.430	200	133	1.2	0.8	13.922	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	314	1220	0.000	0	705	0.0	0.0	0.000	A
2	751	188	0	1063	0.706	768	314	6.9	2.5	12.881	B
3	176	44	768	400	0.440	187	0	3.5	0.8	17.664	C
4	166	41	852	615	0.270	167	103	0.8	0.4	8.076	A

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	99.83	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	99.83	F

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	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	1061	100.000
3		ONE HOUR	✓	149	100.000
4		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	819	0	0	242
	3	0	125	0	24
	4	0	128	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	9	0	0	0
	3	0	9	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.05	119.81	41.4	F	974	1460
3	0.60	32.19	1.4	D	137	205
4	0.24	8.27	0.3	A	117	176

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	189	1313	0.000	0	609	0.0	0.0	0.000	A
2	799	200	0	1115	0.716	789	189	0.0	2.4	10.743	B
3	112	28	789	431	0.261	111	0	0.0	0.3	11.213	B
4	96	24	702	751	0.128	96	198	0.0	0.1	5.490	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	226	1288	0.000	0	728	0.0	0.0	0.000	A
2	954	238	0	1115	0.855	943	226	2.4	5.2	19.685	C
3	134	33	943	355	0.378	133	0	0.3	0.6	16.162	C
4	115	29	839	668	0.172	115	236	0.1	0.2	6.506	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	276	1255	0.000	0	838	0.0	0.0	0.000	A
2	1168	292	0	1115	1.047	1086	276	5.2	25.7	63.959	F
3	164	41	1086	284	0.577	161	0	0.6	1.3	28.673	D
4	141	35	974	587	0.240	141	274	0.2	0.3	8.064	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	278	1254	0.000	0	853	0.0	0.0	0.000	A
2	1168	292	0	1115	1.047	1106	278	25.7	41.4	119.811	F
3	164	41	1106	274	0.598	164	0	1.3	1.4	32.188	D
4	141	35	991	576	0.245	141	279	0.3	0.3	8.269	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	229	1286	0.000	0	837	0.0	0.0	0.000	A
2	954	238	0	1115	0.855	1085	229	41.4	8.6	88.117	F
3	134	33	1085	285	0.471	136	0	1.4	0.9	24.492	C
4	115	29	951	600	0.192	115	269	0.3	0.2	7.433	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	193	1310	0.000	0	635	0.0	0.0	0.000	A
2	799	200	0	1115	0.716	823	193	8.6	2.6	13.215	B
3	112	28	823	414	0.271	114	0	0.9	0.4	12.102	B
4	96	24	731	733	0.131	97	206	0.2	0.2	5.658	A

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	109.11	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	109.11	F

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	2039 Do Something	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	1012	100.000
3		ONE HOUR	✓	234	100.000
4		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	907	0	0	105
	3	0	185	0	49
	4	0	220	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	13	0	0	3
	3	21	16	0	4
	4	17	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.05	120.07	39.4	F	929	1393
3	0.99	141.07	9.7	F	215	322
4	0.55	17.73	1.2	C	202	303

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	301	1230	0.000	0	674	0.0	0.0	0.000	A
2	762	190	0	1065	0.715	752	301	0.0	2.4	11.185	B
3	176	44	752	409	0.431	173	0	0.0	0.7	15.110	C
4	166	41	811	645	0.257	164	114	0.0	0.3	7.461	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	361	1189	0.000	0	806	0.0	0.0	0.000	A
2	910	227	0	1065	0.854	899	361	2.4	5.1	20.387	C
3	210	53	899	337	0.624	207	0	0.7	1.5	27.073	D
4	198	49	969	548	0.361	197	137	0.3	0.6	10.217	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	428	1143	0.000	0	928	0.0	0.0	0.000	A
2	1114	279	0	1065	1.046	1036	428	5.1	24.7	64.753	F
3	258	64	1036	270	0.954	238	0	1.5	6.4	84.428	F
4	242	61	1117	458	0.529	240	157	0.6	1.1	16.348	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	435	1138	0.000	0	946	0.0	0.0	0.000	A
2	1114	279	0	1065	1.046	1055	435	24.7	39.4	120.074	F
3	258	64	1055	260	0.989	245	0	6.4	9.7	141.074	F
4	242	61	1139	444	0.545	242	161	1.1	1.2	17.730	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	383	1173	0.000	0	926	0.0	0.0	0.000	A
2	910	227	0	1065	0.854	1034	383	39.4	8.4	88.015	F
3	210	53	1034	271	0.776	232	0	9.7	4.3	100.483	F
4	198	49	1110	463	0.427	199	156	1.2	0.8	13.755	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	318	1218	0.000	0	704	0.0	0.0	0.000	A
2	762	190	0	1065	0.715	785	318	8.4	2.6	13.801	B
3	176	44	785	393	0.449	190	0	4.3	0.8	18.920	C
4	166	41	854	619	0.268	167	121	0.8	0.4	7.992	A

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	104.40	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	104.40	F

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	2039 Do Something	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	1067	100.000
3		ONE HOUR	✓	152	100.000
4		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	821	0	0	246
	3	0	128	0	24
	4	0	133	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	9	0	0	0
	3	0	10	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.05	125.88	44.0	F	979	1469
3	0.62	33.98	1.5	D	139	209
4	0.25	8.41	0.3	A	122	183

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	195	1309	0.000	0	611	0.0	0.0	0.000	A
2	803	201	0	1115	0.720	793	195	0.0	2.5	10.872	B
3	114	29	793	425	0.269	113	0	0.0	0.4	11.486	B
4	100	25	706	748	0.134	100	201	0.0	0.2	5.544	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	233	1283	0.000	0	729	0.0	0.0	0.000	A
2	959	240	0	1115	0.860	948	233	2.5	5.3	20.162	C
3	137	34	948	350	0.391	136	0	0.4	0.6	16.742	C
4	120	30	843	665	0.180	119	240	0.2	0.2	6.597	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	284	1249	0.000	0	837	0.0	0.0	0.000	A
2	1175	294	0	1115	1.053	1088	284	5.3	27.0	66.251	F
3	167	42	1088	281	0.596	164	0	0.6	1.4	30.135	D
4	146	37	976	585	0.251	146	277	0.2	0.3	8.201	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	287	1247	0.000	0	852	0.0	0.0	0.000	A
2	1175	294	0	1115	1.053	1107	287	27.0	44.0	125.877	F
3	167	42	1107	272	0.616	167	0	1.4	1.5	33.982	D
4	146	37	992	574	0.255	146	282	0.3	0.3	8.409	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	237	1281	0.000	0	842	0.0	0.0	0.000	A
2	959	240	0	1115	0.860	1094	237	44.0	10.3	97.011	F
3	137	34	1094	278	0.491	139	0	1.5	1.0	26.163	D
4	120	30	958	595	0.201	120	274	0.3	0.3	7.583	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	199	1306	0.000	0	642	0.0	0.0	0.000	A
2	803	201	0	1115	0.720	834	199	10.3	2.7	14.033	B
3	114	29	834	405	0.282	117	0	1.0	0.4	12.581	B
4	100	25	740	728	0.138	101	211	0.3	0.2	5.746	A

2039 Do Something (Manually Adjusted Alternative - NH), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	109.11	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	109.11	F

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
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	1012	100.000
3		ONE HOUR	✓	234	100.000
4		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	907	0	0	105
	3	0	185	0	49
	4	0	220	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	13	0	0	3
	3	21	16	0	4
	4	17	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.05	120.07	39.4	F	929	1393
3	0.99	141.07	9.7	F	215	322
4	0.55	17.73	1.2	C	202	303

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	301	1230	0.000	0	674	0.0	0.0	0.000	A
2	762	190	0	1065	0.715	752	301	0.0	2.4	11.185	B
3	176	44	752	409	0.431	173	0	0.0	0.7	15.110	C
4	166	41	811	645	0.257	164	114	0.0	0.3	7.461	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	361	1189	0.000	0	806	0.0	0.0	0.000	A
2	910	227	0	1065	0.854	899	361	2.4	5.1	20.387	C
3	210	53	899	337	0.624	207	0	0.7	1.5	27.073	D
4	198	49	969	548	0.361	197	137	0.3	0.6	10.217	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	428	1143	0.000	0	928	0.0	0.0	0.000	A
2	1114	279	0	1065	1.046	1036	428	5.1	24.7	64.753	F
3	258	64	1036	270	0.954	238	0	1.5	6.4	84.428	F
4	242	61	1117	458	0.529	240	157	0.6	1.1	16.348	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	435	1138	0.000	0	946	0.0	0.0	0.000	A
2	1114	279	0	1065	1.046	1055	435	24.7	39.4	120.074	F
3	258	64	1055	260	0.989	245	0	6.4	9.7	141.074	F
4	242	61	1139	444	0.545	242	161	1.1	1.2	17.730	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	383	1173	0.000	0	926	0.0	0.0	0.000	A
2	910	227	0	1065	0.854	1034	383	39.4	8.4	88.015	F
3	210	53	1034	271	0.776	232	0	9.7	4.3	100.483	F
4	198	49	1110	463	0.427	199	156	1.2	0.8	13.755	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	318	1218	0.000	0	704	0.0	0.0	0.000	A
2	762	190	0	1065	0.715	785	318	8.4	2.6	13.801	B
3	176	44	785	393	0.449	190	0	4.3	0.8	18.920	C
4	166	41	854	619	0.268	167	121	0.8	0.4	7.992	A

2039 Do Something (Manually Adjusted Alternative - NH), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	113.77	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	113.77	F

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
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	0	100.000
2		ONE HOUR	✓	1067	100.000
3		ONE HOUR	✓	242	100.000
4		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	821	0	0	246
	3	0	218	0	24
	4	0	133	0	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	0	0	0
	2	9	0	0	0
	3	0	6	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.00	0.00	0.0	A	0	0
2	1.05	125.88	44.0	F	979	1469
3	0.95	114.52	8.0	F	222	333
4	0.28	9.53	0.4	A	122	183

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	261	1267	0.000	0	611	0.0	0.0	0.000	A
2	803	201	0	1115	0.720	793	261	0.0	2.5	10.872	B
3	182	46	793	437	0.417	179	0	0.0	0.7	13.825	B
4	100	25	772	711	0.141	99	201	0.0	0.2	5.878	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	313	1233	0.000	0	729	0.0	0.0	0.000	A
2	959	240	0	1115	0.860	948	313	2.5	5.3	20.162	C
3	218	54	948	360	0.605	215	0	0.7	1.4	24.342	C
4	120	30	923	621	0.193	119	240	0.2	0.2	7.175	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	371	1195	0.000	0	837	0.0	0.0	0.000	A
2	1175	294	0	1115	1.053	1088	371	5.3	27.0	66.251	F
3	266	67	1088	289	0.922	250	0	1.4	5.6	72.506	F
4	146	37	1062	537	0.273	146	276	0.2	0.4	9.200	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	378	1190	0.000	0	852	0.0	0.0	0.000	A
2	1175	294	0	1115	1.053	1107	378	27.0	44.0	125.877	F
3	266	67	1107	279	0.953	257	0	5.6	8.0	114.523	F
4	146	37	1083	524	0.279	146	281	0.4	0.4	9.533	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	331	1221	0.000	0	842	0.0	0.0	0.000	A
2	959	240	0	1115	0.860	1094	331	44.0	10.3	97.011	F
3	218	54	1094	286	0.760	234	0	8.0	3.8	77.914	F
4	120	30	1053	542	0.221	120	275	0.4	0.3	8.536	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	0	0	276	1257	0.000	0	642	0.0	0.0	0.000	A
2	803	201	0	1115	0.720	834	276	10.3	2.7	14.033	B
3	182	46	834	417	0.437	194	0	3.8	0.8	16.984	C
4	100	25	816	685	0.146	101	211	0.3	0.2	6.168	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: Jct O - London Rd.A23 NB Slips.j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 04/10/2024 14:17:23

»2019 Baseline, AM
»2019 Baseline, PM
»2039 Do Nothing, AM
»2039 Do Nothing, PM
»2039 Do Something Isolated, AM
»2039 Do Something Isolated, PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - London Rd (N)	0.1	2.39	0.07	0.1	2.00	0.05
4 - A23 Northbound offslip	0.2	1.66	0.14	0.1	1.61	0.13
5 - London Rd (S)	0.1	1.68	0.13	0.1	1.57	0.09
	2039 Do Nothing					
1 - London Rd (N)	0.0	0.00	0.00	0.0	0.00	0.00
4 - A23 Northbound offslip	0.1	1.51	0.11	0.1	1.53	0.13
5 - London Rd (S)	0.2	1.76	0.17	0.2	1.62	0.13
	2039 Do Something Isolated					
1 - London Rd (N)	0.0	0.00	0.00	0.0	0.00	0.00
4 - A23 Northbound offslip	0.1	1.50	0.11	0.1	1.53	0.13
5 - London Rd (S)	0.3	1.88	0.22	0.2	1.64	0.14

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 Av. delay per arriving vehicle.

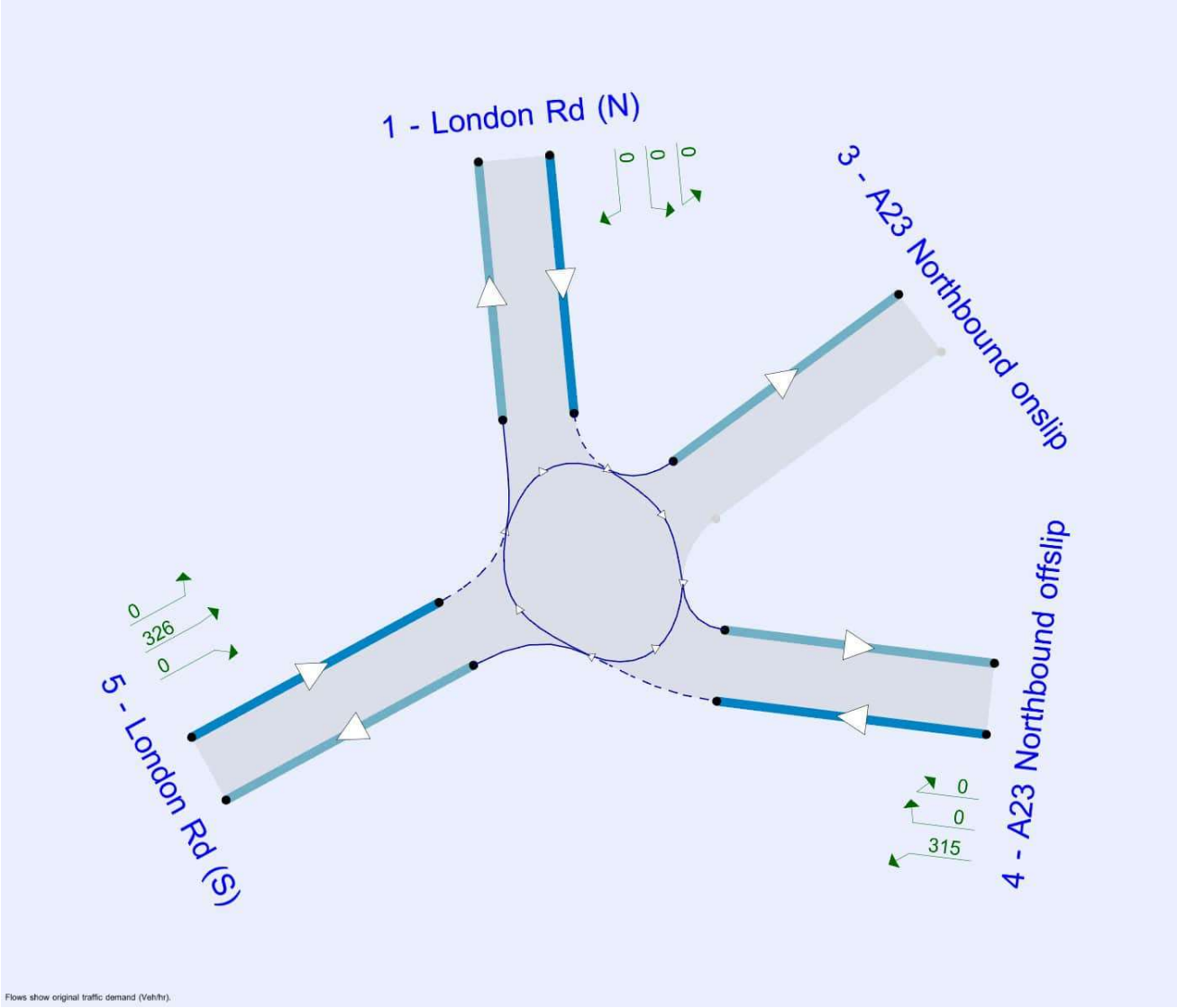
File summary

File Description

Title	London Rd / A23 Northbound Slips Rbt
Location	
Site number	
Date	20/06/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	A

Arms

Arms

Arm	Name	Description	No give-way line
1	London Rd (N)		
3	A23 Northbound onslip		
4	A23 Northbound offslip		
5	London Rd (S)		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - London Rd (N)	3.65	6.80	10.5	25.0	49.0	46.0		
3 - A23 Northbound onslip								✓
4 - A23 Northbound offslip	5.50	7.00	7.0	25.0	49.0	35.0	✓	
5 - London Rd (S)	3.90	6.80	31.0	25.0	49.0	31.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - London Rd (N)	1.210	2387
3 - A23 Northbound onslip		
4 - A23 Northbound offslip	1.397	2749
5 - London Rd (S)	1.385	2738

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	101	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	308	100.000
5 - London Rd (S)		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	101
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	308
	5 - London Rd (S)	0	290	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	21
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	2
	5 - London Rd (S)	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.07	2.39	0.1	A	93	139
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.14	1.66	0.2	A	283	424
5 - London Rd (S)	0.13	1.68	0.1	A	266	399

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	76	19	218	1731	0.044	76	0	0.0	0.0	2.174	A
3 - A23 Northbound onslip			76				218				
4 - A23 Northbound offslip	232	58	76	2569	0.090	231	0	0.0	0.1	1.539	A
5 - London Rd (S)	218	55	0	2467	0.089	218	307	0.0	0.1	1.600	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	91	23	261	1684	0.054	91	0	0.0	0.1	2.259	A
3 - A23 Northbound onslip			91				261				
4 - A23 Northbound offslip	277	69	91	2545	0.109	277	0	0.1	0.1	1.586	A
5 - London Rd (S)	261	65	0	2467	0.106	261	368	0.1	0.1	1.631	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	111	28	319	1619	0.069	111	0	0.1	0.1	2.387	A
3 - A23 Northbound onslip			111				319				
4 - A23 Northbound offslip	339	85	111	2511	0.135	339	0	0.1	0.2	1.656	A
5 - London Rd (S)	319	80	0	2467	0.129	319	450	0.1	0.1	1.675	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	111	28	319	1618	0.069	111	0	0.1	0.1	2.387	A
3 - A23 Northbound onslip			111				319				
4 - A23 Northbound offslip	339	85	111	2511	0.135	339	0	0.2	0.2	1.656	A
5 - London Rd (S)	319	80	0	2467	0.129	319	450	0.1	0.1	1.675	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	91	23	261	1683	0.054	91	0	0.1	0.1	2.262	A
3 - A23 Northbound onslip			91				261				
4 - A23 Northbound offslip	277	69	91	2545	0.109	277	0	0.2	0.1	1.586	A
5 - London Rd (S)	261	65	0	2467	0.106	261	368	0.1	0.1	1.633	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	76	19	218	1730	0.044	76	0	0.1	0.0	2.175	A
3 - A23 Northbound onslip			76				218				
4 - A23 Northbound offslip	232	58	76	2569	0.090	232	0	0.1	0.1	1.539	A
5 - London Rd (S)	218	55	0	2467	0.089	218	308	0.1	0.1	1.600	A

2019 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.65	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

[same as above]

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	2019 Baseline	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	93	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	302	100.000
5 - London Rd (S)		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	93
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	302
	5 - London Rd (S)	0	216	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	9
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	1
	5 - London Rd (S)	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.05	2.00	0.1	A	85	128
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.13	1.61	0.1	A	277	416
5 - London Rd (S)	0.09	1.57	0.1	A	198	297

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	70	18	162	1995	0.035	70	0	0.0	0.0	1.868	A
3 - A23 Northbound onslip			70				162				
4 - A23 Northbound offslip	227	57	70	2617	0.087	227	0	0.0	0.1	1.506	A
5 - London Rd (S)	163	41	0	2535	0.064	162	297	0.0	0.1	1.516	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	84	21	194	1957	0.043	84	0	0.0	0.0	1.921	A
3 - A23 Northbound onslip			84				194				
4 - A23 Northbound offslip	271	68	84	2596	0.105	271	0	0.1	0.1	1.548	A
5 - London Rd (S)	194	49	0	2535	0.077	194	355	0.1	0.1	1.537	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	102	26	238	1905	0.054	102	0	0.0	0.1	1.996	A
3 - A23 Northbound onslip			102				238				
4 - A23 Northbound offslip	333	83	102	2568	0.130	332	0	0.1	0.1	1.609	A
5 - London Rd (S)	238	59	0	2535	0.094	238	435	0.1	0.1	1.566	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	102	26	238	1905	0.054	102	0	0.1	0.1	1.996	A
3 - A23 Northbound onslip			102				238				
4 - A23 Northbound offslip	333	83	102	2568	0.130	333	0	0.1	0.1	1.609	A
5 - London Rd (S)	238	59	0	2535	0.094	238	435	0.1	0.1	1.566	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	84	21	194	1957	0.043	84	0	0.1	0.0	1.921	A
3 - A23 Northbound onslip			84				194				
4 - A23 Northbound offslip	271	68	84	2596	0.105	272	0	0.1	0.1	1.548	A
5 - London Rd (S)	194	49	0	2535	0.077	194	355	0.1	0.1	1.537	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	70	18	163	1995	0.035	70	0	0.0	0.0	1.869	A
3 - A23 Northbound onslip			70				163				
4 - A23 Northbound offslip	227	57	70	2616	0.087	227	0	0.1	0.1	1.508	A
5 - London Rd (S)	163	41	0	2535	0.064	163	297	0.1	0.1	1.519	A

2039 Do Nothing, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.66	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

[same as above]

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	2039 Do Nothing	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	0	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	280	100.000
5 - London Rd (S)		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	280
	5 - London Rd (S)	0	382	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	2
	5 - London Rd (S)	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.00	0.00	0.0	A	0	0
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.11	1.51	0.1	A	257	385
5 - London Rd (S)	0.17	1.76	0.2	A	351	526

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	287	2002	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				287				
4 - A23 Northbound offslip	211	53	0	2695	0.078	210	0	0.0	0.1	1.448	A
5 - London Rd (S)	288	72	0	2467	0.117	287	210	0.0	0.1	1.651	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	343	1926	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				343				
4 - A23 Northbound offslip	252	63	0	2695	0.093	252	0	0.1	0.1	1.472	A
5 - London Rd (S)	343	86	0	2467	0.139	343	252	0.1	0.2	1.694	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	420	1823	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				420				
4 - A23 Northbound offslip	308	77	0	2695	0.114	308	0	0.1	0.1	1.507	A
5 - London Rd (S)	421	105	0	2467	0.171	420	308	0.2	0.2	1.758	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	421	1822	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				421				
4 - A23 Northbound offslip	308	77	0	2695	0.114	308	0	0.1	0.1	1.507	A
5 - London Rd (S)	421	105	0	2467	0.171	421	308	0.2	0.2	1.758	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	344	1926	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				344				
4 - A23 Northbound offslip	252	63	0	2695	0.093	252	0	0.1	0.1	1.472	A
5 - London Rd (S)	343	86	0	2467	0.139	344	252	0.2	0.2	1.697	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	288	2001	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				288				
4 - A23 Northbound offslip	211	53	0	2695	0.078	211	0	0.1	0.1	1.448	A
5 - London Rd (S)	288	72	0	2467	0.117	288	211	0.2	0.1	1.651	A

2039 Do Nothing, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

[same as above]

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	2039 Do Nothing	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	1	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	318	100.000
5 - London Rd (S)		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	1
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	318
	5 - London Rd (S)	0	304	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	98
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	2
	5 - London Rd (S)	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.00	0.00	0.0	A	0	0
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.13	1.53	0.1	A	292	438
5 - London Rd (S)	0.13	1.62	0.2	A	279	418

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	228	1056	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				228				
4 - A23 Northbound offslip	239	60	0	2695	0.089	239	0	0.0	0.1	1.465	A
5 - London Rd (S)	229	57	0	2559	0.089	228	239	0.0	0.1	1.544	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	273	1027	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				273				
4 - A23 Northbound offslip	286	71	0	2695	0.106	286	0	0.1	0.1	1.493	A
5 - London Rd (S)	273	68	0	2559	0.107	273	286	0.1	0.1	1.574	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	335	987	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				335				
4 - A23 Northbound offslip	350	88	0	2695	0.130	350	0	0.1	0.1	1.534	A
5 - London Rd (S)	335	84	0	2559	0.131	335	350	0.1	0.2	1.617	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	335	987	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				335				
4 - A23 Northbound offslip	350	88	0	2695	0.130	350	0	0.1	0.1	1.534	A
5 - London Rd (S)	335	84	0	2559	0.131	335	350	0.2	0.2	1.617	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	273	1027	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				273				
4 - A23 Northbound offslip	286	71	0	2695	0.106	286	0	0.1	0.1	1.496	A
5 - London Rd (S)	273	68	0	2559	0.107	273	286	0.2	0.1	1.574	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	229	1056	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				229				
4 - A23 Northbound offslip	239	60	0	2695	0.089	239	0	0.1	0.1	1.467	A
5 - London Rd (S)	229	57	0	2559	0.089	229	239	0.1	0.1	1.546	A

2039 Do Something Isolated, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.75	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

[same as above]

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	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	0	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	271	100.000
5 - London Rd (S)		ONE HOUR	✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	271
	5 - London Rd (S)	0	498	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	2
	5 - London Rd (S)	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.00	0.00	0.0	A	0	0
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.11	1.50	0.1	A	249	373
5 - London Rd (S)	0.22	1.88	0.3	A	457	685

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	374	1885	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				374				
4 - A23 Northbound offslip	204	51	0	2695	0.076	204	0	0.0	0.1	1.444	A
5 - London Rd (S)	375	94	0	2467	0.152	374	204	0.0	0.2	1.720	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	448	1786	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				448				
4 - A23 Northbound offslip	244	61	0	2695	0.090	244	0	0.1	0.1	1.467	A
5 - London Rd (S)	448	112	0	2467	0.181	448	244	0.2	0.2	1.782	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	548	1651	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				548				
4 - A23 Northbound offslip	298	75	0	2695	0.111	298	0	0.1	0.1	1.501	A
5 - London Rd (S)	548	137	0	2467	0.222	548	298	0.2	0.3	1.875	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	548	1651	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				548				
4 - A23 Northbound offslip	298	75	0	2695	0.111	298	0	0.1	0.1	1.501	A
5 - London Rd (S)	548	137	0	2467	0.222	548	298	0.3	0.3	1.875	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	448	1786	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				448				
4 - A23 Northbound offslip	244	61	0	2695	0.090	244	0	0.1	0.1	1.470	A
5 - London Rd (S)	448	112	0	2467	0.181	448	244	0.3	0.2	1.785	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	375	1883	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				375				
4 - A23 Northbound offslip	204	51	0	2695	0.076	204	0	0.1	0.1	1.446	A
5 - London Rd (S)	375	94	0	2467	0.152	375	204	0.2	0.2	1.723	A

2039 Do Something Isolated, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - London Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Large Roundabout	1 - London Rd (N) - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.59	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - London Rd (N)	0		0.00
3 - A23 Northbound onslip	0		0.00
4 - A23 Northbound offslip	0	✓	19.00
5 - London Rd (S)	0		0.00

Slope / Intercept / Capacity

[same as above]

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	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	0	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	315	100.000
5 - London Rd (S)		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	315
	5 - London Rd (S)	0	326	0	0

Vehicle Mix

HV %s

		To			
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	98
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	2
	5 - London Rd (S)	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.00	0.00	0.0	A	0	0
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.13	1.53	0.1	A	289	434
5 - London Rd (S)	0.14	1.64	0.2	A	299	449

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	245	1814	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				245				
4 - A23 Northbound offslip	237	59	0	2695	0.088	237	0	0.0	0.1	1.463	A
5 - London Rd (S)	245	61	0	2559	0.096	245	237	0.0	0.1	1.555	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	293	1759	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				293				
4 - A23 Northbound offslip	283	71	0	2695	0.105	283	0	0.1	0.1	1.491	A
5 - London Rd (S)	293	73	0	2559	0.115	293	283	0.1	0.1	1.587	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	359	1685	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				359				
4 - A23 Northbound offslip	347	87	0	2695	0.129	347	0	0.1	0.1	1.532	A
5 - London Rd (S)	359	90	0	2559	0.140	359	347	0.1	0.2	1.635	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	359	1685	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				359				
4 - A23 Northbound offslip	347	87	0	2695	0.129	347	0	0.1	0.1	1.532	A
5 - London Rd (S)	359	90	0	2559	0.140	359	347	0.2	0.2	1.635	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	293	1759	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				293				
4 - A23 Northbound offslip	283	71	0	2695	0.105	283	0	0.1	0.1	1.492	A
5 - London Rd (S)	293	73	0	2559	0.115	293	283	0.2	0.1	1.588	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	246	1813	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				246				
4 - A23 Northbound offslip	237	59	0	2695	0.088	237	0	0.1	0.1	1.464	A
5 - London Rd (S)	245	61	0	2559	0.096	246	237	0.1	0.1	1.555	A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Jct P - A272.Cowfold Rd.London Rd Priority Junction (Two Lanes).j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\PICADY
Report generation date: 18/12/2024 12:16:05

»2019 Baseline, AM
»2019 Baseline, PM
»2039 Do Minimum, AM
»2039 Do Minimum, PM
»2039 Do Something, AM
»2039 Do Something, PM
»2039 Do Something (Manually Adjusted Alternative - NH), AM
»2039 Do Something (Manually Adjusted Alternative - NH), PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
Stream B-C	0.0	0.00	0.00	0.0	8.84	0.00
Stream B-A	171.7	2104.95	2.18	116.1	1245.60	1.75
Stream C-AB	0.6	11.54	0.37	0.1	7.78	0.05
	2039 Do Minimum					
Stream B-C	0.1	12.16	0.10	0.4	14.73	0.30
Stream B-A	181.0	14312.87	19.38	66.2	1535.44	2.00
Stream C-AB	1.4	23.69	0.59	0.1	10.07	0.13
	2039 Do Something					
Stream B-C	0.1	12.13	0.10	0.4	14.62	0.30
Stream B-A	202.1	4200.53	9999999999.00	72.0	1838.93	2.19
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19
	2039 Do Something (Manually Adjusted Alternative - NH)					
Stream B-C	0.1	12.13	0.10	0.4	14.62	0.30
Stream B-A	202.1	4200.53	9999999999.00	74.7	1988.17	2.29
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19

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

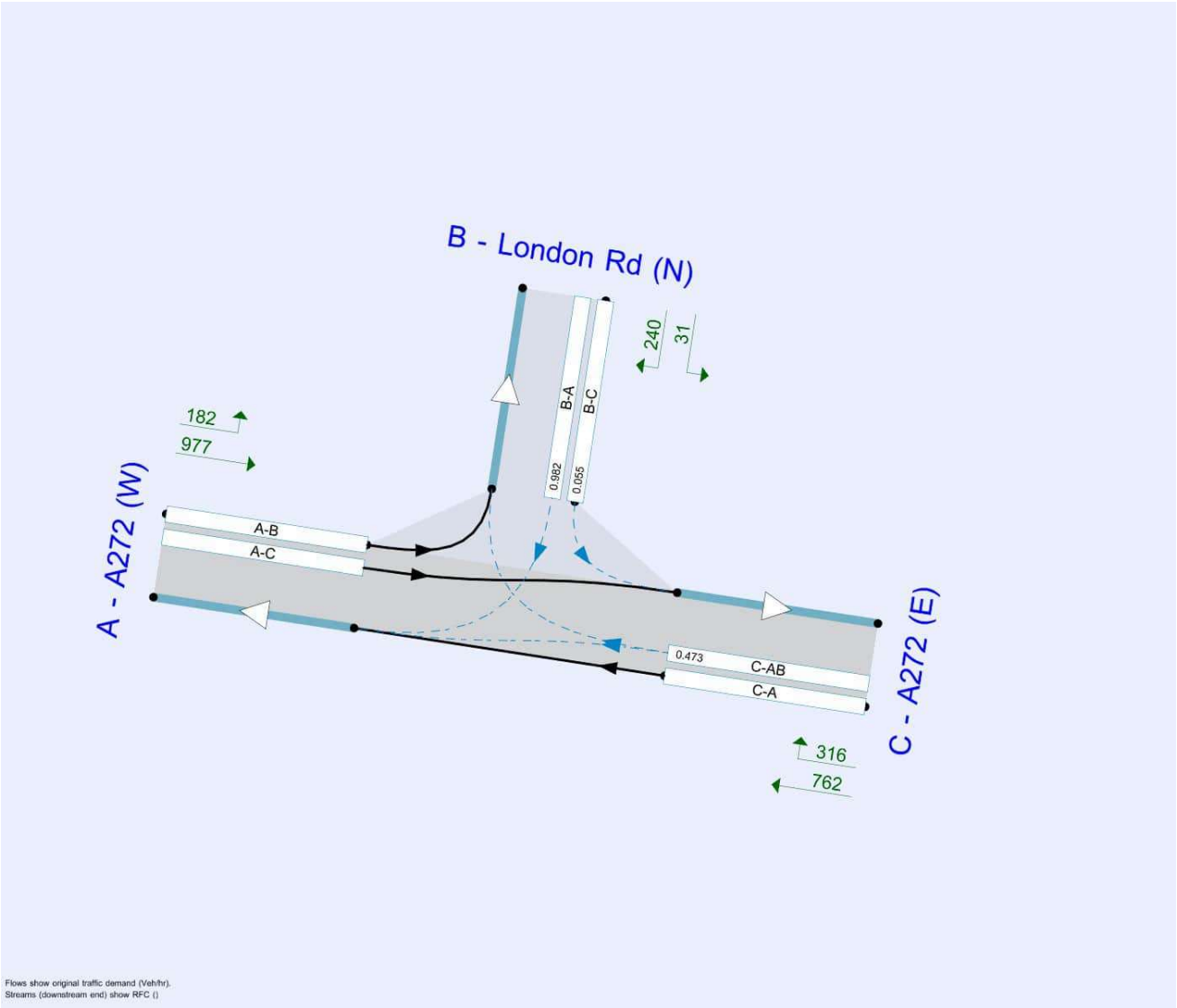
File summary

File Description

Title	A272 Cowfold Rd / London Rd (J24)
Location	
Site number	
Date	19/06/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		456.79	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	456.79	F

Arms

Arms

Arm	Name	Description	Arm type
A	A272 (W)		Major
B	London Rd (N)		Minor
C	A272 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A272 (E)	7.00		✓	3.30	250.0	✓	14.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - London Rd (N)	Two lanes	4.40	4.50	60	149

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	657	0.114	0.289	0.182	0.413
B-C	818	0.120	0.303	-	-
C-B	805	0.298	0.298	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	772	100.000
B - London Rd (N)		ONE HOUR	✓	409	100.000
C - A272 (E)		ONE HOUR	✓	685	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	121	651
	B - London Rd (N)	409	0	0
	C - A272 (E)	517	168	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	19	8
	B - London Rd (N)	7	0	0
	C - A272 (E)	8	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	2.18	2104.95	171.7	F	375	563
C-AB	0.37	11.54	0.6	B	154	231
C-A					474	712
A-B					111	167
A-C					597	896

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	497	0.000	0	0.0	0.0	0.000	A
B-A	308	77	336	0.916	285	0.0	5.6	57.277	F
C-AB	126	32	580	0.218	125	0.0	0.3	7.903	A
C-A	389	97			389				
A-B	91	23			91				
A-C	490	123			490				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	458	0.000	0	0.0	0.0	0.000	A
B-A	368	92	282	1.306	278	5.6	28.1	267.974	F
C-AB	151	38	545	0.277	151	0.3	0.4	9.120	A
C-A	465	116			465				
A-B	109	27			109				
A-C	585	146			585				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	423	0.000	0	0.0	0.0	0.000	A
B-A	450	113	207	2.177	207	28.1	89.0	1014.244	F
C-AB	185	46	497	0.372	184	0.4	0.6	11.484	B
C-A	569	142			569				
A-B	133	33			133				
A-C	717	179			717				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	423	0.000	0	0.0	0.0	0.000	A
B-A	450	113	206	2.181	206	89.0	150.0	2104.952	F
C-AB	185	46	497	0.372	185	0.6	0.6	11.541	B
C-A	569	142			569				
A-B	133	33			133				
A-C	717	179			717				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	458	0.000	0	0.0	0.0	0.000	A
B-A	368	92	281	1.308	281	150.0	171.7	1885.446	F
C-AB	151	38	545	0.277	152	0.6	0.4	9.174	A
C-A	465	116			465				
A-B	109	27			109				
A-C	585	146			585				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	483	0.000	0	0.0	0.0	0.000	A
B-A	308	77	335	0.918	333	171.7	165.3	1819.354	F
C-AB	126	32	580	0.218	127	0.4	0.3	7.956	A
C-A	389	97			389				
A-B	91	23			91				
A-C	490	123			490				

2019 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		249.51	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	249.51	F

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	2019 Baseline	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	908	100.000
B - London Rd (N)		ONE HOUR	✓	394	100.000
C - A272 (E)		ONE HOUR	✓	650	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	192	716
	B - London Rd (N)	393	0	1
	C - A272 (E)	626	24	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	9	3
	B - London Rd (N)	3	0	0
	C - A272 (E)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	8.84	0.0	A	0.92	1
B-A	1.75	1245.60	116.1	F	361	541
C-AB	0.05	7.78	0.1	A	22	33
C-A					574	862
A-B					176	264
A-C					657	986

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	505	0.001	0.75	0.0	0.0	7.136	A
B-A	296	74	371	0.797	283	0.0	3.2	36.813	E
C-AB	18	5	586	0.031	18	0.0	0.0	6.331	A
C-A	471	118			471				
A-B	145	36			145				
A-C	539	135			539				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	446	0.002	0.90	0.0	0.0	8.090	A
B-A	353	88	320	1.106	306	3.2	15.0	138.040	F
C-AB	22	5	545	0.040	22	0.0	0.0	6.870	A
C-A	563	141			563				
A-B	173	43			173				
A-C	644	161			644				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	408	0.003	1	0.0	0.0	8.843	A
B-A	433	108	248	1.745	247	15.0	61.3	578.975	F
C-AB	26	7	489	0.054	26	0.0	0.1	7.780	A
C-A	689	172			689				
A-B	211	53			211				
A-C	788	197			788				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	408	0.003	1	0.0	0.0	8.843	A
B-A	433	108	248	1.745	248	61.3	107.5	1245.596	F
C-AB	26	7	489	0.054	26	0.1	0.1	7.782	A
C-A	689	172			689				
A-B	211	53			211				
A-C	788	197			788				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	446	0.002	0.90	0.0	0.0	8.090	A
B-A	353	88	319	1.106	319	107.5	116.1	1222.662	F
C-AB	22	5	545	0.040	22	0.1	0.0	6.874	A
C-A	563	141			563				
A-B	173	43			173				
A-C	644	161			644				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	473	0.002	0.75	0.0	0.0	7.620	A
B-A	296	74	371	0.797	368	116.1	98.0	1047.989	F
C-AB	18	5	586	0.031	18	0.0	0.0	6.337	A
C-A	471	118			471				
A-B	145	36			145				
A-C	539	135			539				

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		1359.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1359.54	F

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	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1163	100.000
B - London Rd (N)		ONE HOUR	✓	280	100.000
C - A272 (E)		ONE HOUR	✓	991	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	185	978
	B - London Rd (N)	249	0	31
	C - A272 (E)	794	197	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	17	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.16	0.1	B	28	43
B-A	19.38	14312.87	181.0	F	228	343
C-AB	0.59	23.69	1.4	C	181	271
C-A					728	1093
A-B					170	255
A-C					897	1346

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	438	0.053	23	0.0	0.1	8.681	A
B-A	187	47	215	0.872	172	0.0	4.0	68.790	F
C-AB	148	37	492	0.302	147	0.0	0.4	10.382	B
C-A	598	149			598				
A-B	139	35			139				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	382	0.073	28	0.1	0.1	10.158	B
B-A	224	56	131	1.710	129	4.0	27.6	1177.125	F
C-AB	177	44	440	0.403	176	0.4	0.7	13.607	B
C-A	714	178			714				
A-B	166	42			166				
A-C	879	220			879				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	330	0.103	34	0.1	0.1	12.151	B
B-A	274	69	15	17.869	15	27.6	92.3	14312.871	F
C-AB	217	54	369	0.589	215	0.7	1.4	22.937	C
C-A	874	218			874				
A-B	204	51			204				
A-C	1077	269			1077				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	330	0.103	34	0.1	0.1	12.162	B
B-A	274	69	14	19.381	14	92.3	157.3	3317.590	F
C-AB	217	54	369	0.589	217	1.4	1.4	23.688	C
C-A	874	218			874				
A-B	204	51			204				
A-C	1077	269			1077				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	382	0.073	28	0.1	0.1	10.170	B
B-A	224	56	129	1.732	129	157.3	181.0	3223.757	F
C-AB	177	44	440	0.403	180	1.4	0.7	13.995	B
C-A	714	178			714				
A-B	166	42			166				
A-C	879	220			879				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.087	A
B-A	187	47	214	0.877	213	181.0	174.7	3011.971	F
C-AB	148	37	492	0.302	149	0.7	0.4	10.546	B
C-A	598	149			598				
A-B	139	35			139				
A-C	736	184			736				

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		141.19	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	141.19	F

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	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1163	100.000
B - London Rd (N)		ONE HOUR	✓	319	100.000
C - A272 (E)		ONE HOUR	✓	899	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	906
	B - London Rd (N)	222	0	97
	C - A272 (E)	851	48	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.73	0.4	B	89	134
B-A	2.00	1535.44	66.2	F	204	306
C-AB	0.13	10.07	0.1	B	44	66
C-A					781	1171
A-B					236	354
A-C					831	1247

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	493	0.148	72	0.0	0.2	8.554	A
B-A	167	42	288	0.581	162	0.0	1.3	27.681	D
C-AB	36	9	535	0.068	36	0.0	0.1	7.210	A
C-A	641	160			641				
A-B	193	48			193				
A-C	682	171			682				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	406	0.215	87	0.2	0.3	11.252	B
B-A	200	50	218	0.915	185	1.3	4.9	85.882	F
C-AB	43	11	483	0.089	43	0.1	0.1	8.188	A
C-A	765	191			765				
A-B	231	58			231				
A-C	814	204			814				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	351	0.304	106	0.3	0.4	14.656	B
B-A	244	61	122	1.996	121	4.9	35.6	637.449	F
C-AB	53	13	410	0.129	53	0.1	0.1	10.064	B
C-A	937	234			937				
A-B	283	71			283				
A-C	998	249			998				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	351	0.304	107	0.4	0.4	14.728	B
B-A	244	61	122	1.998	122	35.6	66.2	1535.438	F
C-AB	53	13	410	0.129	53	0.1	0.1	10.074	B
C-A	937	234			937				
A-B	283	71			283				
A-C	998	249			998				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	398	0.219	88	0.4	0.3	11.621	B
B-A	200	50	218	0.915	215	66.2	62.4	1035.165	F
C-AB	43	11	483	0.089	43	0.1	0.1	8.200	A
C-A	765	191			765				
A-B	231	58			231				
A-C	814	204			814				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	432	0.169	73	0.3	0.2	10.040	B
B-A	167	42	287	0.582	283	62.4	33.4	614.834	F
C-AB	36	9	535	0.068	36	0.1	0.1	7.219	A
C-A	641	160			641				
A-B	193	48			193				
A-C	682	171			682				

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		383.46	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	383.46	F

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	2039 Do Something	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1159	100.000
B - London Rd (N)		ONE HOUR	✓	271	100.000
C - A272 (E)		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	182	977
	B - London Rd (N)	240	0	31
	C - A272 (E)	762	316	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	16	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.13	0.1	B	28	43
B-A	9999999999.00	4200.53	202.1	F	220	330
C-AB	0.94	54.34	9.6	F	378	566
C-A					612	917
A-B					167	251
A-C					897	1345

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	423	0.055	23	0.0	0.1	9.002	A
B-A	181	45	184	0.982	157	0.0	5.9	106.810	F
C-AB	238	59	503	0.473	234	0.0	0.9	13.261	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.139	B
B-A	216	54	93	2.313	93	5.9	36.6	2120.506	F
C-AB	285	71	451	0.632	282	0.9	1.6	20.894	C
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.118	B
B-A	264	66	0	9999999999.000	0	36.6	102.7	1995.517	F
C-AB	610	152	651	0.937	588	1.6	7.1	40.291	E
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.130	B
B-A	264	66	0	9999999999.000	0	102.7	168.7	2280.514	F
C-AB	610	152	661	0.923	601	7.1	9.4	54.340	F
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.151	B
B-A	216	54	82	2.617	82	168.7	202.1	4200.531	F
C-AB	285	71	464	0.611	315	9.4	1.8	31.344	D
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.073	A
B-A	181	45	181	0.998	180	202.1	202.1	4041.442	F
C-AB	238	59	503	0.473	242	1.8	0.9	13.978	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		166.72	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	166.72	F

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	2039 Do Something	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1169	100.000
B - London Rd (N)		ONE HOUR	✓	315	100.000
C - A272 (E)		ONE HOUR	✓	920	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	912
	B - London Rd (N)	221	0	94
	C - A272 (E)	851	69	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.62	0.4	B	86	129
B-A	2.19	1838.93	72.0	F	203	304
C-AB	0.19	10.84	0.2	B	63	95
C-A					781	1171
A-B					236	354
A-C					837	1255

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	489	0.145	70	0.0	0.2	8.572	A
B-A	166	42	280	0.595	161	0.0	1.4	29.143	D
C-AB	52	13	534	0.097	52	0.0	0.1	7.461	A
C-A	641	160			641				
A-B	193	48			193				
A-C	687	172			687				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	400	0.211	84	0.2	0.3	11.383	B
B-A	199	50	209	0.951	181	1.4	5.7	97.811	F
C-AB	62	16	481	0.129	62	0.1	0.1	8.590	A
C-A	765	191			765				
A-B	231	58			231				
A-C	820	205			820				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.3	0.4	14.556	B
B-A	243	61	111	2.191	110	5.7	38.9	750.093	F
C-AB	76	19	408	0.186	76	0.1	0.2	10.817	B
C-A	937	234			937				
A-B	283	71			283				
A-C	1004	251			1004				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.4	0.4	14.621	B
B-A	243	61	111	2.193	111	38.9	72.0	1838.935	F
C-AB	76	19	408	0.186	76	0.2	0.2	10.836	B
C-A	937	234			937				
A-B	283	71			283				
A-C	1004	251			1004				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	397	0.213	85	0.4	0.3	11.563	B
B-A	199	50	209	0.952	206	72.0	70.2	1156.921	F
C-AB	62	16	481	0.129	62	0.2	0.1	8.607	A
C-A	765	191			765				
A-B	231	58			231				
A-C	820	205			820				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	431	0.164	71	0.3	0.2	10.007	B
B-A	166	42	280	0.595	276	70.2	42.9	742.543	F
C-AB	52	13	534	0.097	52	0.1	0.1	7.481	A
C-A	641	160			641				
A-B	193	48			193				
A-C	687	172			687				

2039 Do Something (Manually Adjusted Alternative - NH), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		383.46	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	383.46	F

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
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1159	100.000
B - London Rd (N)		ONE HOUR	✓	271	100.000
C - A272 (E)		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	182	977
	B - London Rd (N)	240	0	31
	C - A272 (E)	762	316	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	16	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.13	0.1	B	28	43
B-A	9999999999.00	4200.53	202.1	F	220	330
C-AB	0.94	54.34	9.6	F	378	566
C-A					612	917
A-B					167	251
A-C					897	1345

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	423	0.055	23	0.0	0.1	9.002	A
B-A	181	45	184	0.982	157	0.0	5.9	106.810	F
C-AB	238	59	503	0.473	234	0.0	0.9	13.261	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.139	B
B-A	216	54	93	2.313	93	5.9	36.6	2120.506	F
C-AB	285	71	451	0.632	282	0.9	1.6	20.894	C
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.118	B
B-A	264	66	0	9999999999.000	0	36.6	102.7	1995.517	F
C-AB	610	152	651	0.937	588	1.6	7.1	40.291	E
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.130	B
B-A	264	66	0	9999999999.000	0	102.7	168.7	2280.514	F
C-AB	610	152	661	0.923	601	7.1	9.4	54.340	F
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.151	B
B-A	216	54	82	2.617	82	168.7	202.1	4200.531	F
C-AB	285	71	464	0.611	315	9.4	1.8	31.344	D
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.073	A
B-A	181	45	181	0.998	180	202.1	202.1	4041.442	F
C-AB	238	59	503	0.473	242	1.8	0.9	13.978	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

2039 Do Something (Manually Adjusted Alternative - NH), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		178.51	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	178.51	F

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
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1169	100.000
B - London Rd (N)		ONE HOUR	✓	315	100.000
C - A272 (E)		ONE HOUR	✓	942	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	912
	B - London Rd (N)	221	0	94
	C - A272 (E)	873	69	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.62	0.4	B	86	129
B-A	2.29	1988.17	74.7	F	203	304
C-AB	0.19	10.84	0.2	B	63	95
C-A					801	1202
A-B					236	354
A-C					837	1255

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	488	0.145	70	0.0	0.2	8.591	A
B-A	166	42	277	0.601	161	0.0	1.4	29.845	D
C-AB	52	13	534	0.097	52	0.0	0.1	7.461	A
C-A	657	164			657				
A-B	193	48			193				
A-C	687	172			687				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	398	0.213	84	0.2	0.3	11.472	B
B-A	199	50	205	0.968	180	1.4	6.0	110.382	F
C-AB	62	16	481	0.129	62	0.1	0.1	8.590	A
C-A	785	196			785				
A-B	231	58			231				
A-C	820	205			820				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.3	0.4	14.556	B
B-A	243	61	106	2.285	106	6.0	40.4	803.218	F
C-AB	76	19	408	0.186	76	0.1	0.2	10.817	B
C-A	961	240			961				
A-B	283	71			283				
A-C	1004	251			1004				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.4	0.4	14.621	B
B-A	243	61	106	2.288	106	40.4	74.7	1988.172	F
C-AB	76	19	408	0.186	76	0.2	0.2	10.836	B
C-A	961	240			961				
A-B	283	71			283				
A-C	1004	251			1004				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	397	0.213	85	0.4	0.3	11.563	B
B-A	199	50	205	0.969	202	74.7	73.8	1212.490	F
C-AB	62	16	481	0.129	62	0.2	0.1	8.605	A
C-A	785	196			785				
A-B	231	58			231				
A-C	820	205			820				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	431	0.164	71	0.3	0.2	10.007	B
B-A	166	42	276	0.602	273	73.8	47.2	801.787	F
C-AB	52	13	534	0.097	52	0.1	0.1	7.481	A
C-A	657	164			657				
A-B	193	48			193				
A-C	687	172			687				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Jct P - A272.Cowfold Rd.London Rd Priority Junction (Two Lanes, Intercept Adjusted).j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\PICADY
Report generation date: 18/12/2024 12:12:21

»2019 Baseline, AM
»2019 Baseline, PM
»2039 Do Minimum, AM
»2039 Do Minimum, PM
»2039 Do Something, AM
»2039 Do Something, PM
»2039 Do Something (Manually Adjusted Alternative - NH), AM
»2039 Do Something (Manually Adjusted Alternative - NH), PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
Stream B-C	0.0	0.00	0.00	0.0	8.84	0.00
Stream B-A	35.2	266.17	1.14	12.3	105.99	0.98
Stream C-AB	0.6	11.54	0.37	0.1	7.78	0.05
	2039 Do Minimum					
Stream B-C	0.1	12.16	0.10	0.4	14.73	0.30
Stream B-A	35.6	439.59	1.30	3.0	46.74	0.77
Stream C-AB	1.4	23.69	0.59	0.1	10.07	0.13
	2039 Do Something					
Stream B-C	0.1	12.13	0.10	0.4	14.62	0.30
Stream B-A	38.1	507.28	1.35	3.4	53.29	0.79
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19
	2039 Do Something (Manually Adjusted Alternative - NH)					
Stream B-C	0.1	12.13	0.10	0.4	14.62	0.30
Stream B-A	38.1	507.28	1.35	3.6	56.72	0.80
Stream C-AB	9.6	54.34	0.94	0.2	10.84	0.19

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

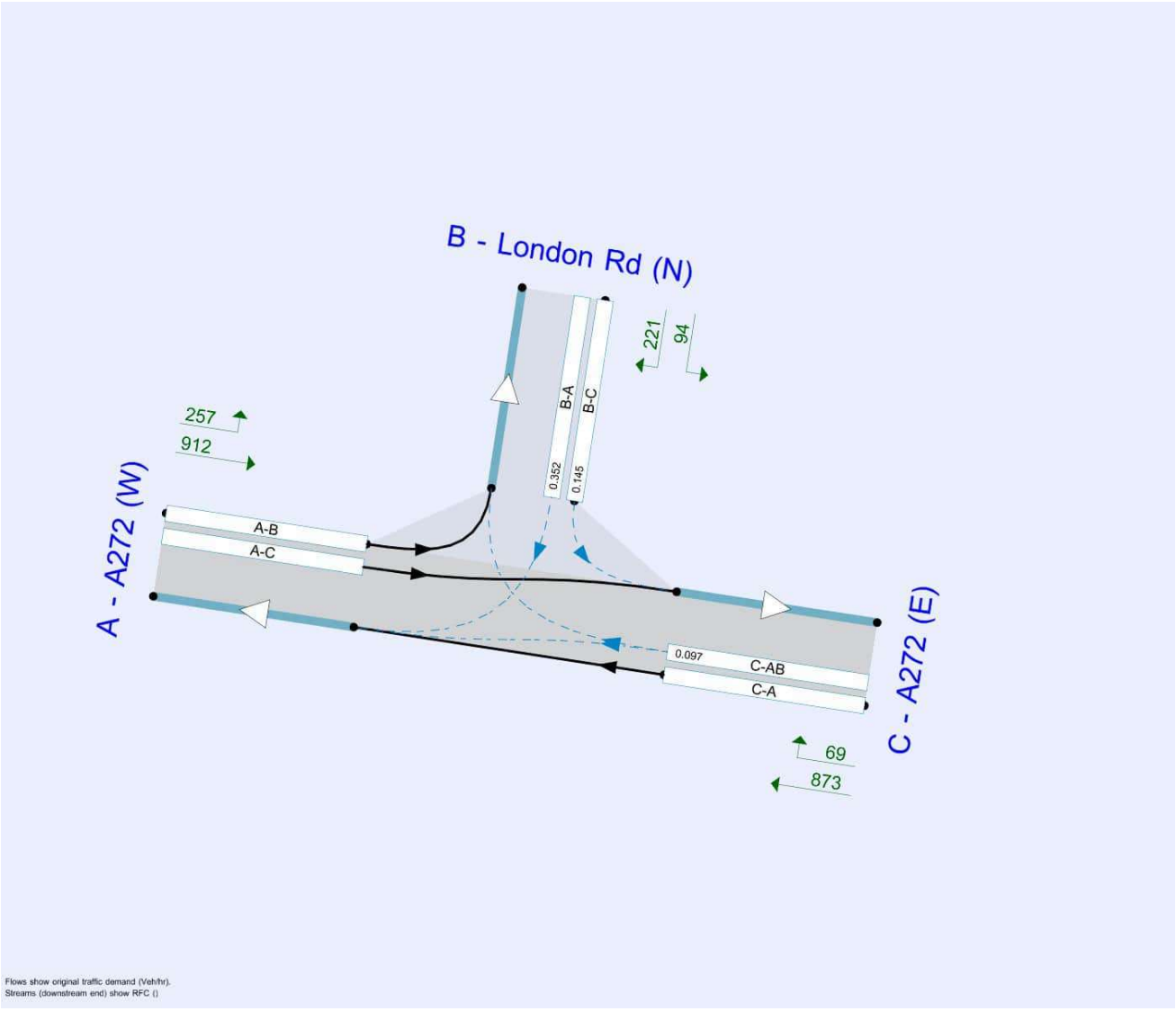
File summary

File Description

Title	A272 Cowfold Rd / London Rd (J24)
Location	
Site number	
Date	19/06/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		58.65	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	58.65	F

Arms

Arms

Arm	Name	Description	Arm type
A	A272 (W)		Major
B	London Rd (N)		Minor
C	A272 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A272 (E)	7.00		✓	3.30	250.0	✓	14.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - London Rd (N)	Two lanes	4.40	4.50	60	149

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	657	0.114	0.289	0.182	0.413
B-C	818	0.120	0.303	-	-
C-B	805	0.298	0.298	-	-

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

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

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

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-A	✓	At NH Request	200
B-C			

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	2019 Baseline	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	772	100.000
B - London Rd (N)		ONE HOUR	✓	409	100.000
C - A272 (E)		ONE HOUR	✓	685	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	121	651
	B - London Rd (N)	409	0	0
	C - A272 (E)	517	168	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	19	8
	B - London Rd (N)	7	0	0
	C - A272 (E)	8	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	1.14	266.17	35.2	F	375	563
C-AB	0.37	11.54	0.6	B	154	231
C-A					474	712
A-B					111	167
A-C					597	896

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	497	0.000	0	0.0	0.0	0.000	A
B-A	308	77	523	0.589	302	0.0	1.4	15.962	C
C-AB	126	32	580	0.218	125	0.0	0.3	7.903	A
C-A	389	97			389				
A-B	91	23			91				
A-C	490	123			490				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	458	0.000	0	0.0	0.0	0.000	A
B-A	368	92	469	0.785	361	1.4	3.2	31.422	D
C-AB	151	38	545	0.277	151	0.3	0.4	9.120	A
C-A	465	116			465				
A-B	109	27			109				
A-C	585	146			585				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	423	0.000	0	0.0	0.0	0.000	A
B-A	450	113	394	1.144	382	3.2	20.3	133.489	F
C-AB	185	46	497	0.372	184	0.4	0.6	11.484	B
C-A	569	142			569				
A-B	133	33			133				
A-C	717	179			717				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	423	0.000	0	0.0	0.0	0.000	A
B-A	450	113	393	1.145	391	20.3	35.2	266.169	F
C-AB	185	46	497	0.372	185	0.6	0.6	11.541	B
C-A	569	142			569				
A-B	133	33			133				
A-C	717	179			717				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	458	0.000	0	0.0	0.0	0.000	A
B-A	368	92	468	0.786	455	35.2	13.4	198.575	F
C-AB	151	38	545	0.277	152	0.6	0.4	9.176	A
C-A	465	116			465				
A-B	109	27			109				
A-C	585	146			585				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	483	0.000	0	0.0	0.0	0.000	A
B-A	308	77	522	0.590	355	13.4	1.5	27.431	D
C-AB	126	32	580	0.218	127	0.4	0.3	7.957	A
C-A	389	97			389				
A-B	91	23			91				
A-C	490	123			490				

2019 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		21.32	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.32	C

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	2019 Baseline	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	908	100.000
B - London Rd (N)		ONE HOUR	✓	394	100.000
C - A272 (E)		ONE HOUR	✓	650	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	192	716
	B - London Rd (N)	393	0	1
	C - A272 (E)	626	24	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	9	3
	B - London Rd (N)	3	0	0
	C - A272 (E)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	8.84	0.0	A	0.92	1
B-A	0.98	105.99	12.3	F	361	541
C-AB	0.05	7.78	0.1	A	22	33
C-A					574	862
A-B					176	264
A-C					657	986

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	505	0.001	0.75	0.0	0.0	7.136	A
B-A	296	74	565	0.523	292	0.0	1.1	12.956	B
C-AB	18	5	586	0.031	18	0.0	0.0	6.331	A
C-A	471	118			471				
A-B	145	36			145				
A-C	539	135			539				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	446	0.002	0.90	0.0	0.0	8.090	A
B-A	353	88	514	0.688	349	1.1	2.1	21.394	C
C-AB	22	5	545	0.040	22	0.0	0.0	6.870	A
C-A	563	141			563				
A-B	173	43			173				
A-C	644	161			644				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	408	0.003	1	0.0	0.0	8.843	A
B-A	433	108	442	0.979	405	2.1	9.1	68.643	F
C-AB	26	7	489	0.054	26	0.0	0.1	7.780	A
C-A	689	172			689				
A-B	211	53			211				
A-C	788	197			788				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	1	0.28	408	0.003	1	0.0	0.0	8.843	A
B-A	433	108	442	0.979	420	9.1	12.3	105.985	F
C-AB	26	7	489	0.054	26	0.1	0.1	7.782	A
C-A	689	172			689				
A-B	211	53			211				
A-C	788	197			788				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	446	0.002	0.90	0.0	0.0	8.090	A
B-A	353	88	514	0.688	393	12.3	2.4	37.278	E
C-AB	22	5	545	0.040	22	0.1	0.0	6.874	A
C-A	563	141			563				
A-B	173	43			173				
A-C	644	161			644				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	501	0.002	0.75	0.0	0.0	7.195	A
B-A	296	74	565	0.523	301	2.4	1.1	13.861	B
C-AB	18	5	586	0.031	18	0.0	0.0	6.335	A
C-A	471	118			471				
A-B	145	36			145				
A-C	539	135			539				

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		43.68	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	43.68	E

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	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1163	100.000
B - London Rd (N)		ONE HOUR	✓	280	100.000
C - A272 (E)		ONE HOUR	✓	991	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	185	978
	B - London Rd (N)	249	0	31
	C - A272 (E)	794	197	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	17	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.16	0.1	B	28	43
B-A	1.30	439.59	35.6	F	228	343
C-AB	0.59	23.69	1.4	C	181	271
C-A					728	1093
A-B					170	255
A-C					897	1346

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	438	0.053	23	0.0	0.1	8.681	A
B-A	187	47	411	0.456	184	0.0	0.8	15.662	C
C-AB	148	37	492	0.302	147	0.0	0.4	10.382	B
C-A	598	149			598				
A-B	139	35			139				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	382	0.073	28	0.1	0.1	10.158	B
B-A	224	56	327	0.685	219	0.8	2.0	32.143	D
C-AB	177	44	440	0.403	176	0.4	0.7	13.607	B
C-A	714	178			714				
A-B	166	42			166				
A-C	879	220			879				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	330	0.103	34	0.1	0.1	12.151	B
B-A	274	69	211	1.297	205	2.0	19.3	219.154	F
C-AB	217	54	369	0.589	215	0.7	1.4	22.937	C
C-A	874	218			874				
A-B	204	51			204				
A-C	1077	269			1077				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	330	0.103	34	0.1	0.1	12.162	B
B-A	274	69	210	1.304	209	19.3	35.6	439.586	F
C-AB	217	54	369	0.589	217	1.4	1.4	23.688	C
C-A	874	218			874				
A-B	204	51			204				
A-C	1077	269			1077				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	382	0.073	28	0.1	0.1	10.170	B
B-A	224	56	325	0.688	316	35.6	12.4	278.202	F
C-AB	177	44	440	0.403	180	1.4	0.7	13.998	B
C-A	714	178			714				
A-B	166	42			166				
A-C	879	220			879				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.087	A
B-A	187	47	410	0.457	234	12.4	0.9	25.971	D
C-AB	148	37	492	0.302	149	0.7	0.4	10.546	B
C-A	598	149			598				
A-B	139	35			139				
A-C	736	184			736				

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		5.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.05	A

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	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1163	100.000
B - London Rd (N)		ONE HOUR	✓	319	100.000
C - A272 (E)		ONE HOUR	✓	899	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	906
	B - London Rd (N)	222	0	97
	C - A272 (E)	851	48	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.73	0.4	B	89	134
B-A	0.77	46.74	3.0	E	204	306
C-AB	0.13	10.07	0.1	B	44	66
C-A					781	1171
A-B					236	354
A-C					831	1247

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	493	0.148	72	0.0	0.2	8.554	A
B-A	167	42	484	0.346	165	0.0	0.5	11.231	B
C-AB	36	9	535	0.068	36	0.0	0.1	7.210	A
C-A	641	160			641				
A-B	193	48			193				
A-C	682	171			682				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	408	0.214	87	0.2	0.3	11.186	B
B-A	200	50	414	0.482	198	0.5	0.9	16.533	C
C-AB	43	11	483	0.089	43	0.1	0.1	8.188	A
C-A	765	191			765				
A-B	231	58			231				
A-C	814	204			814				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	351	0.304	106	0.3	0.4	14.653	B
B-A	244	61	319	0.767	237	0.9	2.8	40.960	E
C-AB	53	13	410	0.129	53	0.1	0.1	10.064	B
C-A	937	234			937				
A-B	283	71			283				
A-C	998	249			998				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	351	0.304	107	0.4	0.4	14.728	B
B-A	244	61	318	0.768	244	2.8	3.0	46.745	E
C-AB	53	13	410	0.129	53	0.1	0.1	10.074	B
C-A	937	234			937				
A-B	283	71			283				
A-C	998	249			998				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	87	22	402	0.217	88	0.4	0.3	11.475	B
B-A	200	50	414	0.482	208	3.0	1.0	18.063	C
C-AB	43	11	483	0.089	43	0.1	0.1	8.200	A
C-A	765	191			765				
A-B	231	58			231				
A-C	814	204			814				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	491	0.149	73	0.3	0.2	8.639	A
B-A	167	42	483	0.346	169	1.0	0.5	11.503	B
C-AB	36	9	535	0.068	36	0.1	0.1	7.219	A
C-A	641	160			641				
A-B	193	48			193				
A-C	682	171			682				

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		54.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	54.08	F

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	2039 Do Something	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1159	100.000
B - London Rd (N)		ONE HOUR	✓	271	100.000
C - A272 (E)		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	182	977
	B - London Rd (N)	240	0	31
	C - A272 (E)	762	316	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	16	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.13	0.1	B	28	43
B-A	1.35	507.28	38.1	F	220	330
C-AB	0.94	54.34	9.6	F	378	566
C-A					612	917
A-B					167	251
A-C					897	1345

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	423	0.055	23	0.0	0.1	9.002	A
B-A	181	45	380	0.475	177	0.0	0.9	17.458	C
C-AB	238	59	503	0.473	234	0.0	0.9	13.261	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.139	B
B-A	216	54	289	0.746	209	0.9	2.5	42.028	E
C-AB	285	71	451	0.632	282	0.9	1.6	20.894	C
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.118	B
B-A	264	66	196	1.348	191	2.5	20.8	253.007	F
C-AB	610	152	651	0.937	588	1.6	7.1	40.291	E
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.130	B
B-A	264	66	196	1.348	195	20.8	38.1	507.285	F
C-AB	610	152	661	0.923	601	7.1	9.4	54.340	F
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.151	B
B-A	216	54	279	0.775	271	38.1	24.1	398.272	F
C-AB	285	71	464	0.611	315	9.4	1.8	31.344	D
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.073	A
B-A	181	45	377	0.479	273	24.1	1.0	68.489	F
C-AB	238	59	503	0.473	242	1.8	0.9	13.975	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		5.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.66	A

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	2039 Do Something	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1169	100.000
B - London Rd (N)		ONE HOUR	✓	315	100.000
C - A272 (E)		ONE HOUR	✓	920	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	912
	B - London Rd (N)	221	0	94
	C - A272 (E)	851	69	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.62	0.4	B	86	129
B-A	0.79	53.29	3.4	F	203	304
C-AB	0.19	10.84	0.2	B	63	95
C-A					781	1171
A-B					236	354
A-C					837	1255

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	489	0.145	70	0.0	0.2	8.572	A
B-A	166	42	476	0.350	164	0.0	0.5	11.479	B
C-AB	52	13	534	0.097	52	0.0	0.1	7.461	A
C-A	641	160			641				
A-B	193	48			193				
A-C	687	172			687				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	402	0.210	84	0.2	0.3	11.308	B
B-A	199	50	405	0.491	197	0.5	0.9	17.179	C
C-AB	62	16	481	0.129	62	0.1	0.1	8.590	A
C-A	765	191			765				
A-B	231	58			231				
A-C	820	205			820				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.3	0.4	14.553	B
B-A	243	61	307	0.792	235	0.9	3.1	45.362	E
C-AB	76	19	408	0.186	76	0.1	0.2	10.817	B
C-A	937	234			937				
A-B	283	71			283				
A-C	1004	251			1004				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.4	0.4	14.621	B
B-A	243	61	307	0.793	242	3.1	3.4	53.285	F
C-AB	76	19	408	0.186	76	0.2	0.2	10.836	B
C-A	937	234			937				
A-B	283	71			283				
A-C	1004	251			1004				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	397	0.213	85	0.4	0.3	11.565	B
B-A	199	50	405	0.491	208	3.4	1.0	19.111	C
C-AB	62	16	481	0.129	62	0.2	0.1	8.607	A
C-A	765	191			765				
A-B	231	58			231				
A-C	820	205			820				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	487	0.145	71	0.3	0.2	8.661	A
B-A	166	42	476	0.350	168	1.0	0.5	11.776	B
C-AB	52	13	534	0.097	52	0.1	0.1	7.481	A
C-A	641	160			641				
A-B	193	48			193				
A-C	687	172			687				

2039 Do Something (Manually Adjusted Alternative - NH), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		54.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	54.08	F

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
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1159	100.000
B - London Rd (N)		ONE HOUR	✓	271	100.000
C - A272 (E)		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	182	977
	B - London Rd (N)	240	0	31
	C - A272 (E)	762	316	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	16	7
	B - London Rd (N)	2	0	0
	C - A272 (E)	16	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	12.13	0.1	B	28	43
B-A	1.35	507.28	38.1	F	220	330
C-AB	0.94	54.34	9.6	F	378	566
C-A					612	917
A-B					167	251
A-C					897	1345

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	423	0.055	23	0.0	0.1	9.002	A
B-A	181	45	380	0.475	177	0.0	0.9	17.458	C
C-AB	238	59	503	0.473	234	0.0	0.9	13.261	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.139	B
B-A	216	54	289	0.746	209	0.9	2.5	42.028	E
C-AB	285	71	451	0.632	282	0.9	1.6	20.894	C
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.118	B
B-A	264	66	196	1.348	191	2.5	20.8	253.007	F
C-AB	610	152	651	0.937	588	1.6	7.1	40.291	E
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	331	0.103	34	0.1	0.1	12.130	B
B-A	264	66	196	1.348	195	20.8	38.1	507.285	F
C-AB	610	152	661	0.923	601	7.1	9.4	54.340	F
C-A	577	144			577				
A-B	200	50			200				
A-C	1076	269			1076				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	383	0.073	28	0.1	0.1	10.151	B
B-A	216	54	279	0.775	271	38.1	24.1	398.272	F
C-AB	285	71	464	0.611	315	9.4	1.8	31.344	D
C-A	684	171			684				
A-B	164	41			164				
A-C	878	220			878				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	420	0.056	23	0.1	0.1	9.073	A
B-A	181	45	377	0.479	273	24.1	1.0	68.489	F
C-AB	238	59	503	0.473	242	1.8	0.9	13.975	B
C-A	574	143			574				
A-B	137	34			137				
A-C	736	184			736				

2039 Do Something (Manually Adjusted Alternative - NH), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A272 Cowfold Rd / London Rd Priority	T-Junction	Two-way	Two-way	Two-way		5.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.92	A

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
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - A272 (W)		ONE HOUR	✓	1169	100.000
B - London Rd (N)		ONE HOUR	✓	315	100.000
C - A272 (E)		ONE HOUR	✓	942	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	257	912
	B - London Rd (N)	221	0	94
	C - A272 (E)	873	69	0

Vehicle Mix

HV %s

		To		
		A - A272 (W)	B - London Rd (N)	C - A272 (E)
From	A - A272 (W)	0	8	2
	B - London Rd (N)	2	0	1
	C - A272 (E)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.30	14.62	0.4	B	86	129
B-A	0.80	56.72	3.6	F	203	304
C-AB	0.19	10.84	0.2	B	63	95
C-A					801	1202
A-B					236	354
A-C					837	1255

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	488	0.145	70	0.0	0.2	8.591	A
B-A	166	42	473	0.352	164	0.0	0.5	11.594	B
C-AB	52	13	534	0.097	52	0.0	0.1	7.461	A
C-A	657	164			657				
A-B	193	48			193				
A-C	687	172			687				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	400	0.211	84	0.2	0.3	11.392	B
B-A	199	50	401	0.495	197	0.5	0.9	17.484	C
C-AB	62	16	481	0.129	62	0.1	0.1	8.590	A
C-A	785	196			785				
A-B	231	58			231				
A-C	820	205			820				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.3	0.4	14.556	B
B-A	243	61	303	0.804	234	0.9	3.2	47.573	E
C-AB	76	19	408	0.186	76	0.1	0.2	10.817	B
C-A	961	240			961				
A-B	283	71			283				
A-C	1004	251			1004				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	350	0.296	103	0.4	0.4	14.621	B
B-A	243	61	302	0.805	242	3.2	3.6	56.723	F
C-AB	76	19	408	0.186	76	0.2	0.2	10.836	B
C-A	961	240			961				
A-B	283	71			283				
A-C	1004	251			1004				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	397	0.213	85	0.4	0.3	11.563	B
B-A	199	50	401	0.495	209	3.6	1.0	19.640	C
C-AB	62	16	481	0.129	62	0.2	0.1	8.605	A
C-A	785	196			785				
A-B	231	58			231				
A-C	820	205			820				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	486	0.146	71	0.3	0.2	8.683	A
B-A	166	42	472	0.352	168	1.0	0.6	11.904	B
C-AB	52	13	534	0.097	52	0.1	0.1	7.481	A
C-A	657	164			657				
A-B	193	48			193				
A-C	687	172			687				

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: Jct Q - Bolney Road. A23 Roundabout (NH Response #2).j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 18/12/2024 12:18:46

»2019 Baseline, AM
»2019 Baseline, PM
»2039 Do Minimum, AM
»2039 Do Minimum, PM
»2039 Do Something, AM
»2039 Do Something, PM
»2039 Do Something (Manually Adjusted Alternative - NH), AM
»2039 Do Something (Manually Adjusted Alternative - NH), PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Baseline					
1 - A23 SB offslip	0.2	2.23	0.14	0.2	2.41	0.20
2 - A272 (E)	0.8	3.38	0.45	0.9	3.67	0.47
4 - A272 Cowfold Rd (W)	0.5	2.39	0.32	0.5	2.36	0.35
	2039 Do Minimum					
1 - A23 SB offslip	0.3	4.84	0.25	0.4	3.92	0.30
2 - A272 (E)	2.2	7.78	0.69	2.4	7.73	0.71
4 - A272 Cowfold Rd (W)	1.0	3.21	0.50	0.9	2.90	0.47
	2039 Do Something					
1 - A23 SB offslip	0.4	4.81	0.26	0.5	4.16	0.35
2 - A272 (E)	2.8	9.11	0.74	2.3	7.43	0.70
4 - A272 Cowfold Rd (W)	1.0	3.20	0.50	0.9	2.91	0.47
	2039 Do Something (Manually Adjusted Alternative - NH)					
1 - A23 SB offslip	0.4	4.81	0.26	0.7	4.48	0.40
2 - A272 (E)	2.8	9.11	0.74	2.4	8.04	0.71
4 - A272 Cowfold Rd (W)	1.0	3.20	0.50	0.9	2.91	0.47

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 Av. delay per arriving vehicle.

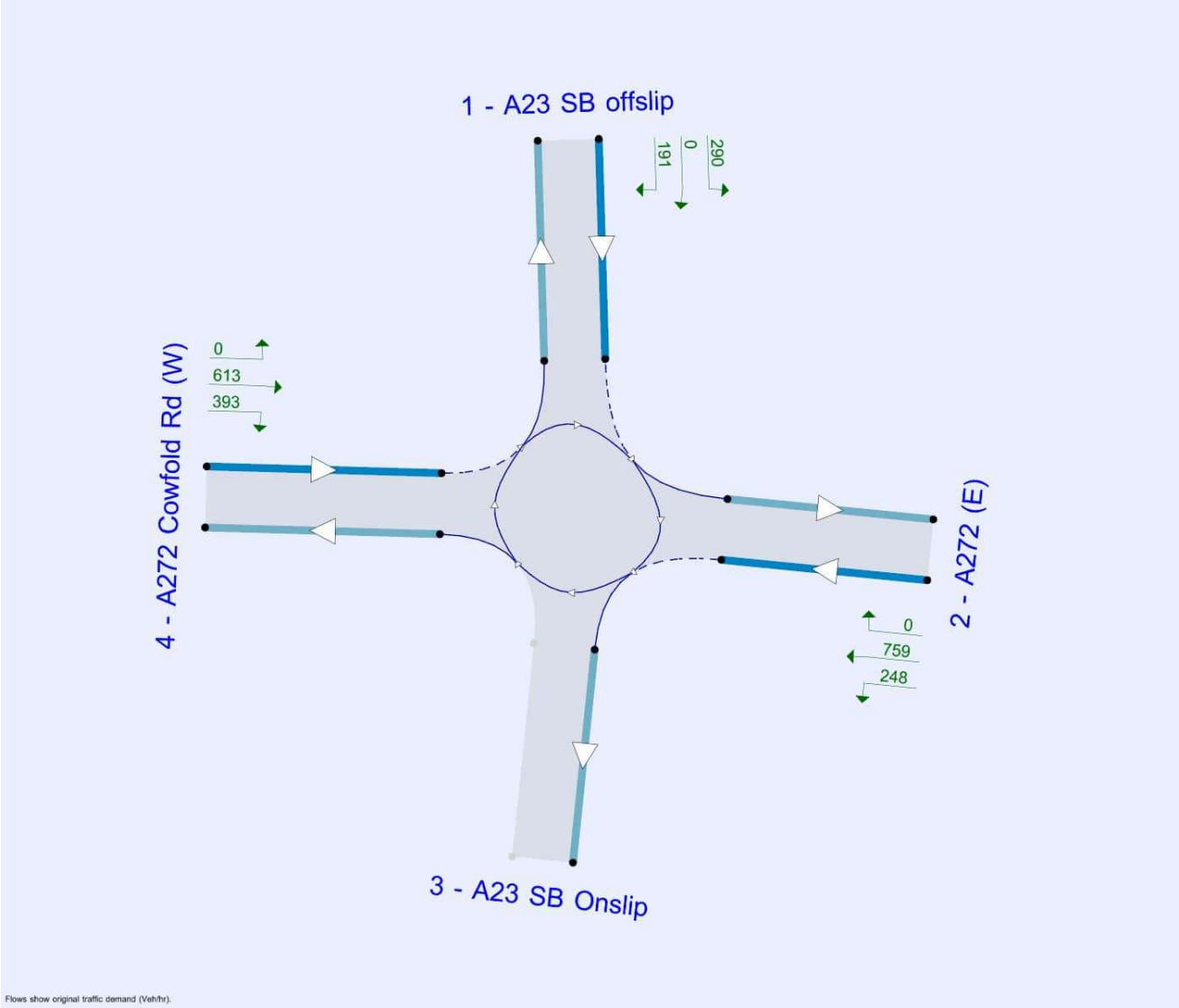
File summary

File Description

Title	A272 / A23 Southbound Slips Rbt (J15)
Location	
Site number	
Date	05/05/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A23 SB offslip		
2	A272 (E)		
3	A23 SB Onslip		
4	A272 Cowfold Rd (W)		

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - A23 SB offslip	6.50	9.50	6.0	15.0	50.0	28.0		
2 - A272 (E)	3.30	5.80	24.0	35.0	50.0	32.0		
3 - A23 SB Onslip								✓
4 - A272 Cowfold Rd (W)	3.90	8.30	5.0	30.0	50.0	35.0		

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A23 SB offslip	1.539	3168
2 - A272 (E)	1.266	2457
3 - A23 SB Onslip		
4 - A272 Cowfold Rd (W)	1.233	2397

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	244	100.000
2 - A272 (E)		ONE HOUR	✓	801	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	653	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	244	0	0
	2 - A272 (E)	0	0	118	683
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	392	261	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	5	0	9
	2 - A272 (E)	0	0	0	8
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	10	4	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.14	2.23	0.2	A	224	336
2 - A272 (E)	0.45	3.38	0.8	A	735	1103
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.32	2.39	0.5	A	599	899

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	490	2243	0.082	183	0	0.0	0.1	1.746	A
2 - A272 (E)	603	151	196	2059	0.293	601	478	0.0	0.4	2.468	A
3 - A23 SB Onslip			513				285				
4 - A272 Cowfold Rd (W)	492	123	0	2227	0.221	490	513	0.0	0.3	2.072	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	587	2092	0.105	219	0	0.1	0.1	1.922	A
2 - A272 (E)	720	180	235	2011	0.358	720	571	0.4	0.6	2.785	A
3 - A23 SB Onslip			614				341				
4 - A272 Cowfold Rd (W)	587	147	0	2227	0.264	587	614	0.3	0.4	2.194	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	718	1884	0.143	268	0	0.1	0.2	2.228	A
2 - A272 (E)	882	220	287	1946	0.453	881	700	0.6	0.8	3.375	A
3 - A23 SB Onslip			751				417				
4 - A272 Cowfold Rd (W)	719	180	0	2227	0.323	718	751	0.4	0.5	2.386	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	719	1883	0.143	269	0	0.2	0.2	2.229	A
2 - A272 (E)	882	220	287	1946	0.453	882	700	0.8	0.8	3.381	A
3 - A23 SB Onslip			752				417				
4 - A272 Cowfold Rd (W)	719	180	0	2227	0.323	719	752	0.5	0.5	2.386	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	587	2090	0.105	220	0	0.2	0.1	1.924	A
2 - A272 (E)	720	180	235	2011	0.358	721	572	0.8	0.6	2.795	A
3 - A23 SB Onslip			615				341				
4 - A272 Cowfold Rd (W)	587	147	0	2227	0.264	587	615	0.5	0.4	2.197	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	492	2241	0.082	184	0	0.1	0.1	1.751	A
2 - A272 (E)	603	151	197	2058	0.293	604	479	0.6	0.4	2.475	A
3 - A23 SB Onslip			515				286				
4 - A272 Cowfold Rd (W)	492	123	0	2227	0.221	492	515	0.4	0.3	2.074	A

2019 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	2.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.93	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

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	2019 Baseline	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	331	100.000
2 - A272 (E)		ONE HOUR	✓	804	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	731	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	315	0	16
	2 - A272 (E)	0	0	175	629
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	362	369	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	2	0	0
	2 - A272 (E)	0	0	0	3
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	4	2	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.20	2.41	0.2	A	304	456
2 - A272 (E)	0.47	3.67	0.9	A	738	1107
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.35	2.36	0.5	A	671	1006

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	249	62	549	2255	0.111	249	0	0.0	0.1	1.794	A
2 - A272 (E)	605	151	289	2036	0.297	604	509	0.0	0.4	2.511	A
3 - A23 SB Onslip			484				409				
4 - A272 Cowfold Rd (W)	550	138	0	2327	0.237	549	484	0.0	0.3	2.024	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	298	74	657	2087	0.143	297	0	0.1	0.2	2.011	A
2 - A272 (E)	723	181	346	1965	0.368	722	608	0.4	0.6	2.895	A
3 - A23 SB Onslip			579				489				
4 - A272 Cowfold Rd (W)	657	164	0	2327	0.282	657	579	0.3	0.4	2.155	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	364	91	804	1858	0.196	364	0	0.2	0.2	2.410	A
2 - A272 (E)	885	221	424	1867	0.474	884	745	0.6	0.9	3.657	A
3 - A23 SB Onslip			709				598				
4 - A272 Cowfold Rd (W)	805	201	0	2327	0.346	804	709	0.4	0.5	2.364	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	364	91	805	1857	0.196	364	0	0.2	0.2	2.411	A
2 - A272 (E)	885	221	424	1866	0.474	885	745	0.9	0.9	3.667	A
3 - A23 SB Onslip			710				599				
4 - A272 Cowfold Rd (W)	805	201	0	2327	0.346	805	710	0.5	0.5	2.364	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	298	74	658	2086	0.143	298	0	0.2	0.2	2.013	A
2 - A272 (E)	723	181	346	1964	0.368	724	609	0.9	0.6	2.905	A
3 - A23 SB Onslip			581				490				
4 - A272 Cowfold Rd (W)	657	164	0	2327	0.282	658	581	0.5	0.4	2.158	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	249	62	551	2252	0.111	249	0	0.2	0.1	1.799	A
2 - A272 (E)	605	151	290	2035	0.297	606	510	0.6	0.4	2.521	A
3 - A23 SB Onslip			486				410				
4 - A272 Cowfold Rd (W)	550	138	0	2327	0.237	551	486	0.4	0.3	2.026	A

2039 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	5.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.35	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

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	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	221	100.000
2 - A272 (E)		ONE HOUR	✓	939	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1010	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	35	0	186
	2 - A272 (E)	0	0	124	815
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	674	336	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	24	0	37
	2 - A272 (E)	0	0	1	9
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	9	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.25	4.84	0.3	A	203	304
2 - A272 (E)	0.69	7.78	2.2	A	862	1292
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.50	3.21	1.0	A	927	1390

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	166	42	758	1419	0.117	166	0	0.0	0.1	2.870	A
2 - A272 (E)	707	177	392	1744	0.405	704	532	0.0	0.7	3.452	A
3 - A23 SB Onslip			751				345				
4 - A272 Cowfold Rd (W)	760	190	0	2233	0.341	758	751	0.0	0.5	2.438	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	199	50	907	1237	0.161	198	0	0.1	0.2	3.466	A
2 - A272 (E)	844	211	469	1640	0.515	843	637	0.7	1.1	4.507	A
3 - A23 SB Onslip			898				413				
4 - A272 Cowfold Rd (W)	908	227	0	2233	0.407	907	898	0.5	0.7	2.714	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	243	61	1111	988	0.246	243	0	0.2	0.3	4.828	A
2 - A272 (E)	1034	258	574	1497	0.691	1029	780	1.1	2.2	7.621	A
3 - A23 SB Onslip			1098				505				
4 - A272 Cowfold Rd (W)	1112	278	0	2233	0.498	1111	1098	0.7	1.0	3.206	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	243	61	1112	987	0.247	243	0	0.3	0.3	4.843	A
2 - A272 (E)	1034	258	575	1496	0.691	1034	781	2.2	2.2	7.781	A
3 - A23 SB Onslip			1102				506				
4 - A272 Cowfold Rd (W)	1112	278	0	2233	0.498	1112	1102	1.0	1.0	3.211	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	199	50	909	1235	0.161	199	0	0.3	0.2	3.477	A
2 - A272 (E)	844	211	470	1638	0.515	849	638	2.2	1.1	4.587	A
3 - A23 SB Onslip			904				415				
4 - A272 Cowfold Rd (W)	908	227	0	2233	0.407	909	904	1.0	0.7	2.723	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	166	42	761	1416	0.118	167	0	0.2	0.1	2.881	A
2 - A272 (E)	707	177	393	1742	0.406	708	534	1.1	0.7	3.486	A
3 - A23 SB Onslip			755				347				
4 - A272 Cowfold Rd (W)	760	190	0	2233	0.341	761	755	0.7	0.5	2.448	A

2039 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	5.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.10	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

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	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	364	100.000
2 - A272 (E)		ONE HOUR	✓	1011	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1003	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	201	0	163
	2 - A272 (E)	0	0	269	742
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	597	406	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	1	0	18
	2 - A272 (E)	0	0	1	3
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	3	1	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.30	3.92	0.4	A	334	501
2 - A272 (E)	0.71	7.73	2.4	A	928	1392
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.47	2.90	0.9	A	920	1381

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	274	69	753	1826	0.150	273	0	0.0	0.2	2.317	A
2 - A272 (E)	761	190	427	1839	0.414	758	599	0.0	0.7	3.323	A
3 - A23 SB Onslip			679				507				
4 - A272 Cowfold Rd (W)	755	189	0	2345	0.322	753	679	0.0	0.5	2.258	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	327	82	901	1612	0.203	327	0	0.2	0.3	2.801	A
2 - A272 (E)	909	227	511	1729	0.526	907	717	0.7	1.1	4.371	A
3 - A23 SB Onslip			812				606				
4 - A272 Cowfold Rd (W)	902	225	0	2345	0.384	901	812	0.5	0.6	2.491	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	401	100	1103	1319	0.304	400	0	0.3	0.4	3.910	A
2 - A272 (E)	1113	278	626	1580	0.705	1108	878	1.1	2.3	7.560	A
3 - A23 SB Onslip			993				741				
4 - A272 Cowfold Rd (W)	1104	276	0	2345	0.471	1103	993	0.6	0.9	2.895	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	401	100	1104	1318	0.304	401	0	0.4	0.4	3.925	A
2 - A272 (E)	1113	278	626	1579	0.705	1113	879	2.3	2.4	7.727	A
3 - A23 SB Onslip			996				743				
4 - A272 Cowfold Rd (W)	1104	276	0	2345	0.471	1104	996	0.9	0.9	2.900	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	327	82	903	1610	0.203	328	0	0.4	0.3	2.811	A
2 - A272 (E)	909	227	512	1728	0.526	914	718	2.4	1.1	4.447	A
3 - A23 SB Onslip			818				609				
4 - A272 Cowfold Rd (W)	902	225	0	2345	0.384	903	818	0.9	0.6	2.498	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	274	69	756	1822	0.150	274	0	0.3	0.2	2.325	A
2 - A272 (E)	761	190	429	1837	0.414	763	601	1.1	0.7	3.357	A
3 - A23 SB Onslip			683				509				
4 - A272 Cowfold Rd (W)	755	189	0	2345	0.322	756	683	0.6	0.5	2.267	A

2039 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	5.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.98	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

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	2039 Do Something	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	244	100.000
2 - A272 (E)		ONE HOUR	✓	1015	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	57	0	187
	2 - A272 (E)	0	0	103	912
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	667	339	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	14	0	37
	2 - A272 (E)	0	0	1	7
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	9	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.26	4.81	0.4	A	224	336
2 - A272 (E)	0.74	9.11	2.8	A	931	1397
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.50	3.20	1.0	A	923	1385

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	755	1459	0.126	183	0	0.0	0.1	2.819	A
2 - A272 (E)	764	191	395	1766	0.433	761	544	0.0	0.8	3.573	A
3 - A23 SB Onslip			824				332				
4 - A272 Cowfold Rd (W)	757	189	0	2233	0.339	755	824	0.0	0.5	2.433	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	904	1273	0.172	219	0	0.1	0.2	3.416	A
2 - A272 (E)	912	228	472	1659	0.550	911	650	0.8	1.2	4.799	A
3 - A23 SB Onslip			986				397				
4 - A272 Cowfold Rd (W)	904	226	0	2233	0.405	904	986	0.5	0.7	2.706	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	1106	1019	0.264	268	0	0.2	0.4	4.792	A
2 - A272 (E)	1118	279	578	1513	0.739	1111	796	1.2	2.7	8.829	A
3 - A23 SB Onslip			1204				486				
4 - A272 Cowfold Rd (W)	1108	277	0	2233	0.496	1106	1204	0.7	1.0	3.192	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	1108	1017	0.264	269	0	0.4	0.4	4.809	A
2 - A272 (E)	1118	279	579	1512	0.739	1117	797	2.7	2.8	9.108	A
3 - A23 SB Onslip			1210				487				
4 - A272 Cowfold Rd (W)	1108	277	0	2233	0.496	1108	1210	1.0	1.0	3.197	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	906	1271	0.173	220	0	0.4	0.2	3.427	A
2 - A272 (E)	912	228	474	1657	0.551	919	652	2.8	1.2	4.913	A
3 - A23 SB Onslip			994				398				
4 - A272 Cowfold Rd (W)	904	226	0	2233	0.405	906	994	1.0	0.7	2.715	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	758	1456	0.126	184	0	0.2	0.1	2.833	A
2 - A272 (E)	764	191	396	1764	0.433	766	546	1.2	0.8	3.617	A
3 - A23 SB Onslip			829				333				
4 - A272 Cowfold Rd (W)	757	189	0	2233	0.339	758	829	0.7	0.5	2.441	A

2039 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	4.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.99	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

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	2039 Do Something	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	416	100.000
2 - A272 (E)		ONE HOUR	✓	1007	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	251	0	165
	2 - A272 (E)	0	0	248	759
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	613	393	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	1	0	18
	2 - A272 (E)	0	0	1	3
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	3	1	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.35	4.16	0.5	A	382	573
2 - A272 (E)	0.70	7.43	2.3	A	924	1386
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.47	2.91	0.9	A	923	1385

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	313	78	755	1837	0.170	312	0	0.0	0.2	2.359	A
2 - A272 (E)	758	190	419	1848	0.410	755	649	0.0	0.7	3.285	A
3 - A23 SB Onslip			693				481				
4 - A272 Cowfold Rd (W)	757	189	0	2345	0.323	755	693	0.0	0.5	2.262	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	374	93	904	1621	0.231	374	0	0.2	0.3	2.886	A
2 - A272 (E)	905	226	501	1741	0.520	904	776	0.7	1.1	4.293	A
3 - A23 SB Onslip			829				576				
4 - A272 Cowfold Rd (W)	904	226	0	2345	0.386	904	829	0.5	0.6	2.497	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	458	115	1107	1325	0.346	457	0	0.3	0.5	4.145	A
2 - A272 (E)	1109	277	614	1594	0.696	1104	950	1.1	2.2	7.287	A
3 - A23 SB Onslip			1014				704				
4 - A272 Cowfold Rd (W)	1108	277	0	2345	0.472	1107	1014	0.6	0.9	2.905	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	458	115	1108	1323	0.346	458	0	0.5	0.5	4.160	A
2 - A272 (E)	1109	277	614	1593	0.696	1109	951	2.2	2.3	7.433	A
3 - A23 SB Onslip			1017				706				
4 - A272 Cowfold Rd (W)	1108	277	0	2345	0.472	1108	1017	0.9	0.9	2.909	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	374	93	905	1618	0.231	375	0	0.5	0.3	2.896	A
2 - A272 (E)	905	226	502	1739	0.521	910	778	2.3	1.1	4.364	A
3 - A23 SB Onslip			835				578				
4 - A272 Cowfold Rd (W)	904	226	0	2345	0.386	905	835	0.9	0.6	2.504	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	313	78	758	1834	0.171	314	0	0.3	0.2	2.370	A
2 - A272 (E)	758	190	420	1847	0.411	760	651	1.1	0.7	3.319	A
3 - A23 SB Onslip			697				483				
4 - A272 Cowfold Rd (W)	757	189	0	2345	0.323	758	697	0.6	0.5	2.269	A

2039 Do Something (Manually Adjusted Alternative - NH), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	5.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.98	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

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
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	244	100.000
2 - A272 (E)		ONE HOUR	✓	1015	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	57	0	187
	2 - A272 (E)	0	0	103	912
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	667	339	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	14	0	37
	2 - A272 (E)	0	0	1	7
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	9	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.26	4.81	0.4	A	224	336
2 - A272 (E)	0.74	9.11	2.8	A	931	1397
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.50	3.20	1.0	A	923	1385

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	755	1459	0.126	183	0	0.0	0.1	2.819	A
2 - A272 (E)	764	191	395	1766	0.433	761	544	0.0	0.8	3.573	A
3 - A23 SB Onslip			824				332				
4 - A272 Cowfold Rd (W)	757	189	0	2233	0.339	755	824	0.0	0.5	2.433	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	904	1273	0.172	219	0	0.1	0.2	3.416	A
2 - A272 (E)	912	228	472	1659	0.550	911	650	0.8	1.2	4.799	A
3 - A23 SB Onslip			986				397				
4 - A272 Cowfold Rd (W)	904	226	0	2233	0.405	904	986	0.5	0.7	2.706	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	1106	1019	0.264	268	0	0.2	0.4	4.792	A
2 - A272 (E)	1118	279	578	1513	0.739	1111	796	1.2	2.7	8.829	A
3 - A23 SB Onslip			1204				486				
4 - A272 Cowfold Rd (W)	1108	277	0	2233	0.496	1106	1204	0.7	1.0	3.192	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	269	67	1108	1017	0.264	269	0	0.4	0.4	4.809	A
2 - A272 (E)	1118	279	579	1512	0.739	1117	797	2.7	2.8	9.108	A
3 - A23 SB Onslip			1210				487				
4 - A272 Cowfold Rd (W)	1108	277	0	2233	0.496	1108	1210	1.0	1.0	3.197	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	219	55	906	1271	0.173	220	0	0.4	0.2	3.427	A
2 - A272 (E)	912	228	474	1657	0.551	919	652	2.8	1.2	4.913	A
3 - A23 SB Onslip			994				398				
4 - A272 Cowfold Rd (W)	904	226	0	2233	0.405	906	994	1.0	0.7	2.715	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	184	46	758	1456	0.126	184	0	0.2	0.1	2.833	A
2 - A272 (E)	764	191	396	1764	0.433	766	546	1.2	0.8	3.617	A
3 - A23 SB Onslip			829				333				
4 - A272 Cowfold Rd (W)	757	189	0	2233	0.339	758	829	0.7	0.5	2.441	A

2039 Do Something (Manually Adjusted Alternative - NH), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	1 - A23 SB offslip - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / A23 Southbound Slips Rbt	Large Roundabout		1, 2, 3, 4	5.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.28	A

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Has entry-to-exit separation	Entry-to-exit separation (m)
1 - A23 SB offslip	0		0.00
2 - A272 (E)	0		0.00
3 - A23 SB Onslip	0		0.00
4 - A272 Cowfold Rd (W)	0		0.00

Slope / Intercept / Capacity

[same as above]

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
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A23 SB offslip		ONE HOUR	✓	481	100.000
2 - A272 (E)		ONE HOUR	✓	1007	100.000
3 - A23 SB Onslip					
4 - A272 Cowfold Rd (W)		ONE HOUR	✓	1006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	290	0	191
	2 - A272 (E)	0	0	248	759
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	613	393	0

Vehicle Mix

HV %s

		To			
		1 - A23 SB offslip	2 - A272 (E)	3 - A23 SB Onslip	4 - A272 Cowfold Rd (W)
From	1 - A23 SB offslip	0	1	0	16
	2 - A272 (E)	0	0	1	3
	3 - A23 SB Onslip	0	0	0	0
	4 - A272 Cowfold Rd (W)	0	3	1	2

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A23 SB offslip	0.40	4.48	0.7	A	441	662
2 - A272 (E)	0.71	8.04	2.4	A	924	1386
3 - A23 SB Onslip						
4 - A272 Cowfold Rd (W)	0.47	2.91	0.9	A	923	1385

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	362	91	755	1851	0.196	361	0	0.0	0.2	2.415	A
2 - A272 (E)	758	190	439	1824	0.416	755	678	0.0	0.7	3.362	A
3 - A23 SB Onslip			713				481				
4 - A272 Cowfold Rd (W)	757	189	0	2345	0.323	755	713	0.0	0.5	2.262	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	432	108	904	1633	0.265	432	0	0.2	0.4	2.998	A
2 - A272 (E)	905	226	525	1711	0.529	904	811	0.7	1.1	4.450	A
3 - A23 SB Onslip			853				576				
4 - A272 Cowfold Rd (W)	904	226	0	2345	0.386	904	853	0.5	0.6	2.497	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	530	132	1107	1335	0.397	528	0	0.4	0.7	4.459	A
2 - A272 (E)	1109	277	642	1557	0.712	1104	993	1.1	2.4	7.848	A
3 - A23 SB Onslip			1042				704				
4 - A272 Cowfold Rd (W)	1108	277	0	2345	0.472	1107	1042	0.6	0.9	2.905	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	530	132	1108	1333	0.397	530	0	0.7	0.7	4.480	A
2 - A272 (E)	1109	277	643	1556	0.713	1109	994	2.4	2.4	8.038	A
3 - A23 SB Onslip			1046				706				
4 - A272 Cowfold Rd (W)	1108	277	0	2345	0.472	1108	1046	0.9	0.9	2.909	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	432	108	905	1630	0.265	434	0	0.7	0.4	3.010	A
2 - A272 (E)	905	226	526	1709	0.530	910	813	2.4	1.1	4.537	A
3 - A23 SB Onslip			858				578				
4 - A272 Cowfold Rd (W)	904	226	0	2345	0.386	905	858	0.9	0.6	2.504	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A23 SB offslip	362	91	758	1847	0.196	363	0	0.4	0.2	2.427	A
2 - A272 (E)	758	190	440	1821	0.416	760	680	1.1	0.7	3.398	A
3 - A23 SB Onslip			717				483				
4 - A272 Cowfold Rd (W)	757	189	0	2345	0.323	758	717	0.6	0.5	2.269	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: Junction AG - A23.A2300 Eastern Roundabout (NH Response #2).j10
Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY
Report generation date: 18/12/2024 12:21:09

»2019 Base, AM
»2019 Base, PM
»2039 Do Minimum, AM
»2039 Do Minimum, PM
»2039 Do Something, AM
»2039 Do Something, PM
»2039 Do Something (Manually Adjusted Alternative - NH), AM
»2039 Do Something (Manually Adjusted Alternative - NH), PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2019 Base					
Arm 1	1.1	4.60	0.53	1.0	3.67	0.50
Arm 2	0.9	3.26	0.48	0.7	2.74	0.40
Arm 4	0.4	3.66	0.26	0.2	3.19	0.18
	2039 Do Minimum					
Arm 1	4.1	11.16	0.81	2.5	6.30	0.71
Arm 2	8.0	14.96	0.90	3.9	7.72	0.80
Arm 4	0.5	4.43	0.35	0.3	3.48	0.21
	2039 Do Something					
Arm 1	4.4	11.70	0.82	2.5	6.39	0.72
Arm 2	14.3	25.57	0.95	4.1	8.07	0.81
Arm 4	0.5	4.41	0.35	0.3	3.51	0.22
	2039 Do Something (Manually Adjusted Alternative - NH)					
Arm 1	4.4	11.70	0.82	2.8	7.28	0.74
Arm 2	14.3	25.57	0.95	4.1	8.07	0.81
Arm 4	0.5	4.41	0.35	0.4	3.79	0.29

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

File summary

File Description

Title	
Location	
Site number	
Date	04/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\jsymington
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	3.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.87	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A23 Off-Slip		
2	A2300 (East)		
3	A23 On-Slip		
4	Flyover Bridge		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1	7.05	9.56	1.3	18.3	48.5	25.0	✓	
2	7.90	7.90	0.0	18.8	48.5	26.5		
3								✓
4	3.80	5.41	5.1	18.7	48.5	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.728	2271
2	0.754	2415
3		
4	0.555	1389

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	792	100.000
2		ONE HOUR	✓	937	100.000
3					
4		ONE HOUR	✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	741	0	51
	2	0	0	223	714
	3	0	0	0	0
	4	0	307	15	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	18	0	66
	2	0	0	0	12
	3	0	0	0	0
	4	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.53	4.60	1.1	A	727	1090
2	0.48	3.26	0.9	A	860	1290
3						
4	0.26	3.66	0.4	A	295	443

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	596	149	242	1724	0.346	594	0	0.0	0.5	3.180	A
2	705	176	50	2161	0.326	703	786	0.0	0.5	2.466	A
3			574				179				
4	242	61	0	1338	0.181	242	574	0.0	0.2	3.278	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	712	178	289	1695	0.420	711	0	0.5	0.7	3.656	A
2	842	211	59	2151	0.392	842	941	0.5	0.6	2.748	A
3			687				214				
4	289	72	0	1338	0.216	289	687	0.2	0.3	3.431	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	872	218	354	1654	0.527	870	0	0.7	1.1	4.584	A
2	1032	258	73	2137	0.483	1031	1152	0.6	0.9	3.250	A
3			841				262				
4	355	89	0	1338	0.265	354	841	0.3	0.4	3.658	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	872	218	355	1654	0.527	872	0	1.1	1.1	4.603	A
2	1032	258	73	2137	0.483	1032	1154	0.9	0.9	3.256	A
3			842				262				
4	355	89	0	1338	0.265	355	842	0.4	0.4	3.658	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	712	178	290	1694	0.420	714	0	1.1	0.7	3.677	A
2	842	211	59	2151	0.392	843	944	0.9	0.6	2.755	A
3			689				214				
4	289	72	0	1338	0.216	290	689	0.4	0.3	3.433	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	596	149	243	1724	0.346	597	0	0.7	0.5	3.199	A
2	705	176	50	2161	0.326	706	790	0.6	0.5	2.475	A
3			576				179				
4	242	61	0	1338	0.181	243	576	0.3	0.2	3.285	A

2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	3.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.22	A

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	2019 Base	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	876	100.000
2		ONE HOUR	✓	797	100.000
3					
4		ONE HOUR	✓	224	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	831	0	45
	2	0	0	194	603
	3	0	0	0	0
	4	0	214	10	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	6	0	35
	2	0	0	0	10
	3	0	0	0	0
	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.50	3.67	1.0	A	804	1206
2	0.40	2.74	0.7	A	731	1097
3						
4	0.18	3.19	0.2	A	206	308

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	659	165	168	1998	0.330	658	0	0.0	0.5	2.683	A
2	600	150	41	2208	0.272	599	784	0.0	0.4	2.234	A
3			487				153				
4	169	42	0	1376	0.123	168	487	0.0	0.1	2.978	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	788	197	201	1975	0.399	787	0	0.5	0.7	3.028	A
2	716	179	49	2201	0.326	716	939	0.4	0.5	2.425	A
3			582				183				
4	201	50	0	1376	0.146	201	582	0.1	0.2	3.063	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	964	241	246	1944	0.496	963	0	0.7	1.0	3.665	A
2	878	219	60	2191	0.401	877	1149	0.5	0.7	2.738	A
3			713				224				
4	247	62	0	1376	0.179	246	713	0.2	0.2	3.186	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	964	241	247	1944	0.496	964	0	1.0	1.0	3.674	A
2	878	219	61	2191	0.401	878	1151	0.7	0.7	2.741	A
3			713				225				
4	247	62	0	1376	0.179	247	713	0.2	0.2	3.186	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	788	197	202	1975	0.399	789	0	1.0	0.7	3.040	A
2	716	179	50	2201	0.326	717	941	0.7	0.5	2.429	A
3			583				184				
4	201	50	0	1376	0.146	202	583	0.2	0.2	3.066	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	659	165	169	1997	0.330	660	0	0.7	0.5	2.693	A
2	600	150	41	2208	0.272	600	788	0.5	0.4	2.239	A
3			488				154				
4	169	42	0	1376	0.123	169	488	0.2	0.1	2.981	A

2039 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	12.33	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.33	B

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	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1239	100.000
2		ONE HOUR	✓	1838	100.000
3					
4		ONE HOUR	✓	405	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1239	0	0
	2	0	13	828	997
	3	0	0	0	0
	4	0	393	12	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	13	0	0
	2	0	2	0	12
	3	0	0	0	0
	4	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.81	11.16	4.1	B	1137	1705
2	0.90	14.96	8.0	B	1687	2530
3						
4	0.35	4.43	0.5	A	372	557

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	933	233	313	1788	0.522	928	0	0.0	1.1	4.165	A
2	1384	346	9	2261	0.612	1378	1233	0.0	1.6	4.048	A
3			757				630				
4	305	76	10	1261	0.242	304	747	0.0	0.3	3.753	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1114	278	375	1745	0.638	1111	0	1.1	1.7	5.658	A
2	1652	413	11	2260	0.731	1648	1476	1.6	2.7	5.844	A
3			906				753				
4	364	91	12	1261	0.289	364	894	0.3	0.4	4.011	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1364	341	460	1685	0.809	1355	0	1.7	4.0	10.615	B
2	2024	506	13	2258	0.896	2004	1801	2.7	7.6	13.261	B
3			1101				916				
4	446	111	14	1259	0.354	445	1087	0.4	0.5	4.420	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1364	341	460	1685	0.810	1364	0	4.0	4.1	11.159	B
2	2024	506	13	2258	0.896	2022	1811	7.6	8.0	14.957	B
3			1111				924				
4	446	111	14	1259	0.354	446	1097	0.5	0.5	4.426	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1114	278	376	1744	0.639	1123	0	4.1	1.8	5.881	A
2	1652	413	11	2260	0.731	1673	1489	8.0	2.8	6.349	A
3			919				765				
4	364	91	12	1260	0.289	365	908	0.5	0.4	4.022	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	933	233	315	1787	0.522	936	0	1.8	1.1	4.240	A
2	1384	346	9	2261	0.612	1389	1242	2.8	1.6	4.149	A
3			763				635				
4	305	76	10	1261	0.242	305	753	0.4	0.3	3.765	A

2039 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	6.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.82	A

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	2039 Do Minimum	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1293	100.000
2		ONE HOUR	✓	1662	100.000
3					
4		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1293	0	0
	2	0	4	597	1061
	3	0	0	0	0
	4	0	241	11	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	3	39	40
	2	0	1	1	7
	3	0	0	0	0
	4	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.71	6.30	2.5	A	1186	1780
2	0.80	7.72	3.9	A	1525	2288
3						
4	0.21	3.48	0.3	A	231	347

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	973	243	192	2061	0.472	970	0	0.0	0.9	3.288	A
2	1251	313	8	2298	0.545	1247	1154	0.0	1.2	3.409	A
3			799				456				
4	190	47	3	1312	0.145	189	796	0.0	0.2	3.203	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1162	291	230	2033	0.572	1161	0	0.9	1.3	4.119	A
2	1494	374	10	2297	0.651	1492	1381	1.2	1.8	4.456	A
3			956				546				
4	227	57	4	1312	0.173	226	952	0.2	0.2	3.315	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1424	356	282	1994	0.714	1419	0	1.3	2.4	6.211	A
2	1830	457	12	2295	0.797	1822	1689	1.8	3.8	7.488	A
3			1168				667				
4	277	69	4	1312	0.212	277	1163	0.2	0.3	3.479	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1424	356	282	1994	0.714	1424	0	2.4	2.5	6.303	A
2	1830	457	12	2295	0.797	1830	1693	3.8	3.9	7.720	A
3			1172				669				
4	277	69	4	1312	0.212	277	1168	0.3	0.3	3.480	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1162	291	230	2032	0.572	1167	0	2.5	1.4	4.181	A
2	1494	374	10	2297	0.651	1502	1387	3.9	1.9	4.573	A
3			962				549				
4	227	57	4	1312	0.173	227	959	0.3	0.2	3.319	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	973	243	193	2060	0.472	975	0	1.4	0.9	3.324	A
2	1251	313	8	2298	0.545	1254	1160	1.9	1.2	3.459	A
3			804				459				
4	190	47	3	1312	0.145	190	801	0.2	0.2	3.206	A

2039 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	18.19	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.19	C

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	2039 Do Something	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1255	100.000
2		ONE HOUR	✓	1947	100.000
3					
4		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1255	0	0
	2	0	13	921	1013
	3	0	0	0	0
	4	0	390	12	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	13	0	0
	2	0	2	0	12
	3	0	0	0	0
	4	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.82	11.70	4.4	B	1152	1727
2	0.95	25.57	14.3	D	1787	2680
3						
4	0.35	4.41	0.5	A	369	553

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	945	236	311	1790	0.528	940	0	0.0	1.1	4.215	A
2	1466	366	9	2267	0.647	1459	1243	0.0	1.8	4.418	A
3			769				699				
4	303	76	10	1262	0.240	301	759	0.0	0.3	3.744	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1128	282	373	1747	0.646	1125	0	1.1	1.8	5.770	A
2	1750	438	11	2265	0.773	1744	1487	1.8	3.3	6.832	A
3			919				836				
4	361	90	12	1261	0.287	361	908	0.3	0.4	4.002	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1382	345	456	1688	0.819	1372	0	1.8	4.2	11.069	B
2	2144	536	13	2264	0.947	2107	1815	3.3	12.5	19.572	C
3			1110				1010				
4	443	111	14	1259	0.351	442	1096	0.4	0.5	4.402	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1382	345	457	1687	0.819	1381	0	4.2	4.4	11.704	B
2	2144	536	13	2264	0.947	2136	1825	12.5	14.3	25.574	D
3			1126				1024				
4	443	111	14	1259	0.352	443	1112	0.5	0.5	4.408	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1128	282	374	1746	0.646	1138	0	4.4	1.9	6.019	A
2	1750	438	11	2265	0.773	1793	1501	14.3	3.5	8.289	A
3			945				859				
4	361	90	12	1260	0.287	362	933	0.5	0.4	4.010	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	945	236	313	1789	0.528	948	0	1.9	1.1	4.296	A
2	1466	366	9	2266	0.647	1472	1252	3.5	1.9	4.572	A
3			776				706				
4	303	76	10	1261	0.240	303	766	0.4	0.3	3.759	A

2039 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	7.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.03	A

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	2039 Do Something	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1294	100.000
2		ONE HOUR	✓	1681	100.000
3					
4		ONE HOUR	✓	260	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1294	0	0
	2	0	4	610	1067
	3	0	0	0	0
	4	0	249	11	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	3	35	40
	2	0	1	1	7
	3	0	0	0	0
	4	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.72	6.39	2.5	A	1187	1781
2	0.81	8.07	4.1	A	1543	2314
3						
4	0.22	3.51	0.3	A	239	358

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	974	244	198	2057	0.474	971	0	0.0	0.9	3.304	A
2	1266	316	8	2298	0.551	1261	1160	0.0	1.2	3.454	A
3			803				466				
4	196	49	3	1312	0.149	195	800	0.0	0.2	3.220	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1163	291	237	2027	0.574	1162	0	0.9	1.3	4.149	A
2	1511	378	10	2297	0.658	1508	1389	1.2	1.9	4.549	A
3			961				557				
4	234	58	4	1312	0.178	234	957	0.2	0.2	3.337	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1425	356	290	1988	0.717	1420	0	1.3	2.5	6.294	A
2	1851	463	12	2296	0.806	1842	1698	1.9	4.0	7.802	A
3			1174				681				
4	286	72	4	1312	0.218	286	1169	0.2	0.3	3.510	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1425	356	291	1987	0.717	1425	0	2.5	2.5	6.391	A
2	1851	463	12	2296	0.806	1850	1703	4.0	4.1	8.071	A
3			1179				684				
4	286	72	4	1312	0.218	286	1175	0.3	0.3	3.510	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1163	291	238	2027	0.574	1168	0	2.5	1.4	4.212	A
2	1511	378	10	2297	0.658	1520	1396	4.1	2.0	4.680	A
3			968				561				
4	234	58	4	1312	0.178	234	965	0.3	0.2	3.339	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	974	244	199	2056	0.474	976	0	1.4	0.9	3.340	A
2	1266	316	8	2298	0.551	1268	1167	2.0	1.2	3.504	A
3			808				469				
4	196	49	3	1312	0.149	196	805	0.2	0.2	3.224	A

2039 Do Something (Manually Adjusted Alternative - NH), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	18.19	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.19	C

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
D7	2039 Do Something (Manually Adjusted Alternative - NH)	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1255	100.000
2		ONE HOUR	✓	1947	100.000
3					
4		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1255	0	0
	2	0	13	921	1013
	3	0	0	0	0
	4	0	390	12	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	13	0	0
	2	0	2	0	12
	3	0	0	0	0
	4	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.82	11.70	4.4	B	1152	1727
2	0.95	25.57	14.3	D	1787	2680
3						
4	0.35	4.41	0.5	A	369	553

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	945	236	311	1790	0.528	940	0	0.0	1.1	4.215	A
2	1466	366	9	2267	0.647	1459	1243	0.0	1.8	4.418	A
3			769				699				
4	303	76	10	1262	0.240	301	759	0.0	0.3	3.744	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1128	282	373	1747	0.646	1125	0	1.1	1.8	5.770	A
2	1750	438	11	2265	0.773	1744	1487	1.8	3.3	6.832	A
3			919				836				
4	361	90	12	1261	0.287	361	908	0.3	0.4	4.002	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1382	345	456	1688	0.819	1372	0	1.8	4.2	11.069	B
2	2144	536	13	2264	0.947	2107	1815	3.3	12.5	19.572	C
3			1110				1010				
4	443	111	14	1259	0.351	442	1096	0.4	0.5	4.402	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1382	345	457	1687	0.819	1381	0	4.2	4.4	11.704	B
2	2144	536	13	2264	0.947	2136	1825	12.5	14.3	25.574	D
3			1126				1024				
4	443	111	14	1259	0.352	443	1112	0.5	0.5	4.408	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1128	282	374	1746	0.646	1138	0	4.4	1.9	6.019	A
2	1750	438	11	2265	0.773	1793	1501	14.3	3.5	8.289	A
3			945				859				
4	361	90	12	1260	0.287	362	933	0.5	0.4	4.010	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	945	236	313	1789	0.528	948	0	1.9	1.1	4.296	A
2	1466	366	9	2266	0.647	1472	1252	3.5	1.9	4.572	A
3			776				706				
4	303	76	10	1261	0.240	303	766	0.4	0.3	3.759	A

2039 Do Something (Manually Adjusted Alternative - NH), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A23 / A2300 Eastern Roundabout	Standard Roundabout		1, 2, 3, 4	7.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.32	A

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
D8	2039 Do Something (Manually Adjusted Alternative - NH)	PM	ONE HOUR	16:45	18:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1294	100.000
2		ONE HOUR	✓	1681	100.000
3					
4		ONE HOUR	✓	350	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	1294	0	0
	2	0	4	610	1067
	3	0	0	0	0
	4	0	339	11	0

Vehicle Mix

HV %s

		To			
		1	2	3	4
From	1	0	3	35	40
	2	0	1	1	7
	3	0	0	0	0
	4	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.74	7.28	2.8	A	1187	1781
2	0.81	8.07	4.1	A	1543	2314
3						
4	0.29	3.79	0.4	A	321	482

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	974	244	266	2010	0.485	970	0	0.0	0.9	3.451	A
2	1266	316	8	2298	0.551	1261	1228	0.0	1.2	3.454	A
3			803				466				
4	263	66	3	1336	0.197	263	800	0.0	0.2	3.350	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1163	291	318	1971	0.590	1161	0	0.9	1.4	4.434	A
2	1511	378	10	2297	0.658	1508	1469	1.2	1.9	4.549	A
3			961				557				
4	315	79	4	1336	0.236	314	957	0.2	0.3	3.525	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1425	356	389	1919	0.742	1419	0	1.4	2.8	7.128	A
2	1851	463	12	2296	0.806	1842	1796	1.9	4.0	7.802	A
3			1174				681				
4	385	96	4	1335	0.289	385	1169	0.3	0.4	3.786	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1425	356	390	1919	0.743	1425	0	2.8	2.8	7.280	A
2	1851	463	12	2296	0.806	1850	1802	4.0	4.1	8.071	A
3			1179				684				
4	385	96	4	1335	0.289	385	1175	0.4	0.4	3.789	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1163	291	319	1971	0.590	1169	0	2.8	1.5	4.519	A
2	1511	378	10	2297	0.658	1520	1478	4.1	2.0	4.679	A
3			968				561				
4	315	79	4	1336	0.236	315	965	0.4	0.3	3.530	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	974	244	267	2009	0.485	976	0	1.5	0.9	3.492	A
2	1266	316	8	2298	0.551	1268	1235	2.0	1.2	3.504	A
3			808				469				
4	263	66	3	1336	0.197	264	805	0.3	0.2	3.357	A