



**Land East of Lunce's Hill,
Haywards Heath, West Sussex**
Transport Assessment

On behalf of **Catesby Strategic Land Limited and Rurban Estates Limited**

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Executive Summary

- 1) Stantec UK Ltd (Stantec) has been appointed by Catesby Strategic Land Limited and Rurban Estates Limited (The Applicants) to provide transport and highways advice to support an Outline application (appearance, landscaping, layout and scale reserved), for the erection of up to 130 dwellings, together with the change of use of an existing barn for a flexible community and / or commercial use, along with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access and associated works (all matters reserved except for access).
- 2) The Proposed Development spans the boundary between two counties, with part of the site lying within East Sussex County Council within the administrative boundary of Lewes District Council; and the remainder of the Site lying within West Sussex County Council within the administrative boundary of Mid Sussex District Council. The closest strategic trunk road (National Highways) to the Site is the A23 running north-south approximately 7km to the west of the Site.
- 3) The Proposed Development accords well with national and local transport policy and guidance for the delivery of sustainable development, and is well located in this respect.
- 4) The Proposed Development is to be accessed off the B2112 Lunces Hill via a priority T-junction. The location of the Site provides a good opportunity for sustainable residential development, integrating with the neighbouring area and supporting the long-term viability of public transport in the area through additional patronage opportunities.
- 5) The site access design has been developed with consideration to the site location, existing highway alignment, required junction geometry and provisions for non-vehicular movements. This has been considered in accordance with 'Manual for Streets' design guidance, and accommodates a minimum stagger distance of 30 metres from the opposing Spring Bank access junction.
- 6) The site access design also incorporates a Puffin Crossing to the north of the Site, connecting pedestrians to the footway in the western verge of Fox Hill, where users can travel north to Haywards Heath, and to the bus stop on Fox Hill, located 300 metres from the centre of the Site and 180m north of the site access. This bus stop provides hourly services into Haywards Heath, with Haywards Heath Railway Station a 10-minute journey. The bus services also offer connections to Burgess Hill and Brighton to the south, and Crawley to the north. Haywards Heath Railway Station is on the Brighton Mainline, connecting Haywards Heath with Brighton to the south, and Gatwick, Redhill, and London to the north. The site is therefore in a suitable location for sustainable travel.
- 7) Traffic surveys were undertaken in June 2024 to inform an assessment of existing traffic conditions on the highway network. The transport impact of the Proposed Development in the future year of 2028 has been manually assessed using TRL's Junctions 10 software. This Transport Assessment has considered a cumulative assessment of the Proposed Development, taking into account surrounding developments and infrastructure, in addition to background traffic growth.
- 8) The study area for junction capacity assessments comprised eight junctions. The majority of junctions assessed are forecast to operate within capacity in 2028, and therefore no mitigation is proposed as part of this application.
- 9) The assessment of junctions on the highway network has been undertaken without reference to the travel demand management strategy proposed, which will aim to reduce single occupancy journey to work trips made by the private car by 20%. This strategy includes the implementation of a Residential Travel Plan.

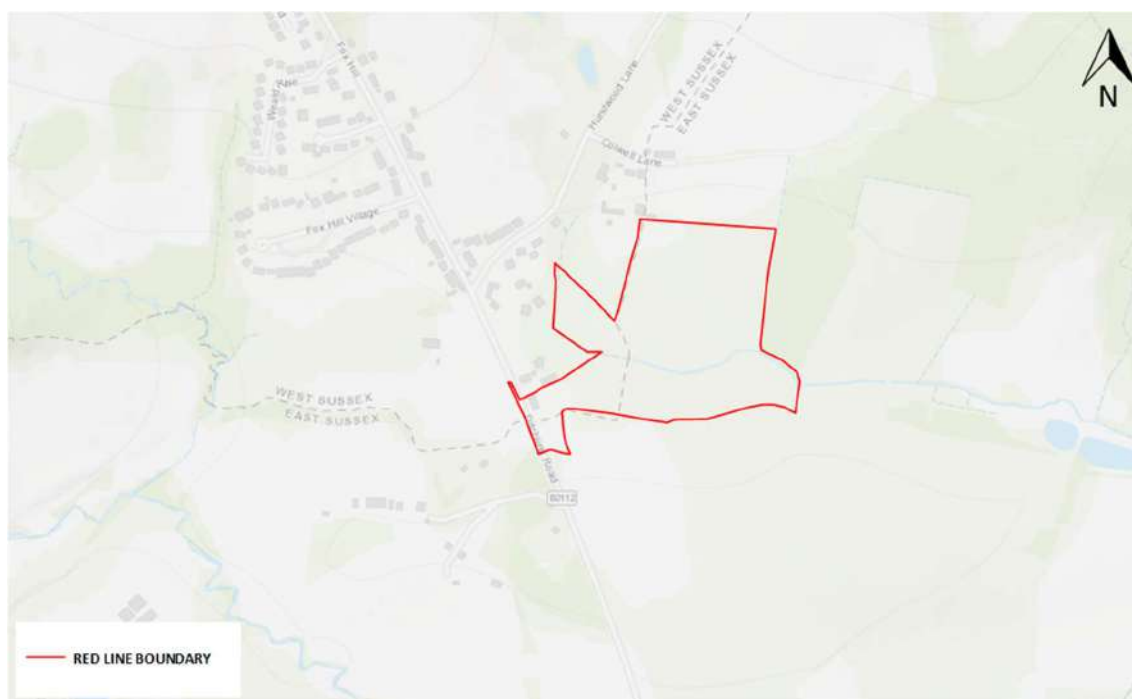
- 10) In accordance with the NPPF that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”*, it is concluded that there are no transport grounds why the development proposals should not be consented.

1 Introduction

1.1 Background and Context

- 1.1.1 Stantec UK Ltd (Stantec) has been appointed by Catesby Strategic Land Limited (The Applicant) to provide transport and highways advice to support an outline planning application (appearance, landscaping, layout and scale reserved), for the erection of up to 130 dwellings, together with the change of use of an existing barn for a flexible community and / or commercial use, along with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access and associated works (all matters reserved except for access). The location of the Site is shown in **Plate 1.1**, with the Illustrative Masterplan provided in **Appendix A**.

Plate 1.1 – Lunce's Hill Red Line Boundary and Site Location



- 1.1.2 The Site currently comprises agriculture land and is bound to the south by agricultural land.; to the east by Hurst Wood; and to the north by small fields, existing and emerging development.
- 1.1.3 The development proposals consist of up to 130 dwellings and associated infrastructure, including open space, play facilities and landscaping.
- 1.1.4 The development proposals also include the change of use of an existing barn within the Site boundary, which has a gross floor area of approximately 190m². At the time of this Application, the end use is undetermined, though likely to be community and / or commercial, and therefore no detail on these proposals or subsequent trip generation are provided within this Transport Assessment. Any trip generation for this scale of unit is considered to negligible in the AM and PM peak hours.

1.2 Transport Scoping Discussions

- 1.2.1 Initial scoping discussions were held with West Sussex County Council (WSCC) Highways in June 2024. These discussions confirmed that the timing and location of the traffic surveys were acceptable.
- 1.2.2 Details of the site access proposals were also issued to WSCC and East Sussex County Council (ESCC) in September 2024.

1.3 Transport Assessment Structure

- 1.3.1 This Transport Assessment is structured as follows:
- Section 2 – Review of National and Local Policy;
 - Section 3 – Existing Conditions and Accessibility;
 - Section 4 – Local Development Context;
 - Section 5 – Development Proposals and Transport Strategy;
 - Section 6 – Vehicular Trip Generation and Distribution;
 - Section 7 – Person Trip Generation Review;
 - Section 8 – Traffic Impact Assessment; and
 - Section 9 – Summary and Conclusions.

2 Policy and Guidance Review

2.1 Introduction

- 2.1.1 This Section provides a review of existing national and local policy, guidance, and strategies relating to transport, and provides a summary assessment of how the Proposed Development accords with these policies.
- 2.1.2 This review has been completed to demonstrate that the Proposed Development adheres to current policy and best practice.
- 2.1.3 The review has included the following documents:
- National Planning Policy Framework (July 2024);
 - Department for Transport – Transport Decarbonisation Plan (July 2021);
 - Department for Transport – Strategic Road Network and the Delivery of Sustainable Development Circular 01/2022 (January 2022);
 - East Sussex County Council Local Transport Plan 3 2011-2026 (June 2011);
 - East Sussex County Council Local Transport Plan 4 2024-2050 (2024);
 - West Sussex Transport Plan 2022-2036 (2022);
 - West Sussex Active Travel Strategy 2024-2036 (2024);
 - Adopted Development Plans and guidance for Mid Sussex and Lewes Districts.
 - Relevant Neighbourhood Plans

2.2 National Policy and Guidance

National Planning Policy Framework (December 2024)

- 2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The Government published proposed reforms to the NPPF in July 2024. Following consultation, a revised version of the NPPF was adopted in December 2024.
- 2.2.2 In respect of considering development proposals, paragraph 115 states:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- (a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- (b) safe and suitable access to the site can be achieved for all users;*
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and*

(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

2.2.3 The proposals identified within this Transport Assessment are in accordance with the latest NPPF.

2.2.4 Paragraph 116 identifies when an application should be refused on highways grounds:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.2.5 With reference to the analysis of junction capacity assessments which exclude any mode-shift in this Transport Assessment, it is evident that the Proposed Development will not have a severe impact on the highway network – therefore there are no highways reasons why this outline planning application should be refused.

2.2.6 Paragraph 117 states:

“Within this context, applications for development should:

(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”

2.2.7 This Transport Assessment adheres to the above points.

2.2.8 Paragraph 118 refers to the need for a Transport Assessment:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

2.2.9 The provision of this Transport Assessment adheres to Paragraph 118.

Department for Transport – Transport Decarbonisation Plan (July 2021)

- 2.2.10 Department for Transport's (DfT's) Transport Decarbonisation Plan – "Decarbonising Transport: A Better, Greener Britain" plan sets out the Government's commitments and actions needed to decarbonise the entire transport system in the UK. It includes:
- A pathway to net zero transport in the UK;
 - The wider benefits net zero can deliver; and
 - The principles that underpin our approach to delivering net zero transport.
- 2.2.11 In relation to transport planning and planning for the future, p.158 of the document states:
- "We recognise that the government has a role in helping Local Planning and Highways Authorities to better plan for sustainable transport and develop innovative policies to reduce car dependency. We need to move away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (sometimes referred to as 'vision and validate')."*
- 2.2.12 Strategic Priority 1: Accelerating Modal Shift to Public and Active Transport includes the following aspirations for the path to net zero:
- *"Public transport and active travel will be the natural first choice for our daily activities.*
 - *We will have a cohesive, widely available, net zero public transport network designed for the passenger.*
 - *We will use our cars differently and less often, with new technology helping reduce our carbon footprint."*
- 2.2.13 The development proposals adhere very well to this Priority – with the site located close to public transport facilities.
- 2.2.14 Strategic Priority 4: Place-Based Solutions identifies an ability for local authorities to initiate significant change in travel behaviour:
- "Local authorities will have the power and ambition to make bold decisions to influence how people travel and take local action to make the best use of space to enable active travel, transform local public transport operations, ensure recharging and refuelling infrastructure meets local needs, consider appropriate parking or congestion management policies, initiate demand responsive travel, as well as promoting and supporting positive behaviour change through communications and education."*

Department for Transport – Strategic Road Network and the Delivery of Sustainable Development Circular 01/2022 (January 2022)

- 2.2.15 DfT's Circular 01/2022 replaces Circular 02/2013 and sets out how National Highways engage with the planning system and aid the delivery of sustainable economic growth whilst maintaining a safe and efficient strategic road network. Although National Highways network is further afar from the study area considered within this Transport Assessment, it provides helpful context of the Department for Transport's approach to development proposals.
- 2.2.16 Paragraph 12 of Circular 01/2022 states:

"New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable."

- 2.2.17 Paragraph 15 of Circular 01/2022 identifies a need to move away from predict and provide transport planning to vision and validate, and the support National Highways will provide to this:

"The Transport Decarbonisation Plan (referred to above) and the Future of Freight Plan also recognise that local planning and highway authorities need help when planning for sustainable transport and developing innovative policies to reduce car dependency. This includes moving away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including 'vision and validate,' 'decide and provide' or 'monitor and manage'). The company will support local authorities in achieving this aim through its engagement with their plan-making and decision-taking stages, while recognising the varying challenges that will be presented by certain sites based on their land use, scale and / or location."

- 2.2.18 Regarding assessing development proposals, Paragraph 48 of Circular 01/2022 states:

"Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage, developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."

- 2.2.19 This Transport Assessment adheres to the requirements of Circular 01/2022 and would support the delivery of a sustainable development with sustainable modes of transport prioritised.

2.3 Local Policy and Guidance

East Sussex County Council Local Transport Plan 3 2011-2026 (June 2011)

- 2.3.1 East Sussex County Council's (ESCC's) Local Transport Plan 3 sets out the vision, objectives and strategy for the 15-year period between 2011 and 2026.

- 2.3.2 Regarding Lewes District, the LTP3 sets out the following key priorities:

- *"Work with Lewes District Council to test development options and identify transport measures to support sustainable development coming forward through the Local Development Framework"*
- *Work with key partners including public transport providers to improve accessibility to key facilities in the area."*

- 2.3.3 The Proposed Development would support the above key priorities through enhancing the viability of local bus services within Lewes District.

- 2.3.4 The LTP3 identifies a number of specific transport objectives in Table 1 in 2.6:

- *"Improve strategic and local connectivity of communities to facilitate economic and physical growth and renewal"*

- *Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport*
- *Improve road safety for vulnerable users – pedestrians, cyclists, motorcyclists and horse riders*
- *Reduce greenhouse gas emissions, local air pollution and noise from transport*
- *Increase the resilience of transport infrastructure and services to the effects of climate change*
- *Improve access to jobs, services and leisure”*

2.3.5 The Proposed Development and supporting transport proposals adhere to the transport objectives of the LTP3.

East Sussex County Council Local Transport Plan 4 2024-2050 Draft (2024)

2.3.6 East Sussex County Council's (ESCC's) Local Transport Plan 4 sets out the vision, objectives and strategy for the 26-year period between 2024 and 2050. It is currently published in draft status.

2.3.7 Objective 2: Support Healthier Lifestyles and Communities identifies the following outcomes:

- *“Increase the proportion of walking, wheeling, and cycling journeys*
- *Increase active travel and public transport journeys through education, training, travel behaviour change initiatives and information*
- *Redesign road space to balance the needs of different road users, including encouraging people to walk, wheel, cycle and use the bus*
- *Improve access to green spaces, public rights of way and leisure and health facilities”*

2.3.8 The Proposed Development would support the achievement of the above outcomes by facilitating convenient access to existing provision, such as the bus services that serve stops 300m from the centre of the Site.

2.3.9 With regard to removing barriers to sustainable transport use, Paragraph 4.21 of the LTP states:

“Our strategy includes investment in high quality and inclusive walking, wheeling, cycling and public transport infrastructure to support convenient, comfortable, and safer journeys, combined with demand management measures and travel behaviour change initiatives. Replacing car trips with those taken on foot, wheeling, by bike and public transport will reduce congestion, improve air quality, improve safety, and support creating more attractive, healthy, and thriving communities.”

2.3.10 The Proposed Development supports this strategy by promoting sustainable travel over private car trips.

2.3.11 As part of the key schemes supporting safer, healthier and more active travel, mobility hubs are proposed at busier interchange locations to support seamless journeys.

2.3.12 The Proposed Development and supporting transport proposals adhere to the transport objectives of the LTP4.

West Sussex County Council Transport Plan 2022-2036 (2022)

- 2.3.13 West Sussex County Council's Transport Plan sets out the vision, objectives and strategy for the 14-year period between 2022 and 2036.
- 2.3.14 Regarding transport strategies and priorities, the following objectives are identified:
- *“Objective 11: Reduce the need to travel by car by enabling local living*
 - *Objective 17: Extend and improve the network of active travel facilities so it is coherent and high quality enough to make active travel an attractive, safe option for short distance trips and to transport interchanges.”*
- 2.3.15 The Proposed Development supports the above objectives by providing housing in a sustainable location where residents can access facilities local to them, particularly by bus, reducing the need for the private car.
- 2.3.16 With regard to the road network strategy, the Local Plan identifies the following objectives:
- *“Objective 12: Improve the efficiency of the CSRN, through targeted improvements to address congestion, pollution, rat-running and road safety issues on strategic or local routes.*
 - *Objective 15: Improve bus network efficiency and integration by reducing the effects of congestion into and within West Sussex towns.”*
- 2.3.17 The Proposed Development supports these objectives by promoting public transport use through the location of the Site being ideally situated to access existing public transport connections.

West Sussex County Council Active Travel Strategy 2024-2036 (2024)

- 2.3.18 West Sussex County Council's Active Travel Strategy builds on the Local Transport Plan, providing further detail on the approach and strategies regarding active travel.
- 2.3.19 Aim 2 of the Strategy states:
- “We will strive to make walking and cycling the natural choice for shorter journeys, or as part of a longer journey. This will mean the development and delivery of active travel routes that provide safe and direct connections between people and places, and journey times that make these options the logical choice. For longer distance journeys we will ensure active travel planning considers access to public transport services, including local bus and rail connections, to ensure door-to-door journeys by more sustainable, low carbon forms of travel become the most viable and attractive option across the county.”*
- 2.3.20 The Proposed Development supports this aim by being ideally located for residents to use public transport and sustainable modes to access local facilities.

Mid Sussex District Plan 2014-2031 (2018)

- 2.3.21 Mid Sussex District Council's Plan details the vision for development in Mid Sussex for the 17-year period between 2014 and 2031.
- 2.3.22 Policy DP21: Transport identifies the following objectives:
- *“A high quality transport network that promotes a competitive and prosperous economy;*

- *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- *Access to services, employment and housing;*
- *A transport network that feels, and is, safer to use."*

2.3.23 The Proposed Development supports these objectives by being sustainably located to minimise the need for travel via private car.

Lewes Joint Core Strategy: Local Plan Part 1 (May 2016)

2.3.24 The Lewes Joint Core Strategy: Local Plan Part 1 (LPP1) was adopted by LDC (Lewes District Council) in May 2016 and sets out the long-term spatial vision for the District and LDC's approach to development up to 2030.

2.3.25 Core Policy 13: Sustainable Travel states:

"The local planning authority will promote and support development that encourages travel by walking, cycling and public transport, and reduces the proportion of journeys made by car, in order to help achieve a rebalancing of transport in favour of sustainable modes by:

- 1. Ensuring that new development is located in sustainable locations with good access to schools, shops, jobs and other key services by walking, cycling and public transport in order to reduce the need to travel by car.*
- 2. Ensuring that the design and layout of new development prioritises the needs of pedestrians, cyclists and users of public transport over ease of access by the motorist.*
- 3. Ensuring that new residential developments are designed to achieve speeds of 20 mph or less.*
- 4. Ensuring that new development minimises the need to travel and incorporates appropriate measures to mitigate for any transport impacts which may arise from that development.*
- 5. Requiring new development to provide for an appropriate level of cycle and car parking in accordance with parking guidance approved by the local planning authority.*
- 6. Requiring development which generates a significant demand for travel, and / or is likely to have other transport implications to:*
 - i. Be supported by a Transport Assessment / Transport Statement and sustainable Travel Plan, where appropriate;*
 - ii. Contribute to improved sustainable transport infrastructure, including the provision of safe and reliable transport modes; and*
 - iii. Provide facilities and measures to support sustainable travel modes."*

2.3.26 The Proposed Development adheres to Core Policy 13 through the provision of this Transport Assessment and the supporting Residential Travel Plan.

Lewes District Local Plan Part 2: Site Allocations and Development Management Policies (February 2020)

2.3.27 The Lewes District Local Plan Part 2: Site Allocations and Development Management Policies was adopted in February 2020 and is intended to supplement the Local Plan Part 1. This

document allocates further land for housing and employment, as well as setting out detailed planning policies to guide development up to 2030.

2.3.28 Policy SM26: Refuse and Recycling states that:

“Accessible, well-designed and easy to use waste and recycling facilities will be needed in new developments to help the Council meet its recycling targets. Refuse and recycling storage and collection facilities should be considered at the beginning of the design process in new development...”

2.3.29 The Proposed Development supports Policy SM26 by being designed to allow refuse collection vehicles to access the Site.

Haywards Heath Town Council Neighbourhood Plan – Our Bright Future (December 2016)

2.3.30 The Haywards Heath Town Council Neighbourhood Plan sets out proposed local planning policies for the development of the town and its community for the period from 2014 to 2031.

2.3.31 Regarding pedestrian and cycle provision, Policy T1 states:

“Planning applications for new major development proposals will be required to provide good pedestrian and cycle connections with safe crossing points to the existing pedestrian and cycle network linking to the town centre and local services. Proposals for residential or commercial developments will be required to deliver good pedestrian and cycle connections as part of a comprehensive approach to movement that aims to encourage walking and cycling and reduce reliance on vehicles.”

2.3.32 The Proposed Development supports Policy T1 through the provision of a puffin crossing located in close proximity to the site access to enable residents to access the existing pedestrian network.

2.3.33 Regarding contributions to local infrastructure, Policy T2 states:

“Planning applications for new major development proposals will be required to contribute towards the funding of cycle routes to Haywards Heath Railway Station and the town centre in accordance with the proposed Mid Sussex Infrastructure Delivery Plan, Mid Sussex Community Infrastructure Levy Charging Schedule and any S106 Obligations document or equivalent in place at the time.”

2.3.34 The Proposed Development supports Policy T2 by...

2.3.35 Policy T3 states:

“Planning applications which result in the loss of existing off-street parking provision will be resisted unless it can be demonstrated that the development will enhance the vitality and viability of the town centre and, where possible, such schemes should aim to improve parking provision in the town centre. Development outside the defined town centre boundary should provide on-site parking in accordance with the standards adopted by MSDC.”

2.3.36 The Proposed Development is located outside of the town centre boundary, and will support Policy T3 by providing on-site parking in accordance with the adopted standards.

2.4 Conclusion

2.4.1 This Section demonstrates that the Proposed Development aligns with current national and local policy.

3 Existing Conditions and Accessibility

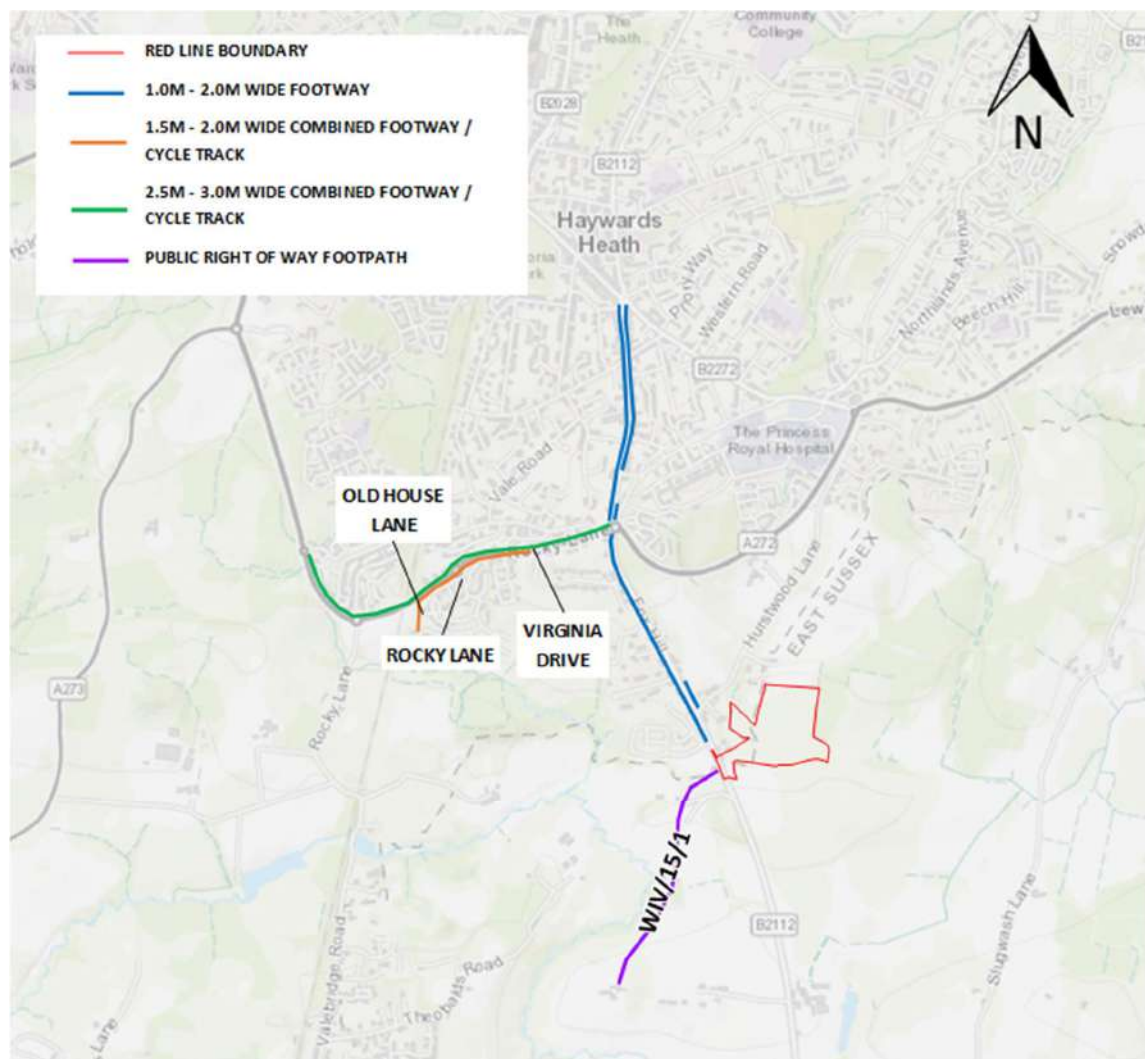
3.1 Introduction

- 3.1.1 This Section provides an assessment of the existing conditions within the vicinity of the Proposed Development from a transport perspective.

3.2 Existing Pedestrian and Cycling Facilities

- 3.2.1 This Section reviews the existing pedestrian and cycle facilities within the vicinity of the Site, shown in **Plate 3.1**.

Plate 3.1 – Existing Pedestrian and Cycle Facilities



Pedestrian Facilities

- 3.2.2 There is an existing footway in the western verge of Lunce's Hill, which provides a connection between the Site and Haywards Heath Town Centre to the north, as shown on **Plate 3.1**.

Public Rights of Way

- 3.2.3 The following Public Rights of Way link into the wider pedestrian network and are included in **Plate 3.1**.

- Footpath WIV/15/1 – this footpath is to the west of the Site, and offers onwards connections to Burgess Hill and Wivelsfield via a series of other footpaths. This footpath routes through fields and agricultural land.

Cycle Facilities

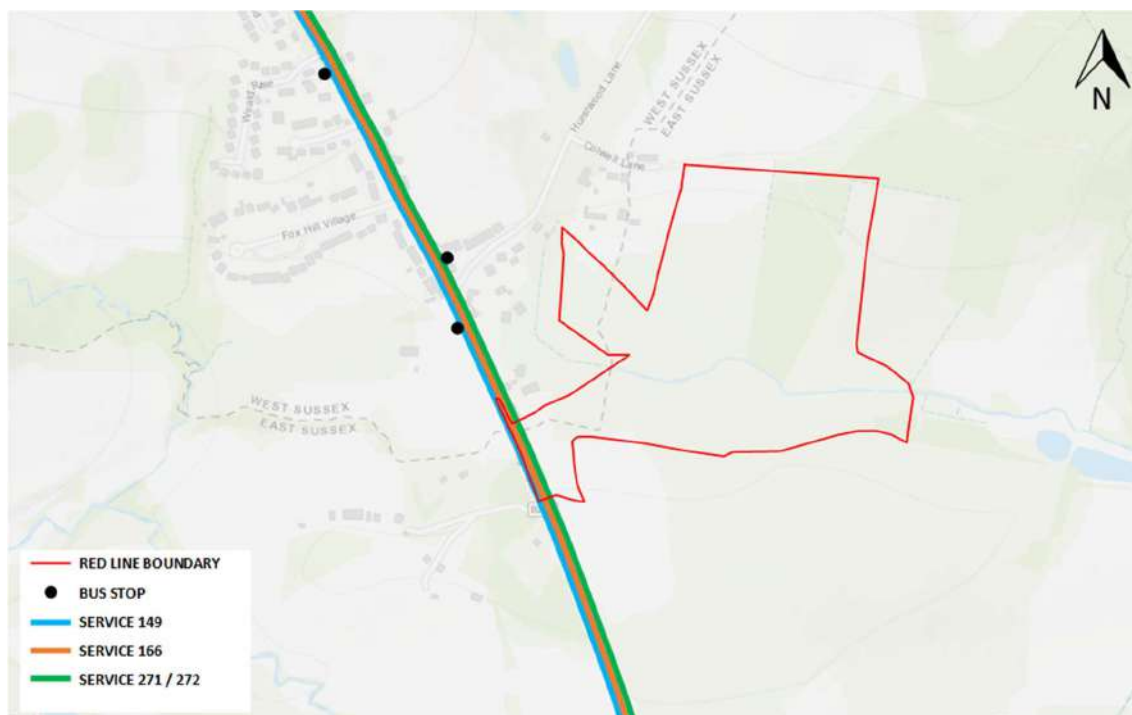
- 3.2.4 Cycle provision in the immediate area is generally on road, though the following dedicated facilities exist along the A272:
- A272 Rocky Lane –there is a combined footway / cycle track in the northern verge that runs from Fox Hill Roundabout to High Bank, generally 2.5-3.0m in width. Parts of the route are segregated from the road by hedgerow.
 - Between Virginia Drive and Rocky Drive, there is also a 2.0m wide combined footway / cycle track in the southern verge, which crosses into the western verge of Rocky Drive where the route is initially adjacent the A272, before routing south and providing two pedestrian / cycle accesses onto Old House Lane.

3.3 Existing Public Transport Facilities

Bus Facilities

- 3.3.1 The Proposed Development will benefit from a bus stop in close proximity to the Site, with the closest bus stop located on B2112 Fox Hill, to the south east of The Fox and Hounds Pub. This bus stop is within 300m-400m from the Centre of the Site and around 180m north of the site entrance. The location of the nearby bus stop is shown on **Plate 3.2** below.

Plate 3.2 – Bus Stop Locations and Bus Provision in the Vicinity of the Site



3.3.2 The Fox and Hounds stop benefits from a flag post, timetable information and a shelter with seating.

3.3.3 This stop serves several routes which are detailed below in **Table 3.1**.

Table 3.1 - Existing Bus Service in the vicinity of the Site (Correct as of November 2024)

Service	Operator	Route	Daytime Frequency	
			Monday - Saturday	Sunday
149	Seaford & District	Scaynes Hill – Haywards Heath – Lindfield – Wivelsfield – Chailey School	<u>Mon – Fri</u> 1 service daily at 0810 (Term Time Only) <u>Saturday</u> No Service	No Service
166	Compass Travel	Lewes – Plumpton – Wivelsfield – Haywards Heath	<u>Mon – Fri</u> 5 services daily at 0803, 1002, 1249, 1459, and 1741 <u>Saturday</u> 4 services daily at 1002, 1249, 1459, and 1737	No Service
271 / 272	Metrobus	Crawley – Brighton (Royal Sussex County Hospital)	<u>Mon – Fri</u> Service every 2 hours between 0725 and 2208 <u>Saturday</u> Service at 0701, then every 2 hours between 1145 and 1745	No Service

- 3.3.4 A copy of timetables and route map for these services is provided in **Appendix B**.
- 3.3.5 Overall, this results in at least an hourly service to Haywards Heath with services combined, often more frequent than this. Haywards Heath Town Centre is generally a five minute journey on a bus, with the Rail Station an eight minute journey. The Site therefore benefits from being within easy access to the Town via sustainable transport, with low travel times.
- 3.3.6 Approximate journey times from the nearest bus stop to the Site to key local facilities are provided in **Table 3.2** below.

Table 3.2 – Accessibility to Key Local Facilities via Public Transport

Destination	Estimated Journey Time
Primary School (St Joseph's Catholic Primary School or St Wilfred's C of E Primary School)	11 minutes
Secondary School (Warden Park Academy)	21 minutes
Local Shop (Coop or Iceland)	9 minutes
Supermarket (Sainsbury's or Waitrose)	17 minutes
Healthcare (Princess Royal Hospital)	8 minutes
Railway Station	13 minutes
High Street	11 minutes

- 3.3.7 **Table 3.2** demonstrates that there are many key facilities within a short bus journey from the Site.

Rail Facilities

- 3.3.8 The closest Railway Station to the Site is Haywards Heath Railway Station, located approximately 3km north of the Site.
- 3.3.9 100m east of the Railway Station on the B2028 there is a bus stop which is served by the 166 and 271 / 272 services, both of which can be accessed via a short 300m walk from the centre of the Site to the bus stops adjacent the Fox and Hounds.
- 3.3.10 Haywards Heath Railway Station is on the Brighton Main Line and is managed by Southern. It has four platforms and offers the following typical off-peak services:
- Six trains per hour to Brighton;
 - Two trains per hour to London Victoria;
 - Two trains per hour to Bedford via London Bridge;
 - Two trains per hour to Eastbourne; and
 - Two trains per hour to Cambridge.
- 3.3.11 The train to Brighton takes approximately 17 minutes, and the train to Eastbourne approximately 40 minutes.

3.4 Existing Local Amenities

- 3.4.1 The Institution of Highways and Transportation in its 'Guidelines for Providing for Journeys on Foot' (2000) suggests that an average walking speed of 1.4m/s can be assumed, and Local

Transport Note 1/86 suggests 4.5m/s for cyclists. To assess the potential for short car trips from the Site to local facilities in the vicinity of the development to be replaced by either walking or cycling, the accessibility of the Site to key health, retail, leisure, education, and employment facilities on **Plate 3.3** has been assessed in **Table 3.3**.

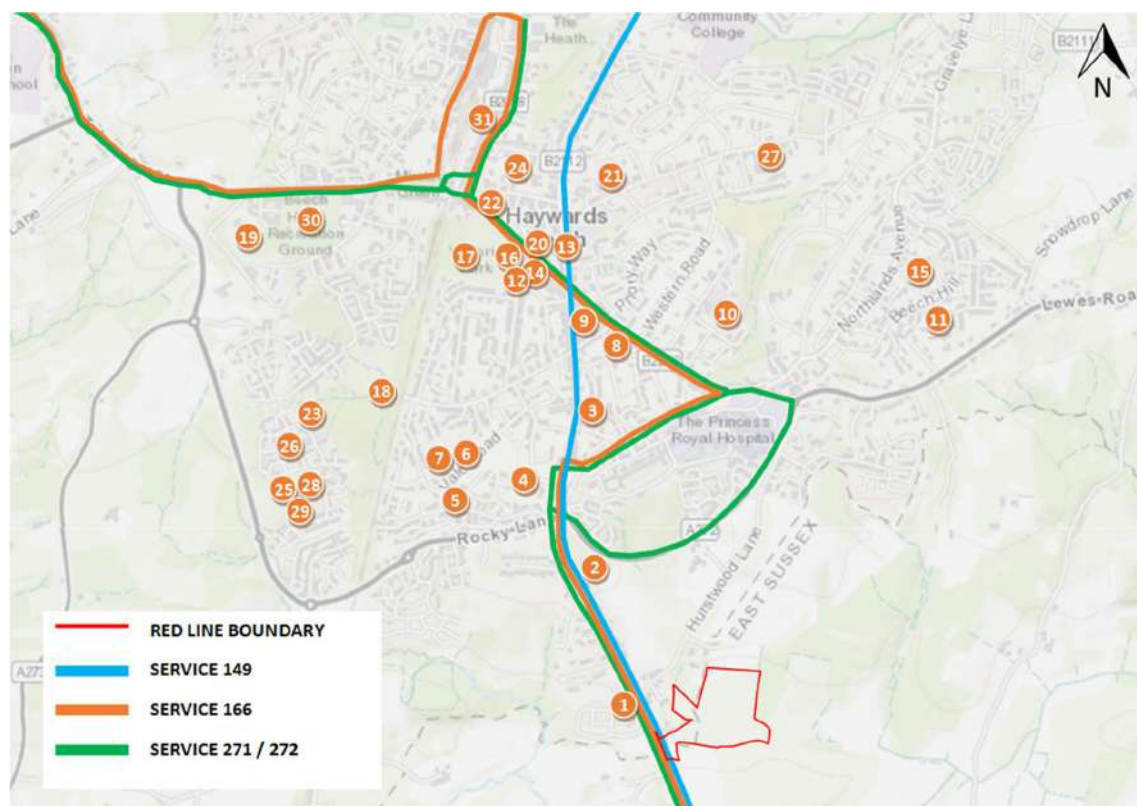
- 3.4.2 The distance has been measured from the centre of the Site, based on actual walking and cycling distances.

Table 3.3 – Local Amenities within Walking and Cycling Distance of the Site

Plate Ref.	Facility	Distance	Walking Time	Cycling Time
1	The Fox and Hounds	0.5km	6 mins	2 mins
2	Anscombe Woods	1.4km	17 mins	6 mins
3	Sainsbury's Local	1.7km	21 mins	7 mins
4	Sandy Vale Open Space	1.7km	21 mins	7 mins
5	The Vale Surgery	1.8km	22 mins	7 mins
6	The Ascension Church	1.9km	23 mins	8 mins
7	Ashenground Community Centre	2.0km	24 mins	8 mins
8	Kents Road Church	2.0km	24 mins	8 mins
9	Haywards Heath Baptist Church	2.1km	25 mins	8 mins
10	St Wilfrid's C of E Primary School	2.2km	27 mins	9 mins
11	Northlands Wood Primary Academy	2.2km	27 mins	9 mins
12	United Reformed Church	2.3km	28 mins	9 mins
13	St Joseph's Catholic Primary School	2.4km	29 mins	9 mins
14	Haywards Heath Post Office	2.4km	29 mins	9 mins
15	Tesco Express	2.4km	29 mins	9 mins
16	Iceland	2.5km	30 mins	10 mins
17	Victoria Park	2.6km	31 mins	10 mins
18	Ashenground Park	2.6km	31 mins	10 mins
19	Downlands Park	2.7km	31 mins	10 mins
20	The Centenary Hall	2.7km	33 mins	10 mins
21	Warden Park Primary Academy	2.8km	34 mins	11 mins
22	St Wilfrid's Church	2.8km	34 mins	11 mins
23	Bolnere Village Primary School	3.0km	36 mins	12 mins
24	Newton Surgery	3.0km	36 mins	12 mins
25	Bolnere Village Pre School	3.1km	37 mins	12 mins
26	Co-op Food	3.1km	37 mins	12 mins
27	Morrisons Daily	3.1km	37 mins	12 mins
28	The Woodside	3.1km	37 mins	12 mins
29	Grace Church	3.1km	37 mins	12 mins
30	Beech Hurst Gardens	3.3km	40 mins	13 mins
31	Haywards Heath Railway Station	3.6km	44 mins	14 mins

- 3.4.3 **Table 3.2** shows that there are a variety of amenities available within both walking and cycling distance, but also the bus services detailed in **Table 3.1** above which are shown alongside the facilities listed above on **Plate 3.3**.

Plate 3.3 – Local facilities in the Vicinity of the Site

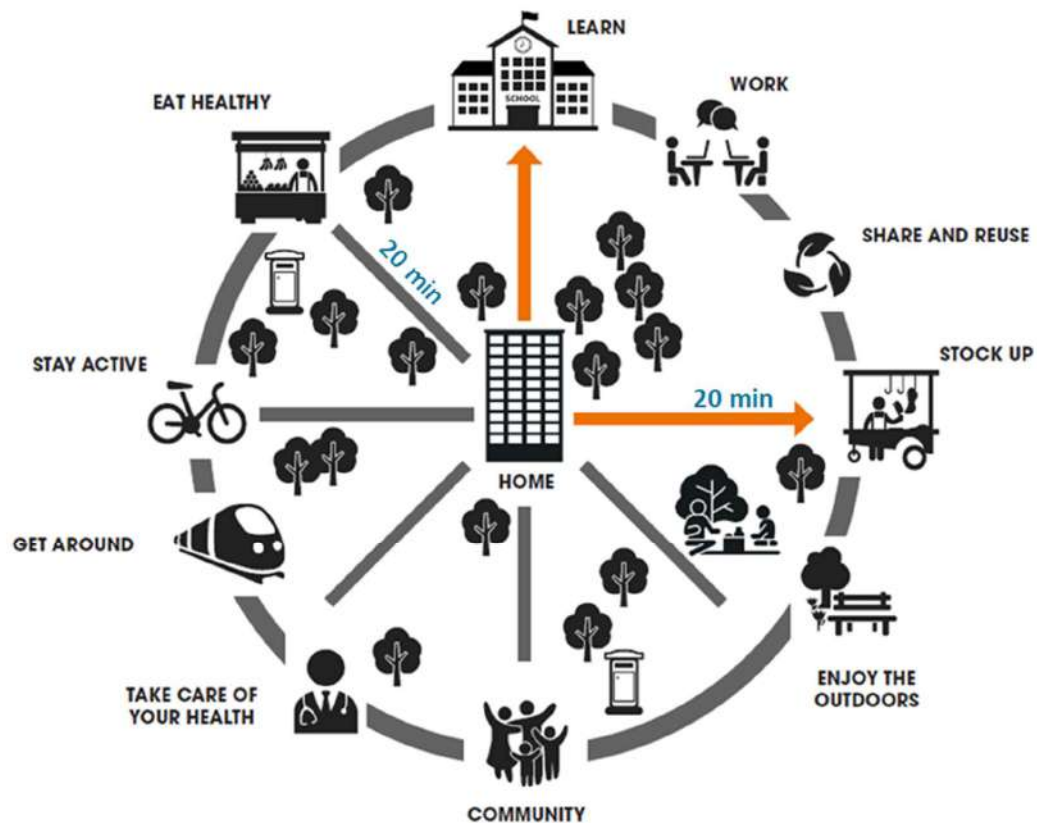


- 3.4.4 Although many of the facilities listed above are not within the immediate area, the Site lies within comparable distance to the previously consented Spring Bank development located to the south of the Proposed Development. In 2022, WSCC recognised that despite Spring Bank's location on the edge of town, there are opportunities for car journeys to be replaced with other modes of transportation.

20-Minute Neighbourhood

- 3.4.5 The Proposed Development supports the aims of the '20-Minute Neighbourhood' concept, which has risen in popularity in recent years due to the Covid-19 pandemic highlighting the importance of communities being well-served within their immediate neighbourhood. The idea is that residents should have access to most, if not all, of their needs within a short walk or cycle of their homes.
- 3.4.6 **Plate 3.4** shows the key features when creating a 20-Minute Neighbourhood.

Plate 3.4 – Key Features of 20-Minute Neighbourhoods



3.4.7 **Table 3.3** demonstrates that there are a wide range of local facilities within a 20-minute cycle distance. Although the majority of facilities lie outside of the 20-minute walking distance, the Site is well connected to public transport which offers journey times to many key facilities within 20 minutes.

3.5 Existing Highway Network

3.5.1 The existing highway network in the context of the site location is shown on **Plate 3.5**.

Plate 3.6 – Junction Location Plan

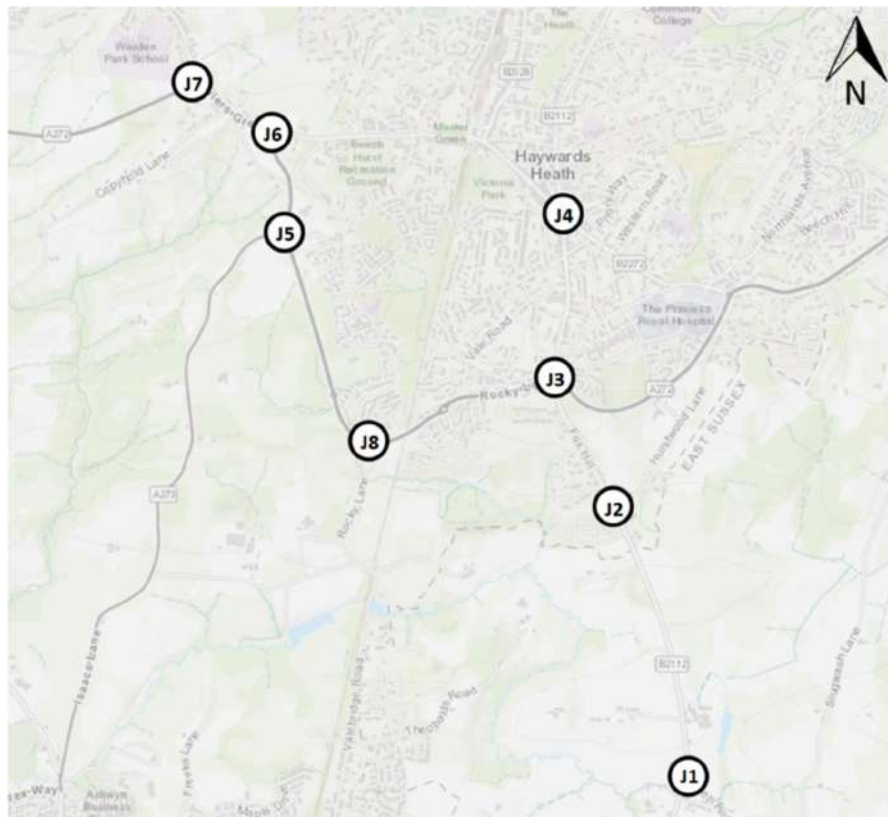


Table 3.4 – Road Traffic Collision Summary - Junctions

Junction	Junction Name	Severity	Date	Number of Vehicles	Number of Casualties
J1	B2112 Lunce's Hill / Green Road / Ditchling Road Priority Mini Roundabout	Slight	18/01/2018	2	2
J1	B2112 Lunce's Hill / Green Road / Ditchling Road Priority Mini Roundabout	Slight	17/05/2022	2	1*
J2	B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane Priority T-Junction	Slight	25/08/2019	2	1
J2	B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane Priority T-Junction	Serious	07/01/2020	2	1
J2	B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane Priority T-Junction	Slight	11/03/2020	2	1
J3	B2112 / A272 Rocky Lane / Kennard Lane Priority Roundabout (Fox Hill Roundabout)	Serious	11/07/2020	1	1

J3	B2112 / A272 Rocky Lane / Kennard Lane Priority Roundabout (Fox Hill Roundabout)	Serious	22/04/2021	2	1*
J3	B2112 / A272 Rocky Lane / Kennard Lane Priority Roundabout (Fox Hill Roundabout)	Slight	31/10/2021	2	1*
J4	B2112 / B2272 / Caxton Way Priority Roundabout	Slight	07/09/2018	2	1
J4	B2112 / B2272 / Caxton Way Priority Roundabout	Slight	10/11/2018	2	2
J4	B2112 / B2272 / Caxton Way Priority Roundabout	Slight	16/01/2020	2	1*
J4	B2112 / B2272 / Caxton Way Priority Roundabout	Slight	04/03/2020	2	1*
J4	B2112 / B2272 / Caxton Way Priority Roundabout	Slight	26/10/2020	2	1
J4	B2112 / B2272 / Caxton Way Priority Roundabout	Slight	17/01/2022	2	1*
J4	B2112 / B2272 / Caxton Way Priority Roundabout	Slight	21/01/2022	2	1
J4	B2112 / B2272 / Caxton Way Priority Roundabout	Slight	02/02/2022	2	1
J4	B2112 / B2272 / Caxton Way Priority Roundabout	Slight	07/02/2022	2	1
J5	A272 / Parkfield Way / Isaac's Lane Priority Roundabout	Slight	31/01/2018	1	1
J5	A272 / Parkfield Way / Isaac's Lane Priority Roundabout	Slight	11/06/2021	2	1
J6	B2272 / Isaac's Lane / Tylers Green Priority Roundabout (Tylers Green Roundabout)	Slight	26/03/2018	3	1
J6	B2272 / Isaac's Lane / Tylers Green Priority Roundabout (Tylers Green Roundabout)	Slight	17/08/2022	2	2
J8	A272 Rocky Lane / Highbank Priority Roundabout	Slight	15/12/2019	2	1
J8	A272 Rocky Lane / Highbank Priority Roundabout	Serious	02/12/2022	2	1

*Collision involved a non-motorised user

- 3.6.4 The collision summary shows that of the junctions in the study area where collisions were recorded, all are isolated incidents with only one or two collisions occurring except for Junctions 2, 3, and 4 which are reviewed further below.

Junction 2 – B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane Priority T-Junction

- 3.6.5 There were three collisions recorded at Junction 2, two of which were slight and one serious.
- 3.6.6 Each of these collisions occurred in 2019 and 2020, with none occurring at this location since.
- 3.6.7 Since no incidents have been recorded at this junction in the past four years, it is not apparent that there is a trend in collisions here.

Junction 3 - B2112 / A272 Rocky Lane / Kennard Lane Priority Roundabout (Fox Hill Roundabout)

- 3.6.8 There were three collisions recorded at Junction 3, one of which was slight and two serious.
- 3.6.9 Each of these collisions occurred at different locations on the junction, and therefore it is likely that these were isolated incidents.

Junction 4 - B2112 / B2272 / Caxton Way Priority Roundabout

- 3.6.10 Between 2018 and 2022, nine collisions were reported at Junction 4.
- 3.6.11 Although there are a high number of incidents reported here, all of them were slight in severity.
- 3.6.12 A COBALT Personal Injury Collision assessment has been completed for this junction which is provided in **Appendix C**. This assessment shows that there are 12 anticipated accidents in five years, higher than the nine reported at this junction in the last five-year period.
- 3.6.13 Therefore, given there are less incidents observed than anticipated for this type of junction with this level of flow – no further review has been undertaken.

Non-Motorised Users - Junctions

- 3.6.14 Six collisions in the study area involved a non-motorised user, all of which were cyclists. Three of these collisions occurred in isolated locations, with the remaining three collisions occurring at Junction 4.
- 3.6.15 Two of the cycle collisions at Junction 4 occurred in close proximity but It is not anticipated the scale of this development would significantly exacerbate any safety concerns in this location.

Links

- 3.6.16 The summary of collisions that have occurred along links in the study area is provided in **Table 3.5**. The location of the junctions is shown on **Plate 3.7** below.

Plate 3.7 – Link Location Plan

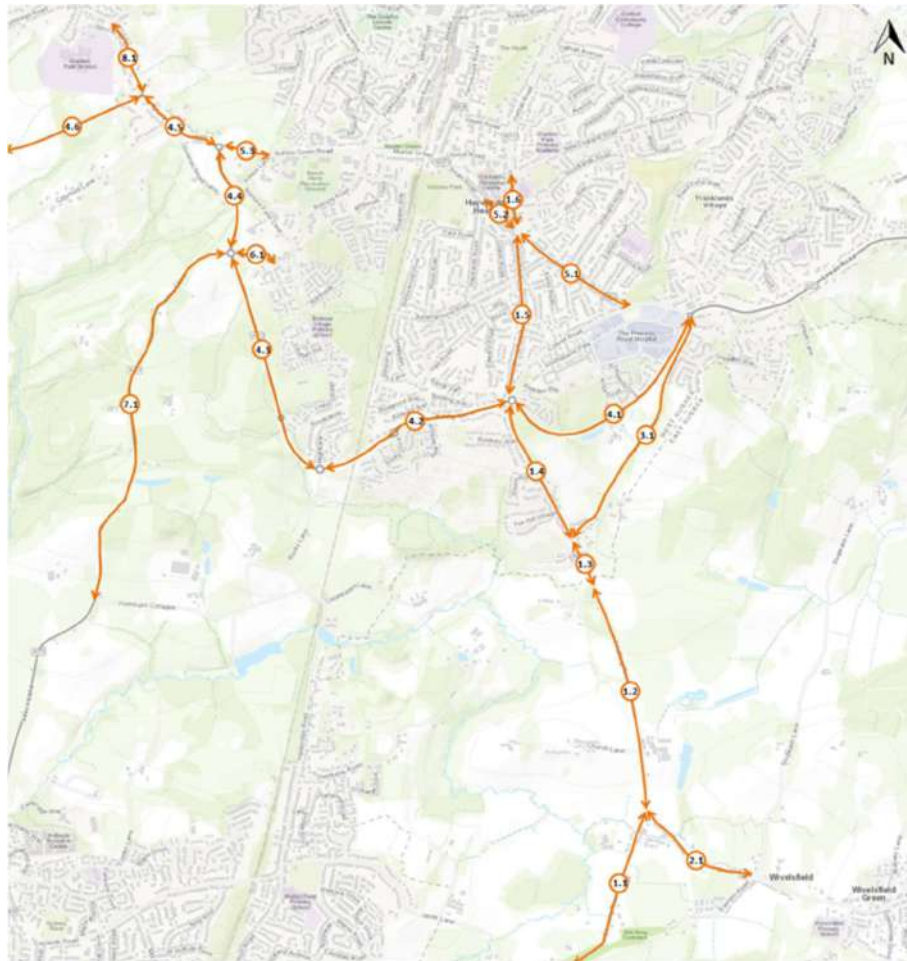


Table 3.5 – Road Traffic Collision Summary - Links

Link	Link Description	Severity	Date	Number of Vehicles	Number of Casualties
1.1	B2112 Ditchling Road - between Janes Lane and Green Road	Slight	20/03/2018	3	1
1.1	B2112 Ditchling Road - between Janes Lane and Green Road	Serious	14/09/2018	1	3
1.1	B2112 Ditchling Road - between Janes Lane and Green Road	Serious	28/09/2018	2	2
1.1	B2112 Ditchling Road - between Janes Lane and Green Road	Serious	23/05/2019	1	2

1.1	B2112 Ditchling Road - between Janes Lane and Green Road	Slight	10/11/2019	2	2
1.1	B2112 Ditchling Road - between Janes Lane and Green Road	Slight	04/02/2022	3	1
1.1	B2112 Ditchling Road - between Janes Lane and Green Road	Slight	16/07/2022	2	1
1.2	B2112 Lunce's Hill- between Green Road and Hurstwood Lane	Slight	06/06/2018	3	1
1.2	B2112 Lunce's Hill- between Green Road and Hurstwood Lane	Slight	21/08/2018	2	1
1.2	B2112 Lunce's Hill- between Green Road and Hurstwood Lane	Slight	19/10/2020	1	1
1.2	B2112 Lunce's Hill- between Green Road and Hurstwood Lane	Slight	19/03/2021	2	1
1.2	B2112 Lunce's Hill- between Green Road and Hurstwood Lane	Slight	20/11/2021	2	1
1.3	B2112 Fox Hill - between Hurstwood Lane and Rocky Lane	Slight	25/01/2018	2	2
1.3	B2112 Fox Hill - between Hurstwood Lane and Rocky Lane	Slight	22/05/2022	2	1*
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Slight	19/04/2018	2	1*
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Slight	23/05/2018	1	1
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Slight	23/05/2018	2	1*
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Slight	24/07/2018	2	1
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Slight	27/07/2018	3	1
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Slight	31/07/2018	3	2

1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Slight	09/10/2018	3	1
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Slight	02/02/2019	2	1
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Serious	02/05/2019	2	1*
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Slight	23/06/2019	1	1
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Serious	15/10/2019	5	3
1.4	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	Serious	11/08/2020	1	1
1.5	B2112 - Hazelgrove Road - between B2272 and New England Road	Serious	31/05/2019	2	1*
1.5	B2112 - Hazelgrove Road - between B2272 and New England Road	Slight	25/10/2021	1	1
1.5	B2112 - Hazelgrove Road - between B2272 and New England Road	Serious	09/01/2022	1	1
2.1	Green Road - between B2112 and Slugwash Lane	Slight	21/10/2020	2	1
4.1	A272 Rocky Lane - between B2272 and B2112	Serious	17/08/2018	1	1
4.1	A272 Rocky Lane - between B2272 and B2112	Slight	08/10/2019	3	4
4.1	A272 Rocky Lane - between B2272 and B2112	Slight	30/11/2022	2	1
4.2	A272 Rocky Lane - between B2112 and Highbank	Slight	17/05/2018	2	2
4.2	A272 Rocky Lane - between B2112 and Highbank	Slight	03/07/2018	3	2
4.2	A272 Rocky Lane - between B2112 and Highbank	Slight	16/11/2018	2	1*
4.2	A272 Rocky Lane - between B2112 and Highbank	Slight	20/11/2018	3	2
4.2	A272 Rocky Lane - between B2112 and Highbank	Slight	12/07/2022	1	1
4.2	A272 Rocky Lane - between B2112 and Highbank	Serious	15/07/2022	1	2

4.3	A272 Traunstein Way - between Highbank and Parkfield Way	Slight	04/12/2018	5	2
4.3	A272 Traunstein Way - between Highbank and Parkfield Way	Slight	11/02/2019	1	1
4.3	A272 Traunstein Way - between Highbank and Parkfield Way	Slight	18/05/2019	1	1
4.4	A272 Isaacs Lane - between Parkfield Way and B2272 Butler's Green Road	Slight	07/12/2018	3	1
4.5	A272 Tylers Green - between B2272 Butler's Green Road and B2184 Broad Street	Serious	23/03/2018	1	1
4.5	A272 Tylers Green - between B2272 Butler's Green Road and B2184 Broad Street	Slight	30/06/2020	2	2
4.6	A272 - between B2184 Broad Street and B2036	Serious	19/05/2018	2	1
4.6	A272 - between B2184 Broad Street and B2036	Slight	31/01/2019	2	1
4.6	A272 - between B2184 Broad Street and B2036	Slight	15/09/2019	2	1
4.6	A272 - between B2184 Broad Street and B2036	Slight	26/11/2019	1	1
5.1	B2272 Franklynn Road - between Colwell Road and B2112	Slight	17/01/2019	2	3
5.1	B2272 Franklynn Road - between Colwell Road and B2112	Slight	23/01/2019	1	1
5.1	B2272 Franklynn Road - between Colwell Road and B2112	Serious	02/10/2021	2	1*
5.1	B2272 Franklynn Road - between Colwell Road and B2112	Serious	28/03/2022	2	2
5.1	B2272 Franklynn Road - between Colwell Road and B2112	Slight	14/07/2022	2	1
5.1	B2272 Franklynn Road - between Colwell Road and B2112	Slight	27/07/2022	2	1*
5.1	B2272 Franklynn Road - between Colwell Road and B2112	Slight	18/10/2022	2	1*

5.2	B2272 South Road - between B2112 and Haywards Road	Serious	04/02/2018	1	1
5.2	B2272 South Road - between B2112 and Haywards Road	Serious	07/09/2020	1	1
7.1	Isaac's Lane - between A272 and Holmbush Cottages	Slight	07/03/2018	2	1
7.1	Isaac's Lane - between A272 and Holmbush Cottages	Slight	05/07/2018	1	2
7.1	Isaac's Lane - between A272 and Holmbush Cottages	Slight	21/09/2018	1	1
7.1	Isaac's Lane - between A272 and Holmbush Cottages	Slight	20/06/2019	1	1
7.1	Isaac's Lane - between A272 and Holmbush Cottages	Slight	16/07/2019	2	1
7.1	Isaac's Lane - between A272 and Holmbush Cottages	Slight	13/01/2021	4	1
8.1	B21824 Broad Street - between A272 and Hatchgate Lane	Slight	03/05/2021	3	2

**Collision involved a non-motorised user*

- 3.6.17 The links shown to incur the greatest number of collisions are 1.4 and 5.1. All other links where incidents have occurred are in isolated locations, and therefore show no pattern.

Link 1.4 – B2112 Wivelsfield Road / Sussex Road – between Rocky Lane and B2272

- 3.6.18 Link 1.4 recorded 12 collisions in the past five years, with three of them being serious. The most recent incident occurred in August 2020, with no incidents being reported for the past three years. The link is approximately 900 metres in length, which includes several junctions and driveways that front onto the B2112 Wivelsfield Road, increasing the likelihood of collisions.

- 3.6.19 Each of the collisions occurred in different locations, and therefore there is no apparent pattern regarding collisions along this link.

Link 5.1 – B2272 Franklynn Road – between Colwell Road and B2112

- 3.6.20 Link 5.1 recorded seven collisions in the past five years, two of which were serious. Three of these collisions occur in the vicinity of the Texaco petrol station which is located directly next to a crossroad.
- 3.6.21 The link itself is approximately 700 metres in length, along which the collisions occurred in separate locations except for the petrol station, suggesting there is no trend in incidents along this link.

Non-Motorised Users – Links

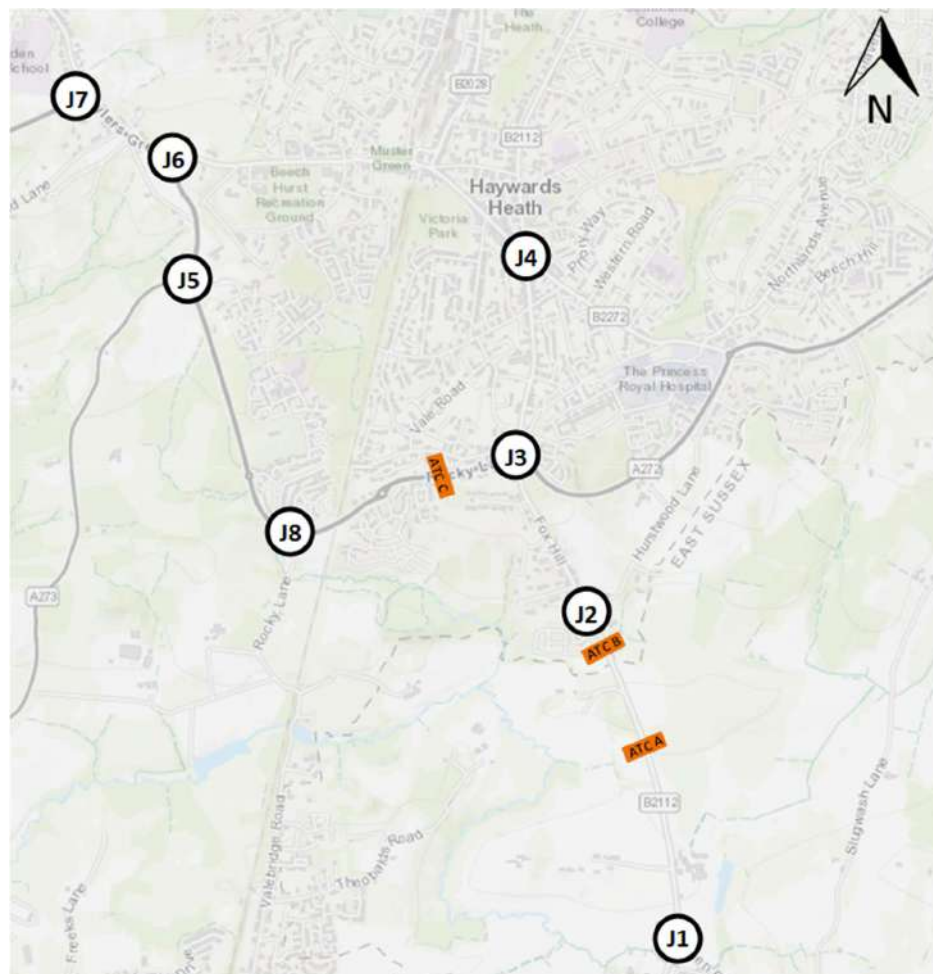
- 3.6.22 Of the collisions detailed above, nine of these involved non-motorised users. These incidents all occurred along different links with the exception of Link 5.1. Two of the collisions involving non-motorised users occurred outside of the Texaco petrol station, which is located directly next to a crossroad.

- 3.6.23 The vehicular accesses to the petrol station result in pedestrians having to cross an approximately eight metre wide access. We suggest WSCC undertake an independent review of this, but do not consider it appropriate for this Transport Assessment to consider a third party site access further.

3.7 Traffic Survey Data Validation

- 3.7.1 Traffic surveys were commissioned to understand existing network conditions in the area and to inform the assessment of traffic impact in this Transport Assessment. These surveys were carried out by Streetwise in June 2024, and included Automatic Traffic Counts (ATCs), Manual Classified Counts (MCCs) and Queue Counts.
- 3.7.2 The study area was determined based on scoping discussions with West Sussex County Council who reviewed the proposed study area and requested further junctions be added.
- 3.7.3 The traffic survey locations are shown on **Plate 3.8** below.

Plate 3.8 – Traffic Survey Location Plan



- 3.7.4
- 3.7.5 The Automatic Traffic Counts (ATCs) were completed at the following locations:
- ATC A – B2112 Lunces Hill;

- ATC B – B2112 Fox Hill; and
- ATC C – A272 Rocky Lane.

3.7.6 The Manual Classified Counts (MCCs) and Queue Counts were completed at the following junctions:

- J1 – B2112 Lunce's Hill / Green Road / Ditchling Road Priority Mini Roundabout;
- J2 – B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane Priority T-Junction;
- J3 – B2112 / A272 Rocky Lane / Kennard Lane Priority Roundabout (Fox Hill Roundabout);
- J4 – B2112 / B2272 / Caxton Way Priority Roundabout;
- J5 – A272 / Parkfield Way / Isaac's Lane Priority Roundabout;
- J6 – B2272 / Isaac's Lane / Tylers Green Priority Roundabout (Tylers Green Roundabout);
- J7 – A272 / Broad Street / Tylers Green Priority Roundabout; and
- J8 – A272 Rocky Lane / Highbank Priority Roundabout.

3.7.7 Two data validation exercises have been carried out to ensure the validity of the data provided by the traffic surveys.

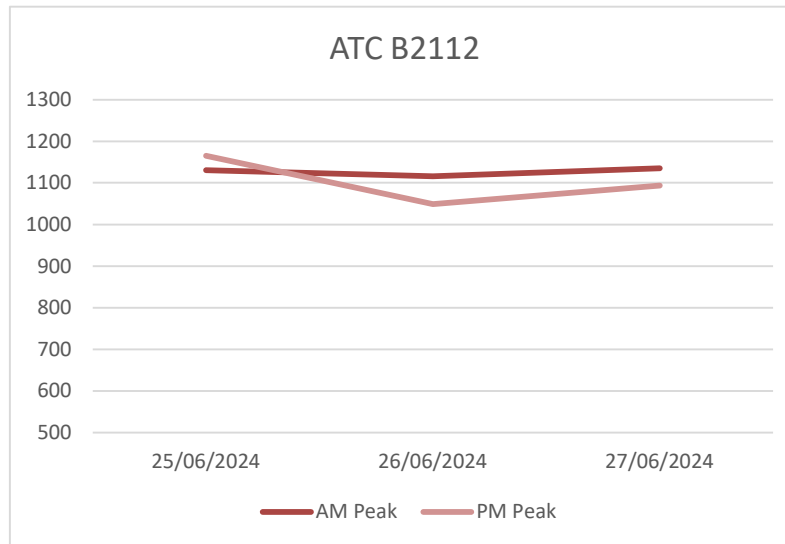
Automatic Traffic Count (ATC) Validation – Traffic Surveys

3.7.8 An ATC validation exercise has been completed to ensure that the traffic survey data recorded on the day of the Manual Classified Counts (MCCs), Thursday 27th June 2024, is representative of a typical network day during the wider surveyed period.

3.7.9 ATCs were carried out for one week between Friday 21st June and Thursday 27th June 2024 at several locations in the vicinity of the Site. The data from two ATCs located along key roads, the B2112 and A272, has been used to validate the representativity of the MCCs.

3.7.10 **Plates 3.9** and **3.10** below show the peak hour flows recorded by the ATCs on neutral weekdays (Tuesdays, Wednesdays and Thursdays) across the one-week survey period. The day of the MCC's is indicated by a grey line.

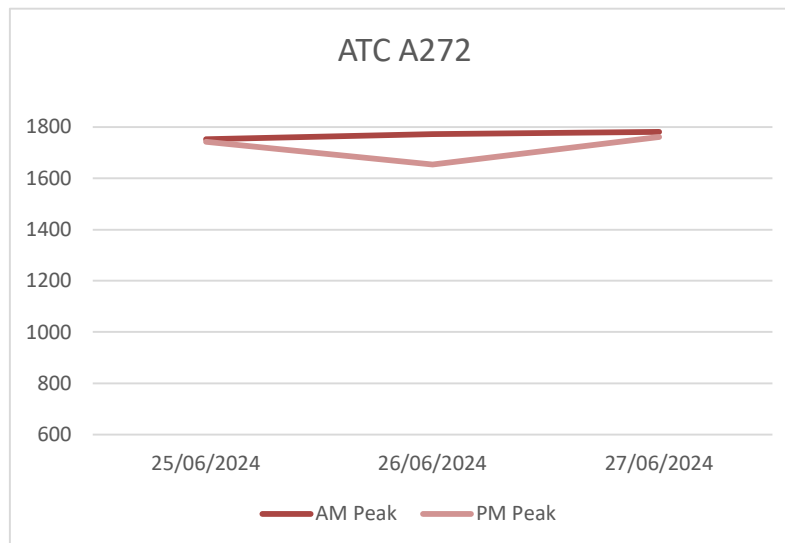
Plate 3.9 – ATC B2112 – Neutral Weekday Flow Comparison – AM and PM Peaks



3.7.11 **Plate 3.9** shows that the levels of traffic recorded by the ATC on the B2112 remains broadly consistent across the three days, including the day of the MCCs. The average AM flow recorded at this location across the three days was 1,127 two-way vehicles, and 1,135 two-way vehicles were recorded on the day of the MCCs, which is a difference of eight vehicles. The day of the MCC surveys was therefore representative of the one-week survey period in the AM peak.

3.7.12 The average PM flow recorded at this location was 1,103 two-way vehicles, and 1,094 vehicles were recorded on the day of the MCCs. This is a difference of nine vehicles, and therefore demonstrates that the day of the MCCs was representative of the PM peak conditions.

Plate 3.10 – ATC A272 – Neutral Weekday Flow Comparison – AM and PM Peaks

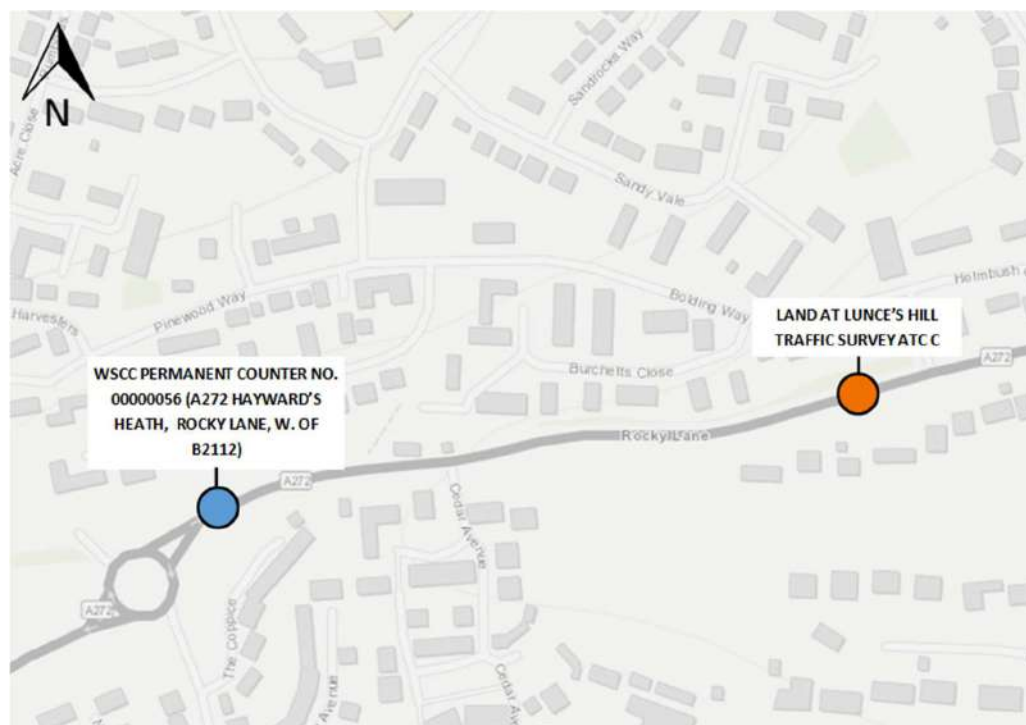


- 3.7.13 **Plate 3.10** shows that the levels of traffic recorded by the ATC on the A272 remain broadly consistent, including the day of the MCCs. The average AM flow recorded at this location was 1,769 two-way vehicles, and 1,782 two-way vehicles were recorded on the day of the MCCs. This a difference of 13 vehicles which is well within daily variation.
- 3.7.14 The average PM flow recorded at this location was 1,720 two-way vehicles, and 1,762 vehicles were recorded on the day of the MCCs. This is a difference of 42 vehicles, which is well within daily variation. The day of the MCC surveys was therefore representative of the one-week survey period in the PM peak.

Automatic Traffic Count (ATC) Validation – WSCC Permanent Counter

- 3.7.15 During scoping discussions with WSCC, it was suggested that the TA should compare the ATC data recorded on the day of the MCCs to a permanent counter situated on the A272 to check against any monthly variations. The location of the permanent counter and ATC C installed as part of the traffic surveys are shown in **Plate 3.11**.

Plate 3.11 – WSCC Permanent Counter Location and Traffic Survey ATC Location – A272 Rocky Lane



- 3.7.16 To check that the day of the traffic surveys was representative of the rest of the year, the ATC data recorded on the A272 has been compared to permanent counter data from January, March and May 2024.
- 3.7.17 The AM and PM peak hour average for the whole month has been calculated using only neutral weekdays (Tuesday, Wednesday, and Thursday) and excluding any school holidays.
- 3.7.18 The WSCC permanent counter only collects data for the eastbound direction, and so only this direction has been compared. The comparison is provided in **Table 3.6** below.

Table 3.6 -WSCC Permanent Counter / Traffic Survey ATC Comparison – A272

Traffic Flow Data	AM Average (0800 – 0900)	PM Average (1700 – 1800)
Land at Lunce's Hill Traffic Surveys ATC C	982	921
WSCC Counter - January	792	778
WSCC Counter – March	785	803
WSCC Counter - May	793	839

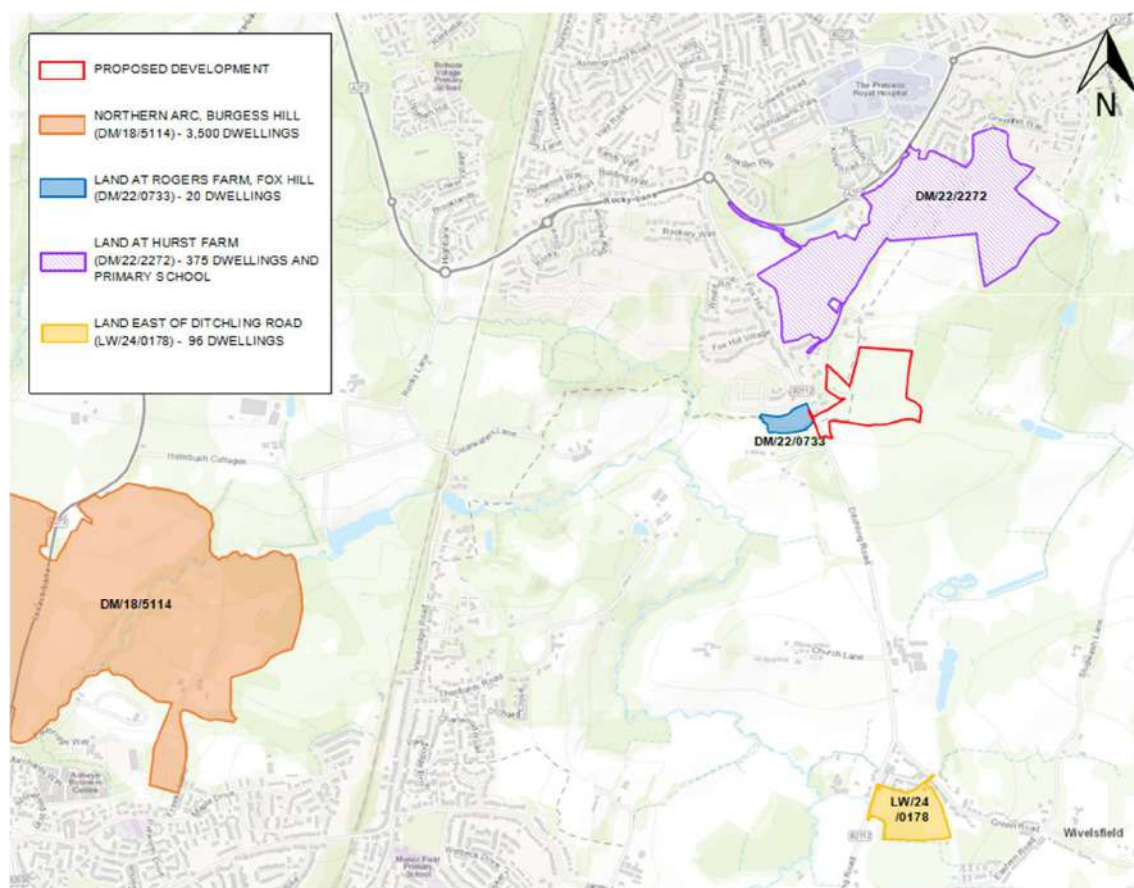
- 3.7.19 The comparison shows that the traffic flows recorded on the day of the junction turning counts by ATC C are considerably higher than recorded in the months of January, March and May by the permanent counters. This confirms that the traffic data used to inform the assessments contained in this TA are worst case scenarios.

4 Local Development Context

4.1 Introduction

- 4.1.1 To inform this Transport Assessment, a review of committed developments in the local area has been undertaken to understand the potential cumulative impact of the Proposed Development on the local highway network, but also any changes that may be forthcoming to the pedestrian, cycle and bus network.
- 4.1.2 **Plate 4.1** shows the sites that have been considered as part of this review. These sites have been included in the review due to either their close proximity to the Proposed Development or the number of trips they will be putting through the study area considered within this Transport Assessment.

Plate 4.1 – Committed Development Review



4.2 Committed Developments

- 4.2.1 A summary of each of the sites is provided below.

Burgess Hill Northern Arc (DM/18/5114)

- 4.2.2 A mixed-use development comprising up to 3,500 dwellings, two primary schools, a secondary school, community facilities, and employment.

- 4.2.3 The site is located to the north of Burgess Hill and the application was approved in October 2019.
- 4.2.4 The Application proposes no mitigation to any of the junctions within the study area of this TA.

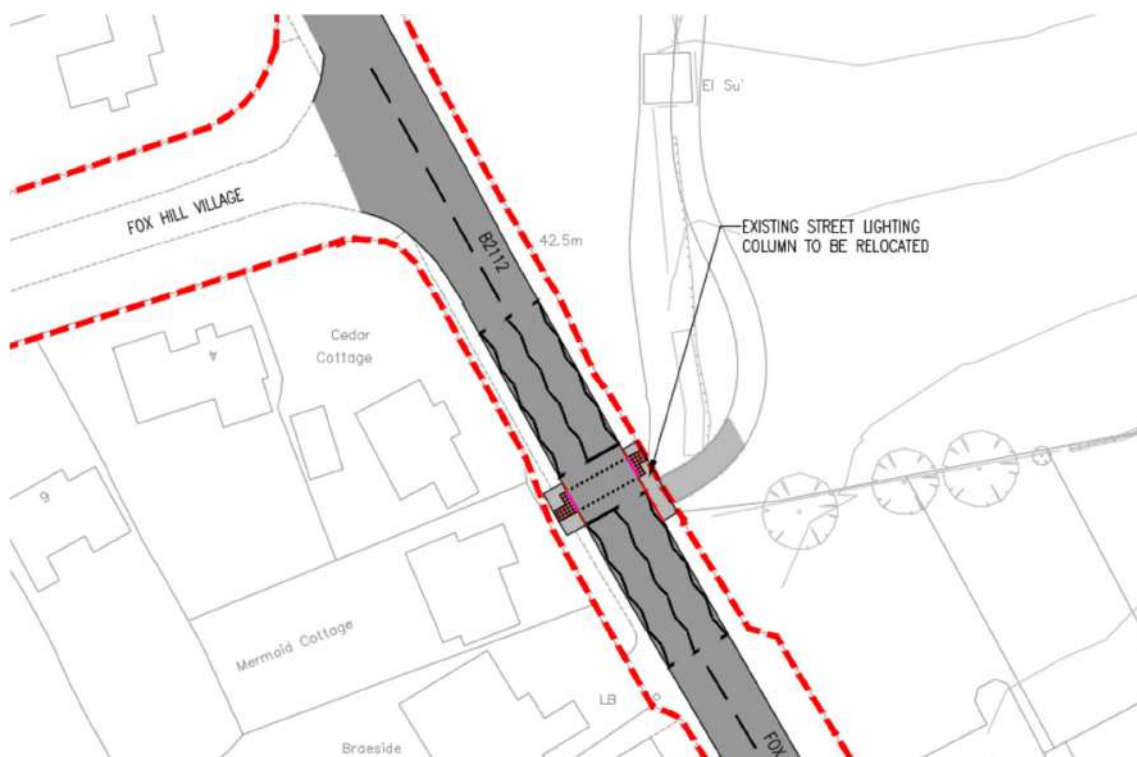
Land at Rogers Farm (DM/22/0733)

- 4.2.5 A residential development comprising 20 dwellings.
- 4.2.6 The site is located south of Haywards Heath, adjacent to the Proposed Development. The site is accessed via a priority T-Junction off B2112 Lunce's Hill. The application was approved in October 2022.

Land at Hurst Farm (DM/22/2272)

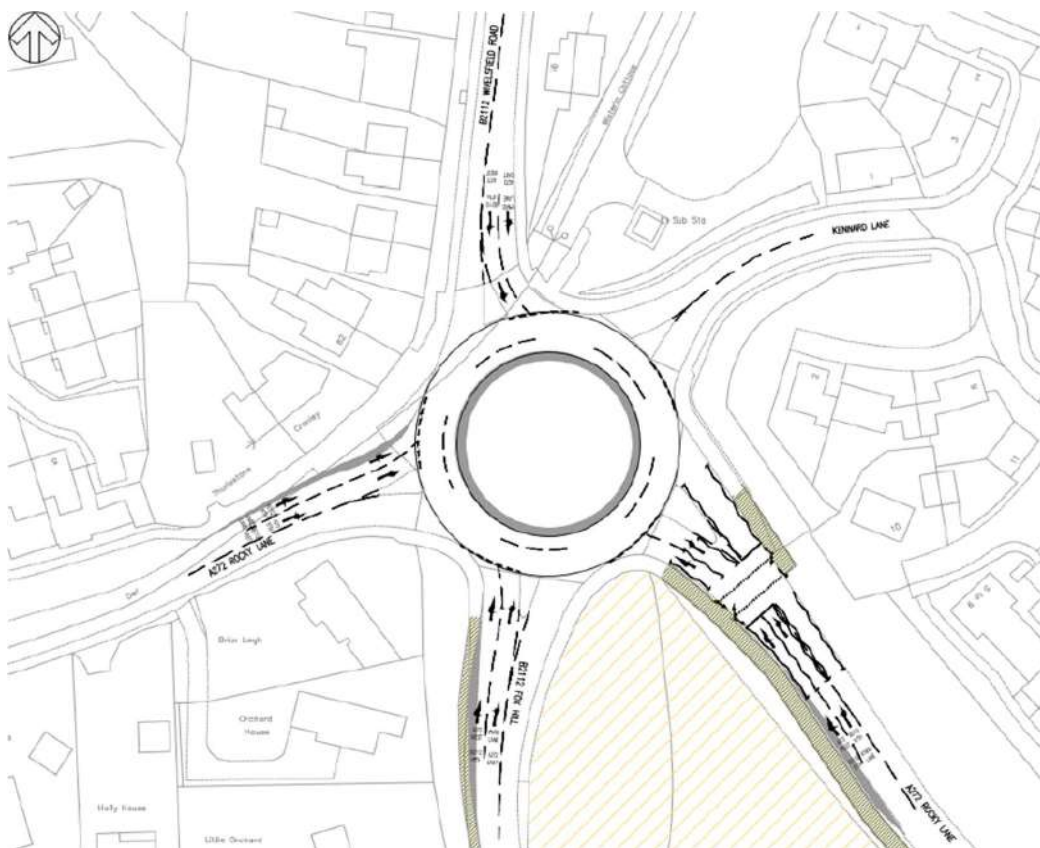
- 4.2.7 A mixed-use development comprising up to 375 dwellings, primary school, burial ground, and allotments.
- 4.2.8 The site is located south of the A272 Rocky Lane and is bound to the south by Hurstwood Lane. Access to the site is proposed via two priority T-Junctions onto Hurstwood Lane.
- 4.2.9 The application was submitted in July 2022 and received resolution to grant planning permission subject to the signing of the Section 106.
- 4.2.10 The application proposes a new toucan crossing on the B2112 Fox Hill approximately 60m north of the Hurstwood Lane junction, as well as associated widening of the footway. These proposals are shown on **Plate 4.2** below.

Plate 4.2 – Land at Hurst Farm (DM/22/2272) Toucan Crossing Proposals



- 4.2.11 Traffic calming measures are also proposed around the junction between B2112 Fox Hill and Hurstwood Lane, which are likely to include vehicle activated signs (VAS) and signage to alert drivers to the school on-site.
- 4.2.12 A toucan crossing is also proposed at the A272 Rocky Lane / B2112 Fox Hill roundabout (Junction 3) on the A272 Rocky Lane east approach, shown on **Plate 4.3** below. This also involves the extension of the existing footway / cycle network to provide a continuous link from the crossing to onwards provision.
- 4.2.13 Junction improvements also form part of the proposals at the A272 Rocky Lane / B2112 Fox Hill roundabout (Junction 3) and are as follows:
- Slight widening of the northbound approach to the roundabout from B2112 Fox Hill;
 - Slight widening of the eastbound approach to the roundabout from A272 Rocky Lane;
 - Slight widening of the westbound approach to the roundabout from the A272 Rocky Lane;
 - Amended white lining to provide an extended section of two lanes on the southbound approach to the roundabout from B2112 Wivelsfield Road; and
 - Reduction in the central circulatory island in order to allow two vehicles to navigate the roundabout at the same time.
- 4.2.14 The full junction improvement scheme is shown below on **Plate 4.3**.

Plate 4.3 – Land at Hurst Farm (DM/22/2722) – A272 Rocky Lane / B2112 Fox Hill Roundabout – Toucan Crossing



- 4.2.15 The proposals for Land at Hurst Farm also include a primary school located to the south west of the site, which residents at the Site will be within walking distance of.

Land East of Ditchling Road (LW/24/0178)

- 4.2.16 A residential development comprising 96 dwellings.
- 4.2.17 The site is located to the south east of Haywards Heath, bound to the east by Green Road and to the west by Ditchling Road. The Site is to be accessed via a priority T-junction off the Ditchling Road.
- 4.2.18 The application was approved in October 2024.
- 4.2.19 No junction or pedestrian / cycle improvements were proposed as part of this application.

4.3 Committed Development Flows

- 4.3.1 For each of the sites identified above, development flows have been taken from their respective submitted Transport Assessments, alongside distribution and assignment plots where available.
- 4.3.2 Where distribution was not provided within the Transport Assessments, the same distribution used to inform this Transport Assessment has been applied. This distribution has been applied to Land at Rogers Farm and Land East of Ditchling Road, where distribution has either not been provided or only provided for the site access junctions.
- 4.3.3 These traffic flows have been manually added to all future assessments to account for committed development growth.
- 4.3.4 The junction matrices are provided in **Appendix D**.

5 Development Proposals and Transport Strategy

5.1 Introduction

- 5.1.1 This Section outlines the development proposals, as well as the transport strategy for the Site, including strategies to encourage people to walk, cycle, and use public transport.
- 5.1.2 The Proposed Development comprises up to 130 dwellings and associated infrastructure, including open space and landscaping.
- 5.1.3 The Illustrative Masterplan is provided in **Appendix A**.

5.2 Vehicular Site Access Proposals

- 5.2.1 The Site is proposed to be accessed via a priority T-junction off the B2112 Lunce's Hill. Site access drawings are provided in **Appendix E**, along with swept path analysis in **Appendix F**.
- 5.2.2 The proposed site access is located within a 60mph speed limit. Speed surveys were undertaken in the form of two ATC counters located on the B2112 (ATC A & B). The 85th percentile speeds were:

-	ATC A	Northbound	49mph
-	ATC B	Southbound	38mph
- 5.2.3 Therefore, the visibility splay (SSD) requirements would be for a 50mph speed (DMRB) requiring 2.4m x 160m.
- 5.2.4 The site access design shows that a visibility splay of (in excess) of 160m can be achieved, and when taking into consideration Lunce's Hill to the south. To support the proposals, it would be pertinent to consider an extension of the current 30mph speed limit from the Fox and Hound Public House, to a point to the south of the Site – with a gateway feature provided. This isn't essential for the delivery of the site access, but would support the proposals well.
- 5.2.5 The development site access would also have a wide site frontage, providing extra resilience for emergency vehicles.

5.3 Parking Proposals

- 5.3.1 Parking proposals for the scheme will be confirmed as part of future Reserved Matters Applications. These will adhere to ESCC's and WSCC's latest parking standards at the time of the Reserved Matters Applications, unless otherwise agreed. There is considered to be sufficient room on the indicative layout to meet the needs of a development of up to 130 homes.

5.4 Pedestrian and Cycle Access Strategy and Provision

On-site

- 5.4.1 The Site is proposed to be accessed by pedestrians and cyclists via a path in the northern verge of the Site Access, where cycle provision leaves the carriageway along the B2112 Fox Hill and joins a 3.0m wide combined footway / cycle track and enters the Site.

- 5.4.2 The site layout will be designed to be permeable for pedestrians and cyclists with routes aligned towards key pedestrian and cycle desire lines through the development linking to the external access point. The on-site design philosophy will take account of the Department for Transport's Manual for Streets regarding forward visibility at on-site junctions and the need to reduce traffic speed.
- 5.4.3 The provision of sustainable transport modes will be supported by a number of promotional measures and awareness campaigns provided as part of the travel demand management strategy for the site. More details are provided in the supporting Residential Travel Plan.

Off-site

- 5.4.4 The site access design also incorporates a Puffin Crossing to the north of the Site, connecting pedestrians to the footway in the western verge of Fox Hill, where users can travel north to Haywards Heath, and to the bus stop on Fox Hill, located 300 metres from the centre of the Site.

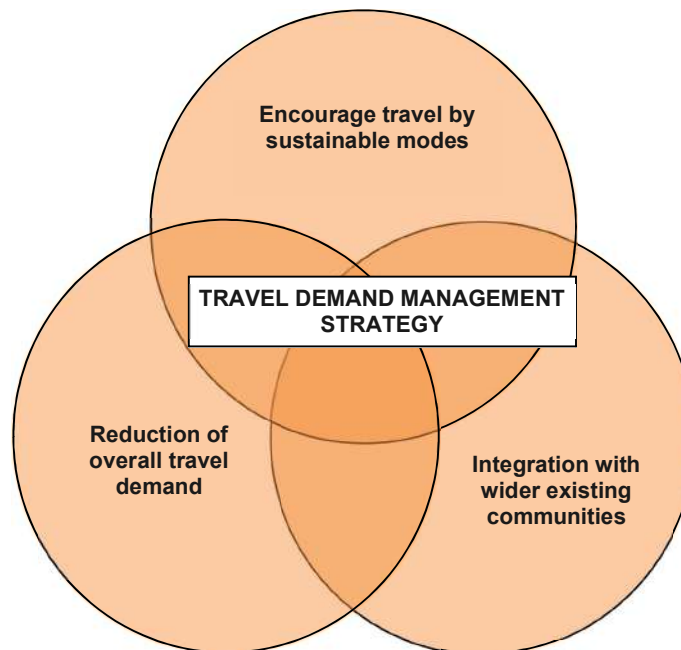
5.5 Public Transport Strategy

- 5.5.1 The Proposed Development benefits from being within close proximity of existing bus stops that are approximately 300 metres from the centre of the Site or circa 180m north of the site access. These stops are served by frequent services to Haywards Heath Town Centre and onwards, with a journey time of approximately five minutes to Haywards Heath Town Centre and 8 minutes to the Railway Station, in addition to services provided further afield.
- 5.5.2 Although the Proposed Development proposes no additional public transport services, the improved patronage from the Site, conservatively estimated to be 4 passengers at peak times, will support the long-term viability of existing services.
- 5.5.3 The Travel Plan supporting the Proposed Development includes a series of soft measures to encourage residents to use public transport.

5.6 Travel Demand Management Strategy

- 5.6.1 To support the transport strategy and encourage people to travel by sustainable modes of transport, a comprehensive travel demand management strategy has been developed for the Site.
- 5.6.2 The three main elements of the travel demand management strategy are shown in **Plate 5.2** below.

Plate 5.2 – Travel Demand Management Strategy – Lunce's Hill



- 5.6.3 The Residential Travel Plan will act as the key, over-arching, delivery mechanism for the travel demand management strategy for the Site. The success of the travel demand management will continue to be monitored regularly against agreed outcomes.

6 Vehicular Trip Generation and Distribution

6.1 Introduction

- 6.1.1 This Section identifies the forecast vehicle trip generation for the Proposed Development for the AM (0800-0900) and PM (1700-1800) peak hours.

6.2 Vehicle Trip Generation

- 6.2.1 The TRICS 7.11.2 database has been used to provide an initial estimate of the likely vehicle trip generation to / from the site within the AM (0800-0900) and PM (1700-1800) peak hours.
- 6.2.2 Vehicle trip rates have been generated for 'Residential – Houses Privately Owned'. Sites in Greater London, Ireland, Scotland and Wales have been excluded. Only sites classed as 'Edge of Town' or 'Suburban' have been considered as they are the most representative of the proposed development in terms of location.
- 6.2.3 Vehicle trip rates have been generated using TRICS surveyed sites of residential developments between 70 and 280 dwellings. Surveys have been excluded where the survey dates fell during a time of COVID-19 restrictions and / or where the development included flats.
- 6.2.4 The AM and PM peak hour trip rates are provided below in **Table 6.1**, as well as the forecast trip generation associated with the Proposed Development. At the time of undertaking technical work, work was completed on the basis of the site comprising 127 dwellings. This has subsequently increased to 130 dwellings, however this only equates to 1 additional trip. This assessment makes reference to 127 dwellings, although the difference in vehicle trip generation is immaterial. Detailed TRICS outputs are provided in **Appendix G**.

Table 6.1 – TRICS Trip Rate / Trip Generation (127 Dwellings)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
TRICS Rates (per dwelling)	0.122	0.376	0.498	0.358	0.147	0.505
TRICS Trip Generation (127 dwellings)	15	48	63	45	19	64

6.3 Vehicle Trip Distribution and Assignment

- 6.3.1 Vehicle trip distribution and assignment has been reviewed for residential trips to / from the site.
- 6.3.2 Data from the 2011 Census has been analysed to determine the existing trip distribution patterns for the area. Although dated, this data forms the latest available journey to work data, with the travel to work data from the 2021 Census not appropriate for use due to the impact of the Covid-19 pandemic.
- 6.3.3 The Middle Super Output Area (MSOA) of Mid Sussex 011 has been used as a suitable proxy for journey to work distribution trips given this area incorporates residential areas on the outskirts of Haywards Heath, which are similar in nature to the Proposed Development. The location of this MSOA is shown below on **Plate 6.1** – with a summary of the vehicle trip

distribution provided within **Table 6.2** and vehicle assignment in **Table 6.3**. The detailed distribution and assignment can be found in **Appendix H**.

Plate 6.1 – Mid Sussex 011 MSOA Location

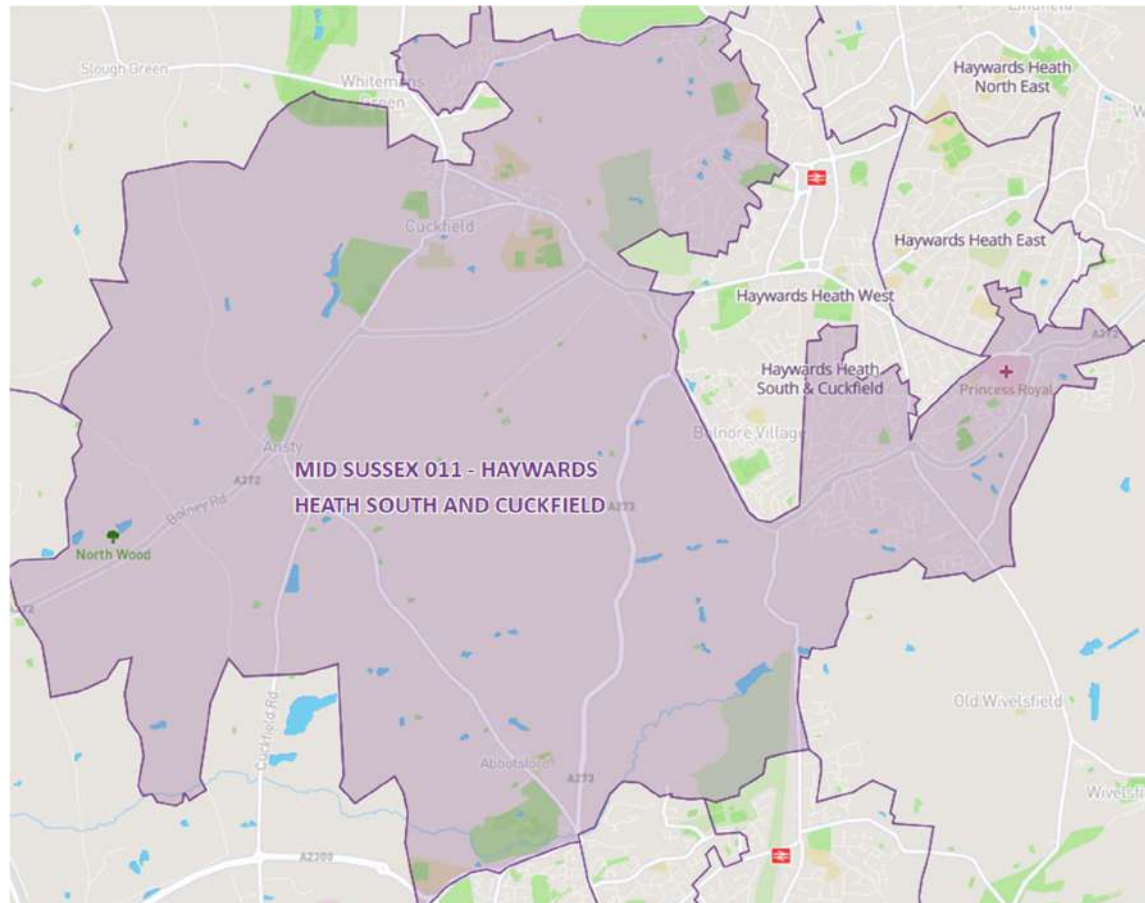


Table 6.2 – Vehicle Distribution – Mid Sussex 011

Destination	Distribution (%)
Haywards Heath	19.8%
Crawley	17.2%
Burgess Hill	9.8%
Cuckfield	8.9%
Lewes	5.7%
Lindfield	5.3%

Destination	Distribution (%)
Brighton and Hove	5.0%
Locations with less than 5% of trips	28.3%
TOTAL	100.0%

Table 6.3 – Vehicle Trip Assignment – Trips To / From the Site – Mid Sussex 011

Route	Assignment (%)	Assignment - Vehicle Trips – Two-Way	
		AM Peak (0800-0900)	PM Peak (1700-1800)
B2112 Lunce's Hill (S)	24.4%	15	16
B2112 Fox Hill (N)	75.6%	48	48
A272 Rocky Lane (W)	42.5%	27	27
B2112 Wivelsfield Road (N)	33.1%	21	21
B2272 (NW)	19.8%	13	13
B2112 (N)	13.2%	8	8
A272 (W)	8.0%	5	5
Broad Street	34.5%	22	22
TOTAL		63	64

7 Person Trip Generation Review

7.1 Introduction

- 7.1.1 This Section assesses the number of person trips likely to be made to and from the Site, with reference to the TRICS Vehicle Trip Rates provided in **Section 6**, and Journey to Work Data from the 2011 Census.
- 7.1.2 These datasets have been used to derive the number of person trips by mode anticipated to be made from the site, before a mode-shift assessment reviews how many trips will be targeted to shift to more sustainable modes of transport away from the private car.

7.2 Base Mode Share

- 7.2.1 The 2011 Census is dated, but still contains useful local mode share data for journeys to work from those residents in each Middle Super Output Area (MSOA), which are areas comprising 5,000 to 15,000 people. This data was used as a proxy to estimate the likely base mode share for residents at the Proposed Development with the knowledge that it is likely to be conservative due to changes that have occurred in travel behaviour over the ensuing decade.
- 7.2.2 Although a proportion of the trips associated with the Site are likely to be for purposes other than employment such as escorting children to school or leisure, journey to work data has been used as a proxy as it provides a worst case scenario of travel during peak hours.
- 7.2.3 The mode share of journeys to work from those residents in the surrounding Middle Super Output Area of Mid Sussex 011 (shown in Section 6) has been applied to estimate the likely base mode share of journeys to work for future residents at the Proposed Development.
- 7.2.4 This mode share is summarised in **Table 7.1**. Total two-way person trips relating to the proposed scheme are anticipated to be 63 in the AM (0800-0900) and 64 in the PM (1700-1800), calculated based on mode share from the Census with reference to proposed vehicle trip rates provided in **Section 6** of this Transport Assessment.

Table 7.1 – Base Mode Share – 2011 Census – Mid Sussex 011 MSA

	Car Driver	S.O.V*	Car Pass.	Cycle	Foot	Bus	Home Working	Motor-cycle	Total
Base Mode (%)	80.4%	76.5%	3.9%	1.2%	12.3%	1.6%	0.0%	0.6%	100.0%
Base Mode Share (AM)	63	48	3	1	10	1	0	0	78
Base Mode Share (PM)	64	49	3	0	10	1	0	0	80

*S.O.V – Single Occupancy Vehicle

7.3 Mode Shift Assessment

- 7.3.1 The transport strategy outlined in **Section 5** has been designed to reduce the number of single occupancy private car trips travelling to and from the Site.

- 7.3.2 ESCC's 'Local Transport Plan 4' identifies preferred transport outcomes that they hope to achieve. In their Core Scenario, they identify a preferred reduction in car trips of 19%. In their Plus Scenario, they identify a preferred reduction in car trips of 21%.
- 7.3.3 To remain consistent with the preferred outcomes identified in LTP4, a target mode shift of 20% from single occupancy vehicles has been applied for the Proposed Development, which falls between their Core and Plus scenarios.
- 7.3.4 Although LTP4 currently has draft status, the target reduction in trips identified in LTP4 has been applied in absence of any targets in the current LTP3.
- 7.3.5 In assessing the future mode shift, the following targets have been identified, with reference to travel demand management measures to be adopted at the Site:
- a mode share target of 4.9% is considered appropriate for car sharing, a 1.0% uplift on the base mode share. This is due to the travel plan initiatives;
 - a mode share target of 3.4% is considered appropriate for cycling, a 2.2% uplift on the base mode share. This is due to cycle improvements surrounding the site, summarised in [Section 5](#);
 - a mode share target of 14.4% is considered appropriate for walking, a 2.1% uplift on the base mode share. This is due to pedestrian provision surrounding the site; and
 - a mode share target of 4.6% is considered appropriate for public transport (bus), a 3.0% uplift on the base mode share. This is due to the Site being ideally situated to access public transport provision, as discussed in [Section 5](#).
- 7.3.6 The target mode share for Journeys to Work generated by the Proposed Development is summarised in [Table 7.2](#) to generate the 20% mode-shift target away from single occupancy vehicles.

Table 7.2 – Proposed Target Mode Share – 20% Mode Shift from Single Occupancy Vehicles

	Car Driver	S.O.V*	Car Pass.	Cycle	Foot	Bus	Home Working	Motor-cycle	Total
Base Mode Share	80.4%	76.5%	3.9%	1.2%	12.3%	1.6%	0.0%	0.6%	100.0%
% Mode Shift	-	-20%	-	-	-	-	-	-	-
Change in Mode Share	-14.3%	-15.3%	+1.0%	+2.2%	+2.1%	+3.0%	+6.0%	0.0%	-
Proposed Target Mode Share	66.1%	61.2%	4.9%	3.4%	14.4%	4.6%	6.0%	0.6%	100.0%

- 7.3.7 Reflecting the base and target mode shares summarised in [Table 7.2](#), the nominal person two-way trip figures for the Proposed Development in the AM peak (0800-0900) are summarised in [Table 7.3](#).

Table 7.3 – Nominal Mode Share Figures

	Car Driver	S.O.V*	Car Pass.	Cycle	Foot	Bus	Home Working	Motor-cycle	Total
Base Mode Share (AM)	63	48	3	1	10	1	0	0	78
Proposed Target Mode Share (AM)	52	39	4	3	11	4	5	0	78
Base Mode Share (PM)	64	49	3	0	10	1	0	0	80
Proposed Target Mode Share (PM)	53	39	4	3	11	4	5	0	80

8 Traffic Impact Assessment

8.1 Introduction

- 8.1.1 This Section reviews the forecast impact of the Proposed Development on the external highway network using link and junction assessments. This has been completed with reference to the vehicle trip generation, distribution, and assignment analysis included within the previous sections.
- 8.1.2 The following scenarios have been considered:
- 2028 Do Minimum – including TEMPro growth, committed development; and
 - 2028 Do Something – including TEMPro growth, committed development and 127 dwellings (Proposed Development). As noted earlier, this Transport Assessment was prepared on the basis of 127 dwellings although the proposals now constitute 130 dwellings. The difference in vehicle trip generation is immaterial however.
- 8.1.3 The 2028 forecast year has been used as this is likely to be the Proposed Development completion year.
- 8.1.4 TEMPro growth factors for Mid Sussex 011 from 2024 to 2028 have been used, and are provided in **Table 8.1** below.

Table 8.1 – TEMPro Growth Factors

	TEMPro Growth Factor – Mid Sussex 011 – 2024 to 2028
AM Peak (0700-1000)	1.0449
PM Peak (1600-1900)	1.0445

- 8.1.5 The factors provided in **Table 8.1** have been used to growth the observed traffic data obtained from the June 2024 traffic surveys, and account for forecast growth in the Mid Sussex 011 area.
- 8.1.6 This Section has been reviewed on the basis of no mode-shift from the Proposed Development or further afield on the network, despite a series of sustainable transport measures being promoted within this Transport Assessment to encourage a shift away from private vehicles. This Section is therefore a worst-case assessment.

8.2 Junction Impact Review

- 8.2.1 The junction capacity assessments are presented using the Ratio of Flow to Capacity (RFC) for priority junctions.
- 8.2.2 Practical capacity for a priority junction is generally accepted to be at an RFC of 1.00, but approaching capacity when in excess of 0.85.
- 8.2.3 The junction capacity assessment results have been colour coded as follows:

Green – Arm / movement operates within capacity;

Amber – Arm / movement operates between 0.85 and 1.00 RFC; and

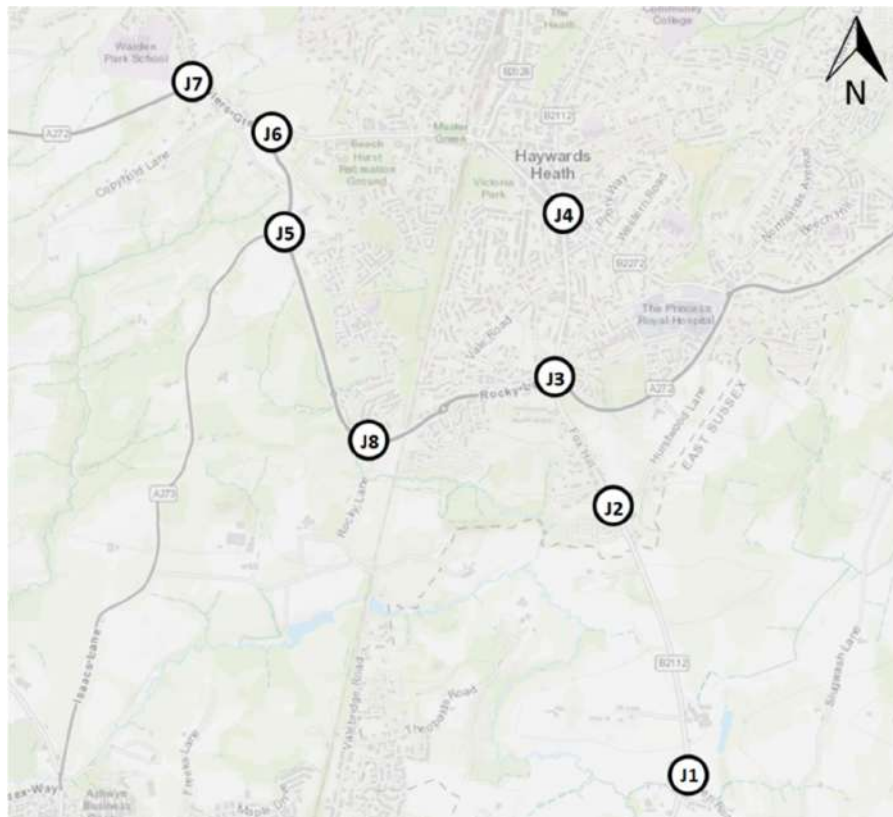
Red – Arm / movement operates over capacity.

8.2.4 The junctions included in this assessment were determined based on the assignment of trips, with the study area agreed with WSCC.

8.2.5 The following junctions have been reviewed. The location of these junctions is shown on **Plate 8.3** below.

- J1 – B2112 Lunce's Hill / Green Road / Ditchling Road Priority Mini Roundabout;
- J2 – B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane Priority T-Junction;
- J3 – B2112 / A272 Rocky Lane / Kennard Lane Priority Roundabout (Fox Hill Roundabout);
- J4 – B2112 / B2272 / Caxton Way Priority Roundabout;
- J5 – A272 / Parkfield Way / Isaac's Lane Priority Roundabout;
- J6 – B2272 / Isaac's Lane / Tylers Green Priority Roundabout (Tylers Green Roundabout);
- J7 – A272 / Broad Street / Tylers Green Priority Roundabout; and
- J8 – A272 Rocky Lane / Highbank Priority Roundabout.

Plate 8.1 – Junction Location Plan



8.2.6 Full outputs of the junction capacity assessments are provided in **Appendix I**.

Junction 1 – B2112 Lunce's Hill / Green Road / Ditchling Road Priority Mini Roundabout

8.2.7 The priority mini roundabout has been assessed within Junctions 10 using the 2028 Do Minimum and Do Something forecast traffic flows.

8.2.8 The results of the 2028 assessments are summarised in **Table 8.2** below.

Table 8.2 – Summary of Junctions 10 Results – Junction 1 – B2112 Lunce's Hill / Green Road / Ditchling Road Priority Mini Roundabout – 2028 Do Minimum and Do Something

Arm / Stream	2028 Do Minimum				2028 Do Something			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
B2112 Lunce's Hill (N)	0.81	4	0.83	5	0.83	5	0.84	5
Green Road (SE)	1.20	52	1.12	33	1.22	55	1.14	35
Ditchling Road (SW)	0.72	3	0.61	2	0.72	3	0.62	2
Junction Delay (s)	98.51		69.03		106.18		72.83	

8.2.9 The assessment results above indicate that this junction is forecast to operate over 0.85 RFC on the Green Road (SE) arm in the AM and PM in both scenarios, with a maximum RFC of 1.22 in the 2028 Do Something PM peak. This is an increase of 0.02 RFC in both peaks.

8.2.10 Whilst the Proposed Development will theoretically worsen conditions at this junction, the increase in delay per vehicle is an additional eight seconds in the AM and four seconds in the PM, both of which are likely to be imperceptible within the levels of traffic already at the junction.

8.2.11 Due to the impact being limited, no junction improvements are proposed here.

Junction 2 – B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane Priority T-Junction

8.2.12 The existing priority T-junction was assessed within Junctions 10 using the forecast 2028 Do Minimum and Do Something traffic flows.

8.2.13 The results of the 2028 assessments are summarised in **Table 8.3** below.

Table 8.3 – Summary of Junctions 10 Results – Junction 2 – B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane Priority T-Junction – 2028 Do Minimum and Do Something

Arm / Stream	2028 Do Minimum				2028 Do Something			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
Hurstwood Lane (NE) to B2112 Fox Hill (NW) and B2112 Lunce's Hill (SE)	0.64	2	0.43	1	0.65	2	0.44	1
B2112 Lunce's Hill (SE) to B2112 Fox Hill (NW) and Hurstwood Lane (NE)	0.63	3	0.29	1	0.66	3	0.30	1
Junction Delay (s)	7.23		2.72		7.63		2.74	

8.2.14 The assessments above show that the existing junction is forecast to operate within capacity both with and without development traffic.

Junction 3 – B2112 / A272 Rocky Lane / Kennard Lane Priority Roundabout (Fox Hill Roundabout)

8.2.15 The existing priority roundabout was assessed within Junctions 10 using the 2028 Do Minimum and Do Something traffic flows.

8.2.16 The results of the 2028 assessments are summarised in **Table 8.4** below.

Table 8.4 – Summary of Junctions 10 Results – Junction 3 – B2112 / A272 Rocky Lane / Kennard Lane Priority Roundabout (Fox Hill Roundabout) – 2028 Do Minimum and Do Something

Arm / Stream	2028 Do Minimum				2028 Do Something			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
Kennard Lane (NE)	0.05	0	0.00	0	0.05	0	0.00	0
A272 Rocky Lane (SE)	0.61	2	0.57	1	0.61	2	0.58	1
B2112 Fox Hill (SW)	0.86	6	0.69	2	0.90	8	0.71	2
A272 Rocky Lane (SW)	0.86	6	0.74	3	0.87	6	0.76	3
B2112 Wivelsfield Road (NW)	0.60	2	0.78	4	0.61	2	0.81	4
Junction Delay (s)	16.41		11.29		19.40		12.29	

8.2.17 The assessments above show that the B2112 Fox Hill (SW) and A272 Rocky Lane (SW) arms of the junction are forecast to operate over 0.85 RFC in the AM peak in both the Do Minimum and Do Something scenarios, though still within practical capacity.

8.2.18 Although the Proposed Development will theoretically worsen conditions at this junction, the impacts are likely to be imperceptible, with an increase in delay of three seconds across the whole junction.

8.2.19 Therefore, no junction improvements are proposed.

Junction 4 – B2112 / B2272 / Caxton Way Priority Roundabout

8.2.20 The existing priority roundabout was assessed within Junctions 10 using the forecast 2028 Do Minimum and Do Something traffic flows.

8.2.21 The results of the 2028 assessments are summarised in **Table 8.5** below.

Table 8.5 – Summary of Junctions 10 Results – Junction 4 – B2112 / B2272 / Caxton Way Priority Roundabout – 2028 Do Minimum and Do Something

Arm / Stream	2028 Do Minimum				2028 Do Something			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
B2112 (N)	0.58	1	0.82	4	0.58	1	0.83	5
Caxton Way (NE)	0.21	0	0.26	0	0.21	0	0.27	0
B2272 Franklyn Road (SE)	0.81	4	0.61	2	0.81	4	0.62	2
B2112 Wivelsfield Road (SW)	0.64	2	0.61	2	0.66	2	0.61	2
B2272 (NW)	0.50	1	0.62	2	0.51	1	0.63	2
Junction Delay (s)	10.90		11.52		11.12		12.01	

8.2.22 The assessments above show that the existing junction is forecast to operate within capacity both with and without development traffic.

Junction 5 – A272 / Parkfield Way / Isaac's Lane Priority Roundabout

8.2.23 The existing priority roundabout was assessed within Junctions 10 using the forecast 2028 Do Minimum and Do Something traffic flows.

8.2.24 The results of the 2028 assessments are summarised in **Table 8.6** below.

Table 8.6 – Summary of Junctions 10 Results – Junction 5 – A272 / Parkfield Way / Isaac's Lane Priority Roundabout – 2028 Do Minimum and Do Something

Arm / Stream	2028 Do Minimum				2028 Do Something			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
Isaac's Lane (N)	0.49	1	0.74	3	0.49	1	0.75	3
Parkfield Way (E)	0.27	0	0.25	0	0.28	0	0.25	0
A272 Traunstein Way (SE)	0.68	2	0.54	1	0.70	2	0.55	1
Isaac's Lane (W)	0.39	1	0.34	1	0.40	1	0.35	1
Junction Delay (s)	6.12		6.75		6.35		7.01	

8.2.25 The assessments above show that the existing junction is forecast to operate within capacity both with and without development traffic.

Junction 6 – B2272 / Isaac's Lane / Tylers Green Priority Roundabout (Tylers Green Roundabout)

8.2.26 The existing priority roundabout was assessed within Junctions 10 using the forecast 2028 Do Minimum and Do Something traffic flows.

8.2.27 The results of the 2028 assessments are summarised in **Table 8.7** below.

Table 8.7 – Summary of Junctions 10 Results – Junction 6 – B2272 / Isaac's Lane / Tylers Green Priority Roundabout (Tylers Green Roundabout) – 2028 Do Minimum and Do Something

Arm / Stream	2028 Do Minimum				2028 Do Something			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
B2272 Butler's Green Road (E)	0.67	2	0.84	5	0.67	2	0.84	5
Isaac's Lane (S)	0.66	2	0.54	1	0.68	2	0.54	1
Tylers Green (NW)	0.81	4	0.91	9	0.81	4	0.92	10
Junction Delay (s)	8.71		15.65		8.93		17.33	

8.2.28 The assessments above show that the existing Tylers Green arm is forecast to operate with a capacity of 0.91 RFC in the Do Minimum scenario, and deteriorate by 0.01 RFC in the Do Something scenario.

8.2.29 This deterioration results in one additional vehicle queueing and an additional two seconds of junction delay.

8.2.30 Due to the minimal impact the Proposed Development has at this junction, no improvements are proposed.

Junction 7 – A272 / Broad Street / Tylers Green Priority Roundabout

8.2.31 The existing priority roundabout was assessed within Junctions 10 using the forecast 2028 Do Minimum and Do Something traffic flows.

8.2.32 The results of the 2028 assessments are summarised in **Table 8.8** below.

Table 8.8 – Summary of Junctions 10 Results – Junction 7 – A272 / Broad Street / Tylers Green Priority Roundabout – 2028 Do Minimum and Do Something

Arm / Stream	2028 Do Minimum				2028 Do Something			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
Tylers Green (SE)	1.05	52	1.06	59	1.07	62	1.07	63
A272 (SW)	0.45	1	0.49	1	0.46	1	0.49	1
Broad Street (NW)	0.39	1	0.53	1	0.40	1	0.54	1
Junction Delay (s)	64.63		67.02		74.74		70.35	

8.2.33 The results presented above show that the Tylers Green arm is forecast to operate over capacity in both the Do Minimum and Do Something scenarios.

- 8.2.34 Although the Proposed Development will theoretically worsen conditions at this junction, the impact is minimal with an increase in 0.02 RFC in the AM peak and 0.01 RFC in the PM peak.
- 8.2.35 This increase results in an additional vehicle through the junction every two minutes, which would be imperceptible.
- 8.2.36 Therefore, due to the impact of development being negligible in the existing levels of traffic, no junction improvements are proposed here.

Junction 8 – A272 Rocky Lane / Highbank Priority Roundabout

- 8.2.37 The existing priority roundabout was assessed within Junctions 10 using the forecast 2028 Do Minimum and Do Something traffic flows.
- 8.2.38 The results of the 2028 assessments are summarised in **Table 8.9** below.

Table 8.9 – Summary of Junctions Results – Junction 8 – A272 Rocky Lane / Highbank Priority Roundabout – 2028 Do Minimum and Do Something

Arm / Stream	2028 Do Minimum				2028 Do Something			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
Highbank (N)	0.06	1	0.05	0	0.07	0	0.05	1
A272 Rocky Lane (E)	0.93	11	0.87	6	0.95	13	0.88	7
Rocky Lane (S)	0.40	1	0.42	1	0.41	1	0.42	1
A272 (W)	0.51	1	0.65	2	0.51	1	0.66	2
Junction Delay (s)	19.66		12.81		23.01		13.36	

- 8.2.39 The assessments above show that the A272 Rocky Lane arm is forecast to operate with an RFC in excess of 0.85 in both peak hours, in both the Do Minimum and Do Something scenarios.
- 8.2.40 Although the Proposed Development does result in minor increases in RFC, this only equates to an additional four second delay in the AM peak and an additional one second delay in the PM peak.
- 8.2.41 Due to these delays being imperceptible, no junction improvements are proposed here.

9 Summary and Conclusions

- 9.1.1 This Transport Assessment has been prepared to accompany an Outline Planning Application (appearance, landscaping, layout and scale reserved), for the erection of up to 130 dwellings, together with the change of use of an existing barn for a flexible community and / or commercial use, along with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access and associated works (all matters reserved except for access).
- 9.1.2 The Site is to be accessed via one vehicular access point, a priority T-junction off B2112 Lunce's Hill.
- 9.1.3 A review of key national and local policies in respect of transport have been reviewed which concluded that the Proposed Development will adhere well to those policies reviewed – particularly through the implementation of travel demand management measures to reduce the use of single occupancy vehicles traveling to / from the Proposed Development.
- 9.1.4 A review of existing conditions within this Transport Assessment has confirmed this position, with the Site located south-east of Haywards Heath, currently accessible via sufficient walking, cycling, and public transport provision. A review of Personal Injury Collision data has been completed for the most recent five-year period, confirming no safety concerns or trends.
- 9.1.5 A transport strategy has been completed which identifies a series of measures to encourage mode-shift away from single occupancy vehicles. This strategy includes for, but is not limited to:
- the provision of a direct footway connection between the Site and the network of footways along the B2112 Fox Hill and onwards into Haywards Heath Town Centre, including the provision of a new Toucan crossing;
 - support to the long term viability of bus services to Haywards Heath through the provision of additional patronage from the centre, with the centre of Site approximately 300m from the bus stops on the B2112 Fox Hill; and
 - the implementation of a Residential Travel Plan that identifies a range of soft-measures to encourage the use of sustainable modes of transport away from the Private Car.
- 9.1.6 Following the identification of the transport strategy, a mode-shift assessment has been completed for the Proposed Development – identifying targets for each mode to ensure the 20% mode shift target away from single occupancy vehicles is met. This includes identification of anticipated resident numbers using each mode within the peak hour.
- 9.1.7 Junction capacity assessments of junctions within the local highway network have been carried out, which demonstrate the Site has no significant impact on any of the junctions.
- 9.1.8 Paragraph 116 of the NPPF states that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*
- 9.1.9 In accordance with the current NPPF, there is no reason that the Proposed Development should be refused on highway grounds.

Appendix A Illustrative Masterplan



Do not scale from this drawing.
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information provided by third parties. Whilst all reasonable efforts
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PLANNING

- Site boundary (8.88ha)
- Public Right of Way (PROW)
- Historic byway
- Proposed point of vehicular, cycle and pedestrian access
- Proposed primary street with 2m footpaths
- Proposed shared space street
- Proposed private drive
- Stream crossing area
- Proposed recreational footpaths
- Proposed attenuation basin
- Existing vegetation and trees retained and enhanced
- Proposed boundary planting
- Proposed LEAP
- Proposed wildflower meadow
- Public Open Space buffer from Ancient Woodland
- Proposed farmstead style dwellings and courtyard
- Flexible commercial and/or community use - retention and restoration of existing barn
- Proposed puffin crossing

Rev.	Date	Description
Land east of Lunce's Hill HAYWARDS HEATH		
Illustrative Masterplan		
Job ref: 604	Drawing number: P01	Revision:
Scale: 1:2000 @ A3	Date: February 2025	



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Appendix B Bus Timetable and Route Map

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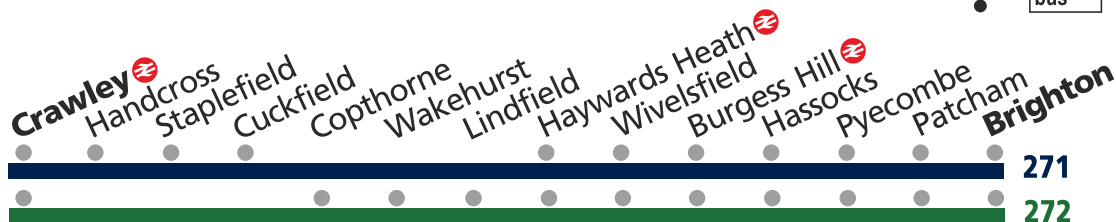
Crawley - Haywards Heath - Burgess Hill - Brighton



Daily from 28th August 2021

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Mon to Sat from 3rd June 2023



Mondays to Fridays

Code.....								SDO	NSD				
Service	271	271	272	271	272	272	272	271	271	272	271	272	271
Crawley Bus Station	0503	0543	....	0639	....	0655	0736	0749	0800	0849	0953	1040	1153
Brighton Road Wakehurst Drive	0507	0547	....	0643	....	↓	↓	0755	0805	↓	0957	↓	1157
Pease Pottage Black Swan	0512	0552	....	0649	....	↓	↓	0803	0811	↓	1003	↓	1203
Handcross Red Lion & Nymans	0517	0557	....	0655	....	↓	↓	0811	0817	↓	1009	↓	1209
Staplefield Jolly Tanners	0520	0600	....	0658	....	↓	↓	0814	0820	↓	1012	↓	1212
Cuckfield High Street	0527	0607	....	0705	....	↓	↓	0823	0828	↓	1020	↓	1220
Three Bridges Station, Stop B	↓	↓	....	↓	....	0700	0742	↓	↓	0855	↓	1046	↓
Copthorne Hotel .....	↓	↓	....	↓	....	0705	0749	↓	↓	0901	↓	1051	↓
Copthorne Dukes Head	↓	↓	0553	↓	....	0708	0752	↓	↓	0904	↓	1054	↓
Crawley Down War Memorial	↓	↓	0556	↓	....	0711	0755	↓	↓	0907	↓	1057	↓
Turners Hill Crown	↓	↓	0602	↓	....	0717	0804	↓	↓	0914	↓	1104	↓
Wakehurst	↓	↓	↓	↓	....	0724	0811	↓	↓	0921	↓	1111	↓
Ardingly Hapstead Hall	↓	↓	0611	↓	....	0729	0817	↓	↓	0926	↓	1116	↓
Lindfield High Street	↓	↓	0618	↓	....	0736	0824	↓	↓	0933	↓	1123	↓
Warden Park School Grounds .....	↓	↓	↓	↓	....	↓	↓	0827	↓	↓	↓	↓	↓
Haywards Heath Perrymount Road (arr)	0535	0615	0623	0713	....	0742	0832	0837	0836	0938	1028	1128	1228
Haywards Heath Perrymount Road (dep)	0536	0616	0624	0715	....	0742	0832	0839	0839	0940	1030	1130	1230
Haywards Heath South Road	0539	0619	0627	0719	....	0746	0836	0843	0843	0945	1035	1135	1235
Princess Royal Hospital	0543	0623	0631	0723	0735	0749	0840	0851	0851	0950	1040	1140	1240
Wivelsfield Ote Hall Chapel	0548	0628	0636	0728	0740	....	....	0856	0856	0955	1045	1145	1245
World's End Janes Lane	0553	0633	0641	0733	0745	....	....	0901	0901	1000	1050	1150	1250
Burgess Hill Rail Station	0556	0636	0645	0738	0750	....	....	0905	0905	1005	1054	1154	1254
Burgess Hill Church Road	0558	0638	0647	0741	0753	....	....	0908	0908	1008	1057	1157	1257
Hassocks Stone Pound	0606	0647	0656	0751	0804	....	....	0917	0917	1017	1106	1206	1306
Pyecombe Garage	0610	0651	0701	0756	0809	....	....	0922	0922	1022	1110	1210	1310
Patcham Place	0614	0655	0705	0800	0813	....	....	0926	0926	1026	1114	1214	1314
Preston Road Harrington Road	0617	0659	0709	0805	0819	....	....	0930	0930	1030	1118	1218	1318
Brighton Old Steine	0626	0709	0721	0820	0835	....	....	0943	0943	1043	1131	1231	1331
Royal Sussex County Hospital	0632	0715	0728	0828	0843	....	....	0950	0950	1050	1138	1238	1338

Mondays to Fridays cont...

Service	272	271	272	271	272	272	271	272	272
Crawley Bus Station	1240	1353	1456	1600	....	1715	1840	1935	....
Brighton Road Wakehurst Drive	↓	1357	↓	1604	....	↓	1844	↓	....
Pease Pottage Black Swan	↓	1403	↓	1610	....	↓	1850	↓	....
Handcross Red Lion & Nymans	↓	1409	↓	1617	....	↓	1856	↓	....
Staplefield Jolly Tanners	↓	1412	↓	1620	....	↓	1859	↓	....
Cuckfield High Street	↓	1420	↓	1628	....	↓	1906	↓	....
Three Bridges Station, Stop B	1246	↓	1503	↓	....	1723	↓	1941	....
Copthorne Hotel	1251	↓	1509	↓	....	1729	↓	1946	....
Copthorne Dukes Head	1254	↓	1512	↓	....	1732	↓	1949	....
Crawley Down War Memorial	1257	↓	1515	↓	....	1735	↓	1952	....
Turners Hill Crown	1304	↓	1522	↓	....	1742	↓	1957	....
Wakehurst	1311	↓	1529	↓	....	1749	↓	↓	....
Ardingly Hapstead Hall	1316	↓	1534	↓	....	1753	↓	2006	....
Lindfield High Street	1323	↓	1541	↓	....	1800	↓	2013	....
Haywards Heath Perrymount Road (arr)	1328	1428	1546	1636	....	1805	1914	2017	....
Haywards Heath Perrymount Road (dep)	1330	1430	1548	1638	1700	1807	1916	2018	2123
Haywards Heath South Road	1335	1435	1553	1643	1705	1812	1920	2021	2126
Haywards Heath Princess Royal Hospital	1340	1440	1558	1649	1710	1817	1925	2025	2130
Wivelsfield Ote Hall Chapel	1345	1445	1603	1654	1715	1822	1930	2030	2135
World's End Janes Lane	1350	1450	1608	1659	1720	1827	1935	2035	2140
Burgess Hill Rail Station	1354	1454	1613	1704	1725	1831	1938	2038	2143
Burgess Hill Church Road	1357	1457	1616	1707	1728	1834	1941	2040	2145
Hassocks Stone Pound	1406	1507	1626	1719	1740	1843	1949	2047	2152
Pyecombe Garage	1410	1511	1630	1724	1745	1847	1953	2051	2156
Patcham Place	1414	1515	1634	1728	1749	1851	1957	2055	2200
Preston Road Harrington Road	1418	1519	1638	1732	1753	1855	2001	2058	2203
Brighton Old Steine	1431	1532	1652	1747	1808	1908	2012	2109	2213
Royal Sussex County Hospital	1438	1540	1700	1755	1816	1915	2018	2115	2219

CODE:

SDO Schooldays only.

NSD Non-Schooldays.

Historic Building and Gardens.

Crawley - Haywards Heath - Burgess Hill - Brighton

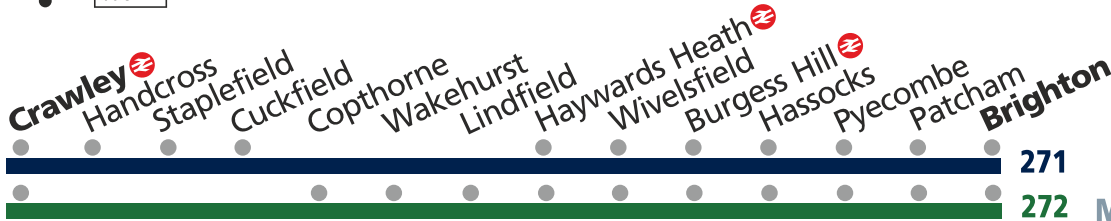


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Daily from 28th August 2021

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Mon to Sat from 3rd June 2023



Saturdays

Service	272	272	271	272	271	272	271	272	271	272	271	272
Crawley Bus Station	0750	0802	0844	0953	1040	1153	1240	1353	1440	1553	1710	
Brighton Road Wakehurst Drive		0806		0957		1157		1357		1557		
Pease Pottage Black Swan		0812		1003		1203		1403		1603		
Handcross Red Lion & Nymans		0817		1009		1209		1409		1609		
Staplefield Jolly Tanners		0820		1012		1212		1412		1612		
Cuckfield High Street		0828		1020		1220		1420		1620		
Three Bridges Station, Stop B	0755		0849		1046		1246		1446		1716	
Copthorne Hotel	0800		0854		1051		1251		1451		1721	
Copthorne Dukes Head	0537	0802		0857		1054		1254		1454		1724
Crawley Down War Memorial	0540	0805		0900		1057		1257		1457		1727
Turners Hill Crown	0545	0812		0907		1104		1304		1504		1734
Wakehurst Car Park		0818		0913		1111		1311		1511		1741
Ardingly Hapstead Hall	0554	0822		0918		1116		1316		1516		1745
Lindfield High Street	0601	0829		0925		1123		1323		1523		1752
Haywards Heath Perrymount Road (arr)	0605	0834	0836	0930	1028	1128	1228	1328	1428	1528	1628	1757
Haywards Heath Perrymount Road (dep)	0606	0834	0838	0932	1030	1130	1230	1330	1430	1530	1630	1757
Haywards Heath South Road	0609	0837	0841	0936	1035	1135	1235	1335	1435	1535	1634	1800
Princess Royal Hospital	0613	0840	0845	0940	1040	1140	1240	1340	1440	1540	1639	1802
Wivelsfield Ote Hall Chapel	0618		0850	0945	1045	1145	1245	1345	1445	1545	1644	...
World's End Janes Lane	0623		0855	0950	1050	1150	1250	1350	1450	1550	1649	...
Burgess Hill Rail Station	0626		0858	0954	1054	1154	1254	1354	1454	1554	1653	...
Burgess Hill Church Road	0628		0901	0957	1057	1157	1257	1357	1457	1557	1656	...
Hassocks Stone Pound	0635		0910	1006	1106	1206	1306	1406	1506	1606	1705	...
Pyecombe Garage	0639		0914	1010	1110	1210	1310	1410	1510	1610	1709	...
Patcham Place	0643		0918	1014	1114	1214	1314	1414	1514	1614	1713	...
Preston Road Harrington Road	0646		0922	1018	1118	1218	1318	1418	1518	1618	1717	...
Brighton Old Steine	0654		0933	1031	1131	1231	1331	1431	1531	1631	1729	...
Royal Sussex County Hospital	0700		0940	1038	1138	1238	1338	1438	1538	1638	1736	...

Sundays and Public Holidays

Service	271	271	271	271
Crawley Bus Station, Stop F	0850	1050	1320	1520
Brighton Road Wakehurst Drive	0854	1054	1324	1524
Pease Pottage Black Swan	0859	1059	1329	1529
Handcross Red Lion & Nymans	0905	1105	1335	1535
Staplefield Jolly Tanners	0908	1108	1338	1538
Cuckfield High Street	0915	1115	1345	1545
Haywards Heath Perrymount Road (arr)	0923	1123	1353	1553
Haywards Heath Perrymount Road (dep)	0925	1125	1355	1555
Haywards Heath South Road	0928	1128	1358	1558
Haywards Heath Princess Royal Hospital	0933	1133	1403	1603
Wivelsfield Ote Hall Chapel	0938	1138	1408	1608
World's End Janes Lane	0943	1143	1413	1613
Burgess Hill Rail Station	0947	1147	1417	1617
Burgess Hill Church Road	0949	1149	1419	1619
Hassocks Stone Pound	0958	1158	1428	1628
Pyecombe Garage	1002	1202	1432	1632
Patcham Place	1006	1206	1436	1636
Preston Road Harrington Road	1010	1210	1440	1640
Brighton Old Steine	1021	1222	1452	1651
Royal Sussex County Hospital	1028	1229	1459	1658

CODE: Historic Building and Gardens.

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Mon to Sat from 3rd June 2023



Mondays to Fridays

Code.....	271	272	271	271	272	272	271	272	271	272	NSD 271	SDO 271	SDO 272
Service													
Royal Sussex County Hospital.....	0558	0637	0735	0840	0856	....	1000	1100	1150	1250	1350	1350	....
Brighton Old Steine, Stop D	0603	0644	0744	0849	0905	....	1008	1108	1158	1258	1358	1358	....
Preston Road Harrington Road	0609	0653	0755	0859	0915	....	1017	1117	1207	1307	1407	1407	....
Patcham Place	0615	0658	0805	0907	0923	....	1024	1124	1214	1314	1414	1414	....
Pyecombe Garage.....	0619	0702	0810	0911	0927	....	1028	1128	1218	1318	1418	1418	....
Hassocks Stone Pound.....	0623	0706	0817	0916	0932	....	1033	1133	1223	1323	1423	1423	....
Burgess Hill Church Road.....	0630	0714	0827	0926	0942	....	1043	1143	1233	1333	1433	1433	....
Burgess Hill Rail Station.....	0631	0715	0828	0927	0943	....	1044	1144	1234	1334	1434	1434	....
World's End Janes Lane	0635	0719	0834	0932	0948	....	1049	1149	1239	1339	1439	1439	....
Wivelsfield Ote Hall Chapel.....	0639	0723	0838	0936	0952	....	1053	1153	1243	1343	1443	1443	....
Haywards Heath Princess Royal Hospital.....	0646	0730	0847	0944	1000	1050	1100	1200	1250	1350	1450	1450	....
Haywards Heath South Road	0648	....	0851	0948	1003	1053	1103	1203	1253	1353	1454	1454	....
Haywards Heath Perrymount Road (arr).....	0651	....	0855	0952	1007	1057	1107	1207	1257	1357	1459	1500	....
Haywards Heath Perrymount Road (dep)	0653	....	0858	0954	1009	1057	1109	1209	1259	1359	1501	1500	....
Warden Park School Grounds.....	↓	....	↓	↓	↓	↓	↓	↓	↓	↓	↓	1514	....
Oathall Community College .....	↓	....	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	1523
Lindfield High Street .....	↓	....	↓	↓	1014	1102	↓	1214	↓	1404	↓	↓	1527
Ardingly Hapstead Hall .....	↓	....	↓	↓	1021	1109	↓	1221	↓	1411	↓	↓	1534
Wakehurst.....	↓	....	↓	↓	1024	1112	↓	1224	↓	1414	↓	↓	1537
Turners Hill Crown.....	↓	....	↓	↓	1031	1119	↓	1231	↓	1421	↓	↓	1544
Crawley Down War Memorial .....	↓	....	↓	↓	1036	1124	↓	1236	↓	1426	↓	↓	1549
Copthorne Dukes Head .....	↓	....	↓	↓	1039	1127	↓	1239	↓	1429	↓	↓	1552
Copthorne Hotel.....	↓	....	↓	↓	1042	1130	↓	1242	↓	1432	↓	↓	1555
Three Bridges Station, Stop A.....	↓	....	↓	↓	1047	1135	↓	1247	↓	1437	↓	↓	1601
Cuckfield High Street	0701	....	0906	1002	↓	↓	1117	↓	1307	↓	1509	1517	↓
Staplefield Jolly Tanners	0709	....	0914	1010	↓	↓	1125	↓	1315	↓	1517	1526	↓
Handcross Red Lion & Nymans.....	0712	....	0917	1013	↓	↓	1128	↓	1318	↓	1520	1529	↓
Pease Pottage Black Swan	0718	....	0923	1019	↓	↓	1134	↓	1324	↓	1526	1537	↓
Brighton Road Wakehurst Drive	0723	....	0928	1024	↓	↓	1139	↓	1329	↓	1532	1542	↓
Crawley Bus Station.....	0728	....	0933	1029	1053	1141	1144	1253	1334	1443	1537	1547	1607

Mondays to Fridays cont...

Service	272	271	271	272	271	272	271	272	272	271
Royal Sussex County Hospital.....	1505	1605	1650	1713	1808	1827	1925	2025	2125	2225
Brighton Old Steine, Stop D	1513	1614	1659	1722	1816	1835	1932	2031	2131	2231
Preston Road Harrington Road	1523	1625	1710	1733	1825	1844	1940	2039	2138	2238
Patcham Place	1531	1634	1719	1742	1833	1852	1946	2044	2143	2243
Pyecombe Garage.....	1535	1638	1723	1746	1837	1856	1950	2047	2146	2246
Hassocks Stone Pound.....	1540	1643	1728	1751	1842	1901	1954	2051	2150	2249
Burgess Hill Church Road.....	1552	1654	1739	1802	1852	1911	2004	2058	2157	2256
Burgess Hill Rail Station.....	1553	1655	1740	1803	1853	1912	2005	2059	2158	2257
World's End Janes Lane	1558	1700	1745	1808	1858	1917	2009	2103	2202	2301
Wivelsfield Ote Hall Chapel.....	1602	1704	1749	1812	1902	1921	2013	2107	2206	2305
Haywards Heath Princess Royal Hospital.....	1609	1713	1758	1821	1909	1928	2019	2113	2212	2311
Haywards Heath South Road	1612	1717	1801	1823	1911	1930	2021	2115	2214	2313
Haywards Heath Perrymount Road (arr).....	1616	1722	1805	1827	1914	1933	2024	2118	2217	2316
Haywards Heath Perrymount Road (dep)	1619	1725	1807	1829	1916	....	2025	....	2218	2317
Lindfield High Street	1624	↓	↓	1834	↓	....	↓	....	2222	↓
Ardingly Hapstead Hall	1631	↓	↓	1841	↓	....	↓	....	2229	↓
Wakehurst.....	1634	↓	↓	1844	↓	....	↓	....	2232	↓
Turners Hill Crown.....	1641	↓	↓	1850	↓	....	↓	....	2238	↓
Crawley Down War Memorial	1647	↓	↓	1855	↓	....	↓	....	2242	↓
Copthorne Dukes Head	1651	↓	↓	1858	↓	....	↓	....	2245	↓
Copthorne Hotel.....	1654	↓	↓	1901	↓	....	↓	....	2247	↓
Three Bridges Station, Stop A.....	1700	↓	↓	1906	↓	....	↓	....	2252	↓
Cuckfield High Street	↓	1734	1815	↓	1924	....	2032	....	↓	2324
Staplefield Jolly Tanners	↓	1744	1823	↓	1931	....	2039	....	↓	2331
Handcross Red Lion & Nymans.....	↓	1747	1826	↓	1934	....	2042	....	↓	2334
Pease Pottage Black Swan	↓	1753	1832	↓	1939	....	2047	....	↓	2339
Brighton Road Wakehurst Drive	↓	1800	1837	↓	1943	....	2051	....	↓	2343
Crawley Bus Station.....	1706	1806	1842	1911	1947	....	2055	....	2256	2346

CODE:

SDO

Schooldays only.

NSD

Non-Schooldays.



Historic Building and Gardens.

Brighton - Burgess Hill - Haywards Heath - Crawley



271

Daily from 28th August 2021

272

Mon to Sat from 3rd June 2023



Saturdays

Service	272	272	271	272	271	272	271	272	271	272	271	271
Royal Sussex County Hospital	0618	....	0950	1050	1150	1250	1350	1450	1550	1650	....	1750
Brighton Old Steine, Stop D	0623	....	0958	1058	1158	1258	1358	1458	1558	1658	....	1758
Preston Road Harrington Road	0629	....	1007	1107	1207	1307	1407	1507	1607	1707	....	1807
Patcham Place	0635	....	1013	1114	1214	1314	1414	1514	1614	1714	....	1814
Pyecombe Garage	0639	....	1017	1118	1218	1318	1418	1518	1618	1718	....	1818
Hassocks Stone Pound	0643	....	1021	1123	1223	1323	1423	1523	1623	1723	....	1822
Burgess Hill Church Road	0650	....	1031	1133	1233	1333	1433	1533	1633	1733	....	1832
Burgess Hill Rail Station	0651	....	1032	1134	1234	1334	1434	1534	1634	1734	....	1833
World's End Janes Lane	0655	....	1037	1139	1239	1339	1439	1539	1639	1739	....	1838
Wivelsfield Ote Hall Chapel	0659	....	1041	1143	1243	1343	1443	1543	1643	1743	....	1842
Princess Royal Hospital	0706	0850	1048	1150	1250	1350	1450	1550	1650	1750	1808	1849
Haywards Heath South Road	0708	0853	1051	1153	1253	1353	1453	1553	1653	1753	1811	1851
Haywards Heath Perrymount Road (arr)	0711	0857	1055	1157	1257	1357	1457	1557	1657	1757	1815	1854
Haywards Heath Perrymount Road (dep)	....	0857	1057	1159	1259	1359	1459	1559	1659	1759	1815	1856
Lindfield High Street	....	0902	....	1204	....	1404	....	1604	....	1804	....	....
Ardingly Hapstead Hall	....	0909	....	1211	....	1411	....	1611	....	1811	....	....
Wakehurst	....	0912	....	1214	....	1414	....	1614	....	1814	....	....
Turners Hill Crown	....	0919	....	1221	....	1421	....	1621	....	1820	....	....
Crawley Down War Memorial	....	0924	....	1226	....	1426	....	1626	....	1825	....	....
Copthorne Dukes Head	....	0927	....	1229	....	1429	....	1629	....	1828	....	....
Copthorne Hotel	....	0930	....	1232	....	1432	....	1632	....	1831	....	....
Three Bridges Station, Stop A	....	0935	....	1237	....	1437	....	1637	....	1836	....	....
Cuckfield High Street	....	....	1105	....	1307	....	1507	....	1707	....	1823	1904
Staplefield Jolly Tanners	....	....	1113	....	1315	....	1515	....	1715	....	1831	1912
Handcross Red Lion & Nymans	....	....	1116	....	1318	....	1518	....	1718	....	1834	1915
Pease Pottage Black Swan	....	....	1122	....	1324	....	1524	....	1724	....	1839	1920
Brighton Road Wakehurst Drive	....	....	1127	....	1329	....	1529	....	1729	....	1843	1924
Crawley Bus Station	....	0941	1132	1243	1334	1443	1534	1643	1734	1841	1847	1928

Sundays and Public Holidays

Service	271	271	271	271
Royal Sussex County Hospital	1044	1243	1518	1718
Brighton Old Steine	1051	1250	1525	1725
Preston Road Harrington Road	1100	1259	1534	1734
Patcham Place	1106	1306	1541	1741
Pyecombe Garage	1110	1310	1545	1745
Hassocks Stone Pound	1114	1314	1549	1749
Burgess Hill Church Road	1123	1323	1558	1758
Burgess Hill Rail Station	1124	1324	1559	1759
World's End Janes Lane	1129	1329	1604	1804
Wivelsfield Ote Hall Chapel	1133	1333	1608	1808
Haywards Heath Princess Royal Hospital	1139	1339	1614	1814
Haywards Heath South Road	1141	1341	1616	1816
Haywards Heath Perrymount Road (arr)	1145	1345	1620	1820
Haywards Heath Perrymount Road (dep)	1147	1347	1622	1822
Cuckfield High Street	1155	1355	1630	1830
Staplefield Jolly Tanners	1202	1402	1637	1837
Handcross Red Lion & Nymans	1205	1405	1640	1840
Pease Pottage Black Swan	1210	1410	1645	1845
Brighton Road Wakehurst Drive	1214	1414	1649	1849
Crawley Bus Station	1218	1418	1653	1853

CODE: Historic Building and Gardens.

Crawley
- Handcross
- Cuckfield
- Haywards Heath
- Burgess Hill
- Brighton
- Royal Sussex
County Hospital

Daily service
 from 28 August 2021

Crawley -
- Haywards Heath
- Burgess Hill
- Brighton
- Royal Sussex
County Hospital

Mon-Sat service
 from 3 June 2023

Map key:

• Main bus stops

..... Certain journeys only

There are
 guaranteed connections
 to Crawley/Brighton
 at

Perrymount Road
 in Haywards Heath;
 passengers do not
 need to change buses.



01293 449191

metrobus.co.uk



166: LEWES - PLUMPTON - WIVELSFIELD - HAYWARDS HEATH

Valid from 24th July 2023

Mondays to Saturdays

	<u>NS</u>				<u>SO</u>	<u>NS</u>
Lewes, School Hill	0731	0930	1217	1427	1705	1705
Nevill Road, Nevill Crescent	0736	0936	1223	1433	1711	1711
Offham, Blacksmith's Arms	0739	0939	1226	1436	1714	1714
Plumpton College Grounds	0746	....	....	....	....	1722
Plumpton, Half Moon	0748	0946	1233	1443	1721	1725
Plumpton Green, Station	0753	0950	1237	1447	1725	1729
Plumpton Lane, The Plough	0756	0953	1240	1450	1728	1732
Wivelsfield Green, Coppards Close	0758	0956	1243	1453	1731	1735
Wivelsfield Green, The Green	0759	0958	1245	1455	1733	1737
Wivelsfield, Ote Hall Chapel	0801	1000	1247	1457	1735	1739
Fox Hill, Fox & Hounds	0803	1002	1249	1459	1737	1741
Princess Royal Hospital	0809	1006	1253	1503	1741	1745
Haywards Heath, South Road	0811	1008	1255	1505	1743	1747
Haywards Heath, Perrymount Road	0813	1012	1259	1509	1747	1751
Haywards Heath, Sainsbury's	....	1014	1301	1511SO	1749	....
Cuckfield, Warden Park School	0828Sch	....	....	....	....	....

	<u>NS</u>			<u>SO</u>	<u>NS</u>	
Cuckfield, Warden Park School	....	....	....		1525Sch	....
Haywards Heath, Sainsbury's	....	1016	1303	1515	1538	1753SO
Haywards Heath, Perrymount Road	0845	1018	1305	1517	1540	1755
Haywards Heath, South Road	0849	1022	1309	1521	1544	1759
Princess Royal Hospital	0851	1024	1311	1523	1546	1801
Fox Hill, Fox & Hounds	0855	1028	1315	1527	1550	1805
Wivelsfield, Ote Hall Chapel	0857	1030	1317	1529	1552	1807
Wivelsfield Green, The Green	0859	1032	1319	1531	1554	1809
Wivelsfield Green, Coppards Close	0901	1034	1321	1533	1556	1811
Plumpton Lane, The Plough	0904	1037	1324	1536	1559	1814
Plumpton Green, Station	0907	1040	1327	1539	1602	1817
Plumpton, Half Moon	0911	1044	1331	1543	1606	1821
Plumpton College Grounds	0914	....	....	....	1609	....
Offham, Blacksmith's Arms	0920	1050	1337	1549	1615	1827
Nevill Road, Nevill Crescent	0922	1052	1339	1551	1617	1829
Lewes, School Hill	0927	1057	1344	1556	1622	1834

Sch - Schooldays only

NS - not Saturdays

SO - Saturdays only

Appendix C COBALT Personal Injury Collision Analysis

Job Name:	Land at Lunces's Hill, Haywards Heath
Job Number:	332611520
Title	Junction 4 - B2112 / B2272 / Caxton Way Priority Roundabout PIC Review

	Growth Factors				
	Factor 1	Factor 2	Factor 3	Factor 4	Factor 5
B2112	5.52				
Combined AM / PM to AADT					

Year of Count Data	20XX
--------------------	------



Observed Collisions at Junctions																					
New Junction Reference	Junction Description	Total Observed Accidents	Junction Type	COBALT Junction type	Coeff 'a'	Power 'b'	Formula Type	AM & PM peak inflow - Major Arm (s)	AM & PM peak inflow - Minor Arm (s)	Major Arm AADT	Minor Arm AADT	(f)	2024		BASE		Junction Type		Accident Rate (β)	2029	
													(A) Predicted accidents per year	Total Anticipated accidents in 5 years	COBALT Junction Types Classification (A, B, C or D)	Desc.	(A) Predicted accidents per year	Total Anticipated accidents in 5 years			
J4	B2112 / B2272 / Caxton Way	9	Priority 5-Arm Roundabout	57	0.007	1.77	I	4626	205	25536	1132	26.67	2.339	12	A	Major BU	0.991	2.24	11		

Flows used -

FORMULA	
Anticipated Accidents	
$A_N =$	$A_0 \times \beta^N$
where:	
β	Accident Rate (Table XX)
N	number of years
A	$a (f)^b$

Rev Mark	Revision Description	Date	Check

Prepared by:	B Haydon
Checked by:	

Appendix D Junction Matrices

STANTEC UK LIMITED



332611520 - Haywards Heath Junction Turning Matrices

Project Number and Name	332611520
Project Manager	James Williams
Discipline Lead	James Williams

Version	Prepared by:	Date:	Reviewed by:	Date:	Issue Status:
1.0	B Haydon	01/10/2024	D Smith	01/11/2024	

Cells colour coding in Worksheets:

Scenario	2024 Observed	2028 Do Minimum	2028 Do Something
Scenario 1			
Scenario 2			
Scenario 3			
Scenario 4			
Scenario 5			
Scenario 6			
Scenario 7			
Scenario 8			
Scenario 9			
Scenario 10			
Scenario 11			
Scenario 12			
Scenario 13			
Scenario 14			
Scenario 15			
Scenario 16			
Scenario 17			
Scenario 18			
Scenario 19			
Scenario 20			
Scenario 21			
Scenario 22			
Scenario 23			
Scenario 24			
Scenario 25			
Scenario 26			
Scenario 27			
Scenario 28			
Scenario 29			
Scenario 30			
Scenario 31			
Scenario 32			
Scenario 33			
Scenario 34			
Scenario 35			
Scenario 36			
Scenario 37			
Scenario 38			
Scenario 39			
Scenario 40			
Scenario 41			
Scenario 42			
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Scenario 50			
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Scenario 52			
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Scenario 61			
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Scenario 78			
Scenario 79			
Scenario 80			
Scenario 81			
Scenario 82			
Scenario 83			
Scenario 84			
Scenario 85			
Scenario 86			
Scenario 87			
Scenario 88			
Scenario 89			
Scenario 90			
Scenario 91			
Scenario 92			
Scenario 93			
Scenario 94			
Scenario 95			
Scenario 96			
Scenario 97			
Scenario 98			
Scenario 99			
Scenario 100			

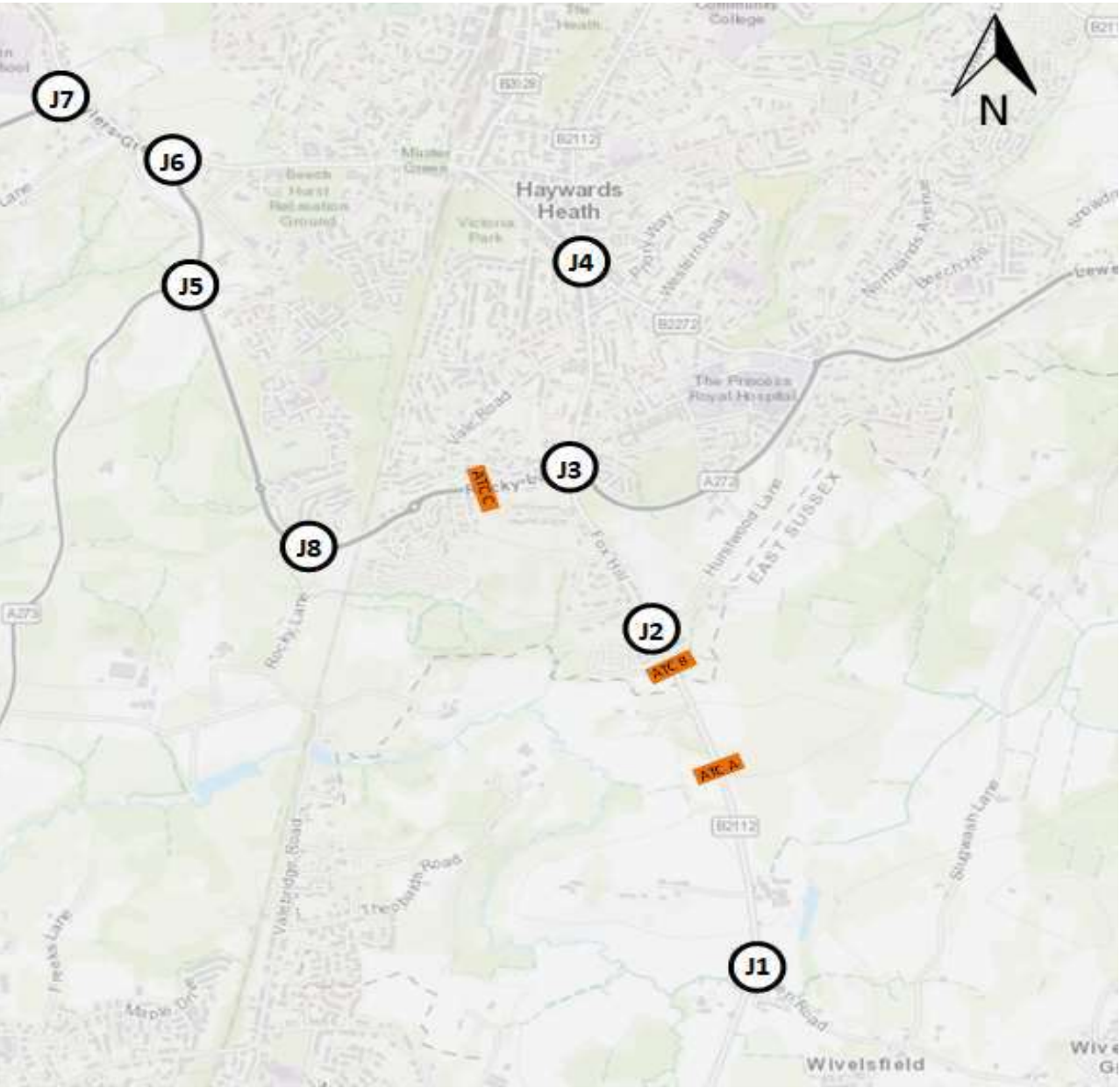
Additional Notes:

HV% has been assumed to remain the same as 2024 Observed in both 2028 scenarios.

In absence of distribution for Committed Developments, the same distribution has been applied as the Site, including % in / out trips.

332611520 - Haywards Heath
Junction Modelling Study Area

Prepared By:	B Haydon
Arithmetic Check by:	
Logic Check by:	



332611520 - Haywards Heath

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

J1 - B2112 Lunce's Hill / Green Road /
Ditchling Road Priority Mini Roundabout

2024 Observed Data

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	164	289	454
Arm B - Green Road (SE)	195	1	234	430
Arm C - Ditchling Road (SW)	454	259	0	713
Total	650	424	523	1597

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	0	6	5	11
Arm B - Green Road (SE)	8	0	7	15
Arm C - Ditchling Road (SW)	14	5	0	19
Total	22	11	12	45

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B2112 Lunce's Hill (N)	0%	4%	2%
Arm B - Green Road (SE)	4%	0%	3%
Arm C - Ditchling Road (SW)	3%	2%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	170	294	465
Arm B - Green Road (SE)	203	1	241	445
Arm C - Ditchling Road (SW)	468	264	0	732
Total	672	435	535	1642

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	179	386	566
Arm B - Green Road (SE)	146	0	239	385
Arm C - Ditchling Road (SW)	373	242	2	617
Total	520	421	627	1568

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	0	0	4	4
Arm B - Green Road (SE)	1	0	3	4
Arm C - Ditchling Road (SW)	7	3	0	10
Total	8	3	7	18

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B2112 Lunce's Hill (N)	0%	0%	1%
Arm B - Green Road (SE)	1%	0%	1%
Arm C - Ditchling Road (SW)	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	179	390	570
Arm B - Green Road (SE)	147	0	242	389
Arm C - Ditchling Road (SW)	380	245	2	627
Total	528	424	634	1586

2028 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	207	398	606
Arm B - Green Road (SE)	224	1	245	469
Arm C - Ditchling Road (SW)	525	271	0	796
Total	750	479	642	1872

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	0	8	7	14
Arm B - Green Road (SE)	9	0	7	16
Arm C - Ditchling Road (SW)	16	5	0	21
Total	25	13	14	52

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B2112 Lunce's Hill (N)	0%	4%	2%
Arm B - Green Road (SE)	4%	0%	3%
Arm C - Ditchling Road (SW)	3%	2%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	215	405	621
Arm B - Green Road (SE)	233	1	252	486
Arm C - Ditchling Road (SW)	542	276	0	817
Total	776	492	657	1924

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	200	441	642
Arm B - Green Road (SE)	171	0	250	421
Arm C - Ditchling Road (SW)	451	253	2	705
Total	623	453	693	1769

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	0	0	5	5
Arm B - Green Road (SE)	1	0	3	4
Arm C - Ditchling Road (SW)	8	3	0	12
Total	10	3	8	20

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B2112 Lunce's Hill (N)	0%	0%	1%
Arm B - Green Road (SE)	1%	0%	1%
Arm C - Ditchling Road (SW)	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	200	446	647
Arm B - Green Road (SE)	173	0	253	425
Arm C - Ditchling Road (SW)	459	256	2	717
Total	633	456	701	1789

2028 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	211	406	618
Arm B - Green Road (SE)	225	1	245	470
Arm C - Ditchling Road (SW)	528	271	0	799
Total	754	483	651	1887

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	0	8	7	15
Arm B - Green Road (SE)	9	0	7	17
Arm C - Ditchling Road (SW)	16	5	0	22
Total	26	13	14	53

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B2112 Lunce's Hill (N)	0%	4%	2%
Arm B - Green Road (SE)	4%	0%	3%
Arm C - Ditchling Road (SW)	3%	2%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	219	413	633
Arm B - Green Road (SE)	234	1	252	487
Arm C - Ditchling Road (SW)	544	276	0	820
Total	779	496	665	1940

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	201	444	647
Arm B - Green Road (SE)	175	0	250	425
Arm C - Ditchling Road (SW)	458	253	2	713
Total	634	454	696	1784

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	0	0	5	5
Arm B - Green Road (SE)	1	0	3	4
Arm C - Ditchling Road (SW)	9	3	0	12
Total	10	3	8	21

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B2112 Lunce's Hill (N)	0%	0%	1%
Arm B - Green Road (SE)	1%	0%	1%
Arm C - Ditchling Road (SW)	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Lunce's Hill (N)	1	201	449	651
Arm B - Green Road (SE)	176	0	253	429
Arm C - Ditchling Road (SW)	467	256	2	725
Total	644	457	704	1805

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	



332611520 - Haywards Heath

J2 - B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

2024 Observed Data

All Vehicles

AM Peak (0800 - 0900)	Arm A (D)	Arm B (A)	Arm C (B)	Total
Arm A - B2112 Fox Hill (NW) (D)	0	8	364	372
Arm B - Hurstwood Lane (NE) (A)	9	0	104	113
Arm C - B2112 Lunce's Hill (SE) (B)	547	141	0	688
Total	556	149	468	1173

HVs

AM Peak (0800 - 0900)	Arm A (D)	Arm B (A)	Arm C (B)	Total
Arm A - B2112 Fox Hill (NW) (D)	0	0	12	12
Arm B - Hurstwood Lane (NE) (A)	1	0	0	1
Arm C - B2112 Lunce's Hill (SE) (B)	29	2	0	31
Total	30	2	12	44

HV %

AM Peak (0800 - 0900)	Arm A (D)	Arm B (A)	Arm C (B)
Arm A - B2112 Fox Hill (NW) (D)	0%	0%	3%
Arm B - Hurstwood Lane (NE) (A)	11%	0%	0%
Arm C - B2112 Lunce's Hill (SE) (B)	5%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A (D)	Arm B (A)	Arm C (B)	Total
Arm A - B2112 Fox Hill (NW) (D)	0	8	376	384
Arm B - Hurstwood Lane (NE) (A)	10	0	104	114
Arm C - B2112 Lunce's Hill (SE) (B)	576	143	0	719
Total	586	151	480	1217

PM Peak (1700 - 1800)	Arm A (D)	Arm B (A)	Arm C (B)	Total
Arm A - B2112 Fox Hill (NW) (D)	0	6	442	448
Arm B - Hurstwood Lane (NE) (A)	5	0	140	145
Arm C - B2112 Lunce's Hill (SE) (B)	469	77	0	546
Total	474	83	582	1139

PM Peak (1700 - 1800)	Arm A (D)	Arm B (A)	Arm C (B)	Total
Arm A - B2112 Fox Hill (NW) (D)	0	0	8	8
Arm B - Hurstwood Lane (NE) (A)	0	0	0	0
Arm C - B2112 Lunce's Hill (SE) (B)	9	1	0	10
Total	9	1	8	18

PM Peak (1700 - 1800)	Arm A (D)	Arm B (A)	Arm C (B)
Arm A - B2112 Fox Hill (NW) (D)	0%	0%	2%
Arm B - Hurstwood Lane (NE) (A)	0%	0%	0%
Arm C - B2112 Lunce's Hill (SE) (B)	2%	1%	0%

PM Peak (1700 - 1800)	Arm A (D)	Arm B (A)	Arm C (B)	Total
Arm A - B2112 Fox Hill (NW) (D)	0	6	450	456
Arm B - Hurstwood Lane (NE) (A)	5	0	140	145
Arm C - B2112 Lunce's Hill (SE) (B)	478	78	0	556
Total	483	84	590	1157

2028 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	43	386	430
Arm B - Hurstwood Lane (NE)	44	0	198	242
Arm C - B2112 Lunce's Hill (SE)	578	204	0	782
Total	622	248	584	1454

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	0	13	13
Arm B - Hurstwood Lane (NE)	5	0	0	5
Arm C - B2112 Lunce's Hill (SE)	31	3	0	34
Total	36	3	13	51

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B2112 Fox Hill (NW)	0%	0%	3%
Arm B - Hurstwood Lane (NE)	11%	0%	0%
Arm C - B2112 Lunce's Hill (SE)	5%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	43	399	442
Arm B - Hurstwood Lane (NE)	49	0	198	247
Arm C - B2112 Lunce's Hill (SE)	608	207	0	815
Total	658	251	597	1505

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	17	535	552
Arm B - Hurstwood Lane (NE)	16	0	164	180
Arm C - B2112 Lunce's Hill (SE)	497	98	0	595
Total	513	116	699	1328

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	0	10	10
Arm B - Hurstwood Lane (NE)	0	0	0	0
Arm C - B2112 Lunce's Hill (SE)	10	1	0	11
Total	10	1	10	20

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B2112 Fox Hill (NW)	0%	0%	2%
Arm B - Hurstwood Lane (NE)	0%	0%	0%
Arm C - B2112 Lunce's Hill (SE)	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	17	544	562
Arm B - Hurstwood Lane (NE)	16	0	164	180
Arm C - B2112 Lunce's Hill (SE)	506	100	0	606
Total	523	117	709	1348

2028 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	43	398	441
Arm B - Hurstwood Lane (NE)	44	0	198	242
Arm C - B2112 Lunce's Hill (SE)	614	204	0	818
Total	658	248	596	1501

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	0	13	13
Arm B - Hurstwood Lane (NE)	5	0	0	5
Arm C - B2112 Lunce's Hill (SE)	33	3	0	35
Total	37	3	13	53

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B2112 Fox Hill (NW)	0%	0%	3%
Arm B - Hurstwood Lane (NE)	11%	0%	0%
Arm C - B2112 Lunce's Hill (SE)	5%	1%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	43	411	455
Arm B - Hurstwood Lane (NE)	49	0	198	247
Arm C - B2112 Lunce's Hill (SE)	646	207	0	853
Total	696	251	609	1555

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	17	569	586
Arm B - Hurstwood Lane (NE)	16	0	164	180
Arm C - B2112 Lunce's Hill (SE)	511	98	0	609
Total	527	116	733	1376

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	0	10	10
Arm B - Hurstwood Lane (NE)	0	0	0	0
Arm C - B2112 Lunce's Hill (SE)	10	1	0	11
Total	10	1	10	21

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B2112 Fox Hill (NW)	0%	0%	2%
Arm B - Hurstwood Lane (NE)	0%	0%	0%
Arm C - B2112 Lunce's Hill (SE)	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2112 Fox Hill (NW)	0	17	579	597
Arm B - Hurstwood Lane (NE)	16	0	164	180
Arm C - B2112 Lunce's Hill (SE)	521	100	0	620
Total	537	117	744	1398

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	



332611520 - Haywards Heath

J3 - B2112 / A272 Rocky Lane / Kennard Lane
Priority Roundabout

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

2024 Observed Data

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	3	3	12	21
Arm B - A272 Rocky Lane (SE)	17	0	74	420	19	530
Arm C - B2112 Fox Hill (SW)	1	117	0	158	347	623
Arm D - A272 Rocky Lane (SW)	1	312	157	0	327	797
Arm E - B2112 Wivelsfield Road (NW)	1	68	161	259	1	490
Total	20	500	395	840	706	2461

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	0	0	0	0	0
Arm B - A272 Rocky Lane (SE)	0	0	2	9	0	11
Arm C - B2112 Fox Hill (SW)	0	9	0	12	8	29
Arm D - A272 Rocky Lane (SW)	0	6	5	0	6	17
Arm E - B2112 Wivelsfield Road (NW)	0	0	5	6	0	11
Total	0	15	12	27	14	68

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - Kennard Lane (NE)	0%	0%	0%	0%	0%
Arm B - A272 Rocky Lane (SE)	0%	0%	3%	2%	0%
Arm C - B2112 Fox Hill (SW)	0%	8%	0%	8%	2%
Arm D - A272 Rocky Lane (SW)	0%	2%	3%	0%	2%
Arm E - B2112 Wivelsfield Road (NW)	0%	0%	3%	2%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	3	3	12	21
Arm B - A272 Rocky Lane (SE)	17	0	76	429	19	541
Arm C - B2112 Fox Hill (SW)	1	126	0	170	355	652
Arm D - A272 Rocky Lane (SW)	1	318	162	0	333	814
Arm E - B2112 Wivelsfield Road (NW)	1	68	166	265	1	501
Total	20	515	407	867	720	2529

2028 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	3	3	13	22
Arm B - A272 Rocky Lane (SE)	18	0	77	546	20	661
Arm C - B2112 Fox Hill (SW)	1	122	0	215	447	785
Arm D - A272 Rocky Lane (SW)	1	404	164	0	342	911
Arm E - B2112 Wivelsfield Road (NW)	1	71	252	271	1	596
Total	21	600	497	1035	822	2974

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	0	0	0	0	0
Arm B - A272 Rocky Lane (SE)	0	0	2	12	0	14
Arm C - B2112 Fox Hill (SW)	0	9	0	16	10	36
Arm D - A272 Rocky Lane (SW)	0	8	5	0	6	19
Arm E - B2112 Wivelsfield Road (NW)	0	0	8	6	0	14
Total	0	17	15	34	17	83

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - Kennard Lane (NE)	0%	0%	0%	0%	0%
Arm B - A272 Rocky Lane (SE)	0%	0%	3%	2%	0%
Arm C - B2112 Fox Hill (SW)	0%	8%	0%	8%	2%
Arm D - A272 Rocky Lane (SW)	0%	2%	3%	0%	2%
Arm E - B2112 Wivelsfield Road (NW)	0%	0%	3%	2%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	3	3	13	22
Arm B - A272 Rocky Lane (SE)	18	0	79	558	20	675
Arm C - B2112 Fox Hill (SW)	1	132	0	231	457	821
Arm D - A272 Rocky Lane (SW)	1	412	169	0	348	930
Arm E - B2112 Wivelsfield Road (NW)	1	71	260	277	1	610
Total	21	618	512	1069	838	3058

2028 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	3	3	13	22
Arm B - A272 Rocky Lane (SE)	18	0	77	546	20	661
Arm C - B2112 Fox Hill (SW)	1	122	0	235	462	821
Arm D - A272 Rocky Lane (SW)	1	404	171	0	342	917
Arm E - B2112 Wivelsfield Road (NW)	1	71	257	271	1	601
Total	21	600	508	1055	837	3022

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	0	0	0	0	0
Arm B - A272 Rocky Lane (SE)	0	0	2	12	0	2
Arm C - B2112 Fox Hill (SW)	0	9	0	18	11	9
Arm D - A272 Rocky Lane (SW)	0	8	5	0	6	13
Arm E - B2112 Wivelsfield Road (NW)	0	0	8	6	0	8
Total	0	17	16	36	17	33

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - Kennard Lane (NE)	0%	0%	0%	0%	0%
Arm B - A272 Rocky Lane (SE)	0%	0%	3%	2%	0%
Arm C - B2112 Fox Hill (SW)	0%	8%	0%	8%	2%
Arm D - A272 Rocky Lane (SW)	0%	2%	3%	0%	2%
Arm E - B2112 Wivelsfield Road (NW)	0%	0%	3%	2%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	3	3	13	22
Arm B - A272 Rocky Lane (SE)	18	0	79	558	20	675
Arm C - B2112 Fox Hill (SW)	1	132	0	253	473	859
Arm D - A272 Rocky Lane (SW)	1	412	176	0	348	937
Arm E - B2112 Wivelsfield Road (NW)	1	71	265	277	1	615
Total	21	618	524	1091	854	3108

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	0	0	0	3
Arm B - A272 Rocky Lane (SE)	11	0	71	384	25	491
Arm C - B2112 Fox Hill (SW)	0	65	0	139	296	500
Arm D - A272 Rocky Lane (SW)	1	305	191	0	259	756
Arm E - B2112 Wivelsfield Road (NW)	0	105	231	358	0	694
Total	12	478	493	881	580	2444

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	0	0	0	0	0
Arm B - A272 Rocky Lane (SE)	2	0	1	3	0	3
Arm C - B2112 Fox Hill (SW)	0	5	0	2	4	5
Arm D - A272 Rocky Lane (SW)	0	0	1	0	3	1
Arm E - B2112 Wivelsfield Road (NW)	0	0	5	5	0	5
Total	2	5	7	10	7	14

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - Kennard Lane (NE)	0%	0%	0%	0%	0%
Arm B - A272 Rocky Lane (SE)	18%	0%	1%	1%	0%
Arm C - B2112 Fox Hill (SW)	0%	8%	0%	1%	1%
Arm D - A272 Rocky Lane (SW)	0%	0%	1%	0%	1%
Arm E - B2112 Wivelsfield Road (NW)	0%	0%	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	0	0	0	3
Arm B - A272 Rocky Lane (SE)	13	0	72	387	25	497
Arm C - B2112 Fox Hill (SW)	0	70	0	141	300	511
Arm D - A272 Rocky Lane (SW)	1	305	192	0	262	760
Arm E - B2112 Wivelsfield Road (NW)	0	105	236	363	0	704
Total	14	483	500	891	587	2475

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	0	0	0	3
Arm B - A272 Rocky Lane (SE)	11	0	74	451	26	563
Arm C - B2112 Fox Hill (SW)	0	68	0	210	377	655
Arm D - A272 Rocky Lane (SW)	1	389	199	0	271	860
Arm E - B2112 Wivelsfield Road (NW)	0	110	325	374	0	809
Total	13	569	599	1035	674	2890

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	0	0	0	0	0
Arm B - A272 Rocky Lane (SE)	2	0	1	4	0	7
Arm C - B2112 Fox Hill (SW)	0	5	0	3	5	13
Arm D - A272 Rocky Lane (SW)	0	0	1	0	3	4
Arm E - B2112 Wivelsfield Road (NW)	0	0	7	5	0	12
Total	2	5	9	12	8	36

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - Kennard Lane (NE)	0%	0%	0%	0%	0%
Arm B - A272 Rocky Lane (SE)	18%	0%	1%	1%	0%
Arm C - B2112 Fox Hill (SW)	0%	8%	0%	1%	1%
Arm D - A272 Rocky Lane (SW)	0%	0%	1%	0%	1%
Arm E - B2112 Wivelsfield Road (NW)	0%	0%	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	0	0	0	3
Arm B - A272 Rocky Lane (SE)	14	0	75	455	26	570
Arm C - B2112 Fox Hill (SW)	0	73	0	213	382	669
Arm D - A272 Rocky Lane (SW)	1	389	201	0	274	864
Arm E - B2112 Wivelsfield Road (NW)	0	110	332	379	0	821
Total	15	574	608	1047	682	2926

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	0	0	0	3
Arm B - A272 Rocky Lane (SE)	11	0	74	451	26	563
Arm C - B2112 Fox Hill (SW)	0	68	0	218	383	669
Arm D - A272 Rocky Lane (SW)	1	389	219	0	271	879
Arm E - B2112 Wivelsfield Road (NW)	0	110	340	374	0	824
Total	13	569	633	1043	680	2938

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	0	0	0	0	0
Arm B - A272 Rocky Lane (SE)	2	0	1	4	0	7
Arm C - B2112 Fox Hill (SW)	0	5	0	3	5	14
Arm D - A272 Rocky Lane (SW)	0	0	1	0	3	4
Arm E - B2112 Wivelsfield Road (NW)	0	0	7	5	0	13
Total	2	5	10	12	8	37

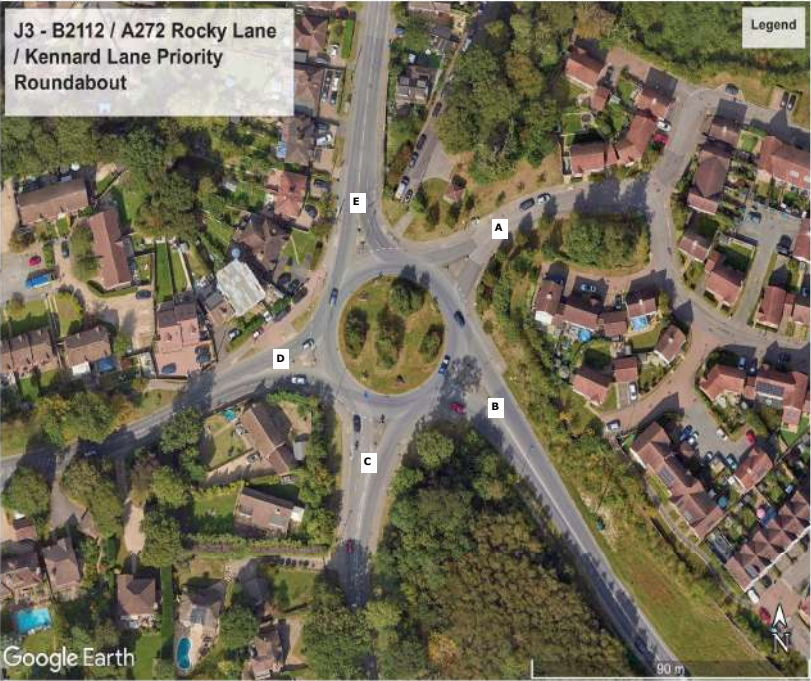
PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - Kennard Lane (NE)	0%	0%	0%	0%	0%
Arm B - A272 Rocky Lane (SE)	18%	0%	1%	1%	0%
Arm C - B2112 Fox Hill (SW)	0%	8%	0%	1%	1%
Arm D - A272 Rocky Lane (SW)	0%	0%	1%	0%	1%
Arm E - B2112 Wivelsfield Road (NW)	0%	0%	2%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - Kennard Lane (NE)	0	3	0	0	0	3
Arm B - A272 Rocky Lane (SE)	14	0	75	455	26	570
Arm C - B2112 Fox Hill (SW)	0	73	0	221	389	683
Arm D - A272 Rocky Lane (SW)	1	389	220	0	274	883
Arm E - B2112 Wivelsfield Road (NW)	0	110	348	379	0	837
Total	15	574	643	1055	688	2975

Prepared By:	B Haydon
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Logic Check by:	

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Arithmetic Check by:	D Smith
Logic Check by:	



332611520 - Haywards Heath

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

J4 - B2112 / B2272 / Caxton Way Priority Roundabout

2024 Observed Data

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	8	26	213	264	30	541
Arm B - Caxton Way (NE)	32	0	12	28	43	115
Arm C - B2272 Franklyn Road (SE)	391	9	3	27	328	758
Arm D - B2112 Wivelsfield Road (SW)	295	30	44	4	130	503
Arm E - B2272 (NW)	44	22	182	143	2	393
Total	770	87	454	466	533	2310

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	1	0	3	6	6	16
Arm B - Caxton Way (NE)	0	0	0	0	0	0
Arm C - B2272 Franklyn Road (SE)	2	0	0	1	8	11
Arm D - B2112 Wivelsfield Road (SW)	6	0	0	0	5	11
Arm E - B2272 (NW)	0	1	10	4	1	16
Total	9	1	13	11	20	54

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - B2112 (N)	13%	0%	1%	2%	20%
Arm B - Caxton Way (NE)	0%	0%	0%	0%	0%
Arm C - B2272 Franklyn Road (SE)	1%	0%	0%	4%	2%
Arm D - B2112 Wivelsfield Road (SW)	2%	0%	0%	0%	4%
Arm E - B2272 (NW)	0%	5%	5%	3%	50%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	9	26	216	270	36	557
Arm B - Caxton Way (NE)	32	0	12	28	43	115
Arm C - B2272 Franklyn Road (SE)	393	9	3	28	336	769
Arm D - B2112 Wivelsfield Road (SW)	301	30	44	4	135	514
Arm E - B2272 (NW)	44	23	192	147	3	409
Total	779	88	467	477	553	2364

2028 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	13	27	223	319	31	607
Arm B - Caxton Way (NE)	33	0	13	29	45	120
Arm C - B2272 Franklyn Road (SE)	409	9	3	28	345	794
Arm D - B2112 Wivelsfield Road (SW)	343	31	46	4	166	591
Arm E - B2272 (NW)	46	23	191	192	2	455
Total	840	91	475	572	589	2567

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	1	0	3	7	6	18
Arm B - Caxton Way (NE)	0	0	0	0	0	0
Arm C - B2272 Franklyn Road (SE)	2	0	0	1	8	12
Arm D - B2112 Wivelsfield Road (SW)	7	0	0	0	6	13
Arm E - B2272 (NW)	0	1	11	5	1	18
Total	10	1	14	14	22	61

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - B2112 (N)	13%	0%	1%	2%	20%
Arm B - Caxton Way (NE)	0%	0%	0%	0%	0%
Arm C - B2272 Franklyn Road (SE)	1%	0%	0%	4%	2%
Arm D - B2112 Wivelsfield Road (SW)	2%	0%	0%	0%	4%
Arm E - B2272 (NW)	0%	5%	5%	3%	50%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	9	27	226	325	38	627
Arm B - Caxton Way (NE)	33	0	13	29	45	120
Arm C - B2272 Franklyn Road (SE)	411	9	3	29	353	806
Arm D - B2112 Wivelsfield Road (SW)	350	31	46	4	172	604
Arm E - B2272 (NW)	46	24	202	198	3	473
Total	850	92	489	586	611	2627

2028 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	8	27	223	320	31	609
Arm B - Caxton Way (NE)	33	0	13	29	45	120
Arm C - B2272 Franklyn Road (SE)	409	9	3	28	345	794
Arm D - B2112 Wivelsfield Road (SW)	350	31	46	4	175	606
Arm E - B2272 (NW)	46	23	191	195	2	458
Total	846	91	475	577	598	2588

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	1	0	3	7	6	18
Arm B - Caxton Way (NE)	0	0	0	0	0	0
Arm C - B2272 Franklyn Road (SE)	2	0	0	1	8	12
Arm D - B2112 Wivelsfield Road (SW)	7	0	0	0	7	17
Arm E - B2272 (NW)	0	1	11	5	1	12
Total	10	1	14	14	22	25

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - B2112 (N)	13%	0%	1%	2%	20%
Arm B - Caxton Way (NE)	0%	0%	0%	0%	0%
Arm C - B2272 Franklyn Road (SE)	1%	0%	0%	4%	2%
Arm D - B2112 Wivelsfield Road (SW)	2%	0%	0%	0%	4%
Arm E - B2272 (NW)	0%	5%	5%	3%	50%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	9	27	226	327	38	627
Arm B - Caxton Way (NE)	33	0	13	29	45	120
Arm C - B2272 Franklyn Road (SE)	411	9	3	29	353	806
Arm D - B2112 Wivelsfield Road (SW)	357	31	46	4	182	620
Arm E - B2272 (NW)	46	24	202	201	3	476
Total	856	92	489	591	621	2649

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	3	23	279	363	50	718
Arm B - Caxton Way (NE)	26	0	14	17	33	90
Arm C - B2272 Franklyn Road (SE)	225	10	3	31	271	540
Arm D - B2112 Wivelsfield Road (SW)	276	25	116	13	147	577
Arm E - B2272 (NW)	66	23	299	199	9	596
Total	596	81	711	623	510	2521

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	0	1	0	3	2	1
Arm B - Caxton Way (NE)	0	0	0	0	0	0
Arm C - B2272 Franklyn Road (SE)	2	0	0	2	7	2
Arm D - B2112 Wivelsfield Road (SW)	2	0	1	0	1	3
Arm E - B2272 (NW)	1	0	5	2	1	6
Total	5	1	6	7	11	12

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - B2112 (N)	0%	4%	0%	1%	4%
Arm B - Caxton Way (NE)	0%	0%	0%	0%	0%
Arm C - B2272 Franklyn Road (SE)	1%	0%	0%	6%	3%
Arm D - B2112 Wivelsfield Road (SW)	1%	0%	1%	0%	1%
Arm E - B2272 (NW)	2%	0%	2%	1%	11%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	3	24	279	366	52	724
Arm B - Caxton Way (NE)	26	0	14	17	33	90
Arm C - B2272 Franklyn Road (SE)	227	10	3	33	278	551
Arm D - B2112 Wivelsfield Road (SW)	278	25	117	13	148	581
Arm E - B2272 (NW)	67	23	304	201	10	605
Total	601	82	717	630	521	2551

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	3	24	291	408	52	779
Arm B - Caxton Way (NE)	27	0	15	18	34	94
Arm C - B2272 Franklyn Road (SE)	235	10	3	32	285	566
Arm D - B2112 Wivelsfield Road (SW)	313	26	121	14	187	661
Arm E - B2272 (NW)	69	24	312	208	9	623
Total	648	85	743	680	568	2722

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	0	1	0	3	2	7
Arm B - Caxton Way (NE)	0	0	0	0	0	0
Arm C - B2272 Franklyn Road (SE)	2	0	0	2	7	12
Arm D - B2112 Wivelsfield Road (SW)	2	0	1	0	1	5
Arm E - B2272 (NW)	1	0	5	2	1	9
Total	5	1	6	8	12	32

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - B2112 (N)	0%	4%	0%	1%	4%
Arm B - Caxton Way (NE)	0%	0%	0%	0%	0%
Arm C - B2272 Franklyn Road (SE)	1%	0%	0%	6%	3%
Arm D - B2112 Wivelsfield Road (SW)	1%	0%	1%	0%	1%
Arm E - B2272 (NW)	2%	0%	2%	1%	11%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	3	25	291	412	54	785
Arm B - Caxton Way (NE)	27	0	15	18	34	94
Arm C - B2272 Franklyn Road (SE)	237	10	3	34	292	578
Arm D - B2112 Wivelsfield Road (SW)	316	26	122	14	188	665
Arm E - B2272 (NW)	70	24	318	210	10	632
Total	653	86	749	687	579	2754

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	3	24	291	414	52	785
Arm B - Caxton Way (NE)	27	0	15	18	34	94
Arm C - B2272 Franklyn Road (SE)	235	10	3	32	285	566
Arm D - B2112 Wivelsfield Road (SW)	316	26	121	14	190	667
Arm E - B2272 (NW)	69	24	312	217	9	632
Total	650	85	743	695	571	2743

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	0	1	0	3	2	7
Arm B - Caxton Way (NE)	0	0	0	0	0	0
Arm C - B2272 Franklyn Road (SE)	2	0	0	2	7	12
Arm D - B2112 Wivelsfield Road (SW)	2	0	1	0	1	5
Arm E - B2272 (NW)	1	0	5	2	1	9
Total	5	1	6	8	12	32

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E
Arm A - B2112 (N)	0%	4%	0%	1%	4%
Arm B - Caxton Way (NE)	0%	0%	0%	0%	0%
Arm C - B2272 Franklyn Road (SE)	1%	0%	0%	6%	3%
Arm D - B2112 Wivelsfield Road (SW)	1%	0%	1%	0%	1%
Arm E - B2272 (NW)	2%	0%	2%	1%	11%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Arm E	Total
Arm A - B2112 (N)	3	25	291	418	54	792
Arm B - Caxton Way (NE)	27	0	15	18	34	94
Arm C - B2272 Franklyn Road (SE)	237	10	3	34	292	578
Arm D - B2112 Wivelsfield Road (SW)	318	26	122	14	192	671
Arm E - B2272 (NW)	70	24	318	219	10	641
Total	655	86	749	702	583	2776

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	



332611520 - Haywards Heath

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

J5 - A272 / Parkfield Way / Isaac's Lane
Priority Roundabout

2024 Observed Data

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	91	285	223	599
Arm B - Parkfield Way (E)	165	0	40	30	235
Arm C - A272 Traunstein Way (SE)	491	22	0	130	643
Arm D - Isaac's Lane (W)	236	18	116	0	370
Total	892	131	441	383	1847

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	4	10	10	24
Arm B - Parkfield Way (E)	0	0	0	0	0
Arm C - A272 Traunstein Way (SE)	12	1	0	4	17
Arm D - Isaac's Lane (W)	7	0	5	0	12
Total	19	5	15	14	53

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Isaac's Lane (N)	0%	4%	4%	4%
Arm B - Parkfield Way (E)	0%	0%	0%	0%
Arm C - A272 Traunstein Way (SE)	2%	5%	0%	3%
Arm D - Isaac's Lane (W)	3%	0%	4%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	95	295	233	623
Arm B - Parkfield Way (E)	165	0	40	30	235
Arm C - A272 Traunstein Way (SE)	503	23	0	134	660
Arm D - Isaac's Lane (W)	243	18	121	0	382
Total	911	136	456	397	1900

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	138	486	254	878
Arm B - Parkfield Way (E)	101	0	35	29	165
Arm C - A272 Traunstein Way (SE)	399	37	0	109	545
Arm D - Isaac's Lane (W)	197	42	139	0	378
Total	697	217	660	392	1966

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	0	4	0	4
Arm B - Parkfield Way (E)	0	0	0	0	0
Arm C - A272 Traunstein Way (SE)	5	0	0	1	6
Arm D - Isaac's Lane (W)	0	0	0	0	0
Total	5	0	4	1	10

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Isaac's Lane (N)	0%	0%	1%	0%
Arm B - Parkfield Way (E)	0%	0%	0%	0%
Arm C - A272 Traunstein Way (SE)	1%	0%	0%	1%
Arm D - Isaac's Lane (W)	0%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	138	490	254	882
Arm B - Parkfield Way (E)	101	0	35	29	165
Arm C - A272 Traunstein Way (SE)	404	37	0	110	551
Arm D - Isaac's Lane (W)	197	42	139	0	378
Total	702	217	664	393	1976

2028 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	95	391	233	719
Arm B - Parkfield Way (E)	172	0	42	31	246
Arm C - A272 Traunstein Way (SE)	670	23	0	136	829
Arm D - Isaac's Lane (W)	247	19	121	0	387
Total	1089	137	554	400	2180

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	4	14	10	28
Arm B - Parkfield Way (E)	0	0	0	0	0
Arm C - A272 Traunstein Way (SE)	16	1	0	4	22
Arm D - Isaac's Lane (W)	7	0	5	0	13
Total	24	5	19	15	62

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Isaac's Lane (N)	0%	4%	4%	4%
Arm B - Parkfield Way (E)	0%	0%	0%	0%
Arm C - A272 Traunstein Way (SE)	2%	5%	0%	3%
Arm D - Isaac's Lane (W)	3%	0%	4%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	99	405	243	747
Arm B - Parkfield Way (E)	172	0	42	31	246
Arm C - A272 Traunstein Way (SE)	686	24	0	140	850
Arm D - Isaac's Lane (W)	254	19	126	0	399
Total	1113	142	573	415	2242

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	144	692	265	1101
Arm B - Parkfield Way (E)	105	0	37	30	172
Arm C - A272 Traunstein Way (SE)	532	39	0	114	684
Arm D - Isaac's Lane (W)	206	44	145	0	395
Total	843	227	873	409	2352

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	0	6	0	6
Arm B - Parkfield Way (E)	0	0	0	0	0
Arm C - A272 Traunstein Way (SE)	7	0	0	1	8
Arm D - Isaac's Lane (W)	0	0	0	0	0
Total	7	0	6	1	13

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Isaac's Lane (N)	0%	0%	1%	0%
Arm B - Parkfield Way (E)	0%	0%	0%	0%
Arm C - A272 Traunstein Way (SE)	1%	0%	0%	1%
Arm D - Isaac's Lane (W)	0%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	144	697	265	1107
Arm B - Parkfield Way (E)	105	0	37	30	172
Arm C - A272 Traunstein Way (SE)	538	39	0	115	692
Arm D - Isaac's Lane (W)	206	44	145	0	395
Total	850	227	879	410	2366

2028 Do Something

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	95	397	233	725
Arm B - Parkfield Way (E)	172	0	42	31	246
Arm C - A272 Traunstein Way (SE)	690	23	0	136	849
Arm D - Isaac's Lane (W)	247	19	121	0	387
Total	1109	137	560	400	2207

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	4	14	10	29
Arm B - Parkfield Way (E)	0	0	0	0	0
Arm C - A272 Traunstein Way (SE)	17	1	0	4	22
Arm D - Isaac's Lane (W)	7	0	5	0	13
Total	24	5	19	15	63

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Isaac's Lane (N)	0%	4%	4%	4%
Arm B - Parkfield Way (E)	0%	0%	0%	0%
Arm C - A272 Traunstein Way (SE)	2%	5%	0%	3%
Arm D - Isaac's Lane (W)	3%	0%	4%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	99	411	243	754
Arm B - Parkfield Way (E)	172	0	42	31	246
Arm C - A272 Traunstein Way (SE)	707	24	0	140	871
Arm D - Isaac's Lane (W)	254	19	126	0	399
Total	1134	142	580	415	2270

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	144	711	265	1120
Arm B - Parkfield Way (E)	105	0	37	30	172
Arm C - A272 Traunstein Way (SE)	540	39	0	114	692
Arm D - Isaac's Lane (W)	206	44	145	0	395
Total	851	227	893	409	2380

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	0	6	0	6
Arm B - Parkfield Way (E)	0	0	0	0	0
Arm C - A272 Traunstein Way (SE)	7	0	0	1	8
Arm D - Isaac's Lane (W)	0	0	0	0	0
Total	7	0	6	1	14

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Isaac's Lane (N)	0%	0%	1%	0%
Arm B - Parkfield Way (E)	0%	0%	0%	0%
Arm C - A272 Traunstein Way (SE)	1%	0%	0%	1%
Arm D - Isaac's Lane (W)	0%	0%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Isaac's Lane (N)	0	144	717	265	1126
Arm B - Parkfield Way (E)	105	0	37	30	172
Arm C - A272 Traunstein Way (SE)	546	39	0	115	700
Arm D - Isaac's Lane (W)	206	44	145	0	395
Total	858	227	899	410	2393

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	



332611520 - Haywards Heath

J6 - B2272 / Isaac's Lane / Tylers Green
Priority Roundabout

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

2024 Observed Data

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	15	306	595	916
Arm B - Isaac's Lane (S)	401	5	493	899
Arm C - Tylers Green (NW)	605	286	0	891
Total	1021	597	1088	2706

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	0	13	25	38
Arm B - Isaac's Lane (S)	6	0	13	19
Arm C - Tylers Green (NW)	36	11	0	47
Total	42	24	38	104

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B2272 Butler's Green Road (E)	0%	4%	4%
Arm B - Isaac's Lane (S)	1%	0%	3%
Arm C - Tylers Green (NW)	6%	4%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	15	319	620	954
Arm B - Isaac's Lane (S)	407	5	506	918
Arm C - Tylers Green (NW)	641	297	0	938
Total	1063	621	1126	2810

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	5	441	621	1067
Arm B - Isaac's Lane (S)	319	1	369	689
Arm C - Tylers Green (NW)	610	425	3	1038
Total	934	867	993	2794

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	0	1	9	10
Arm B - Isaac's Lane (S)	1	0	4	5
Arm C - Tylers Green (NW)	5	3	0	8
Total	6	4	13	23

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B2272 Butler's Green Road (E)	0%	0%	1%
Arm B - Isaac's Lane (S)	0%	0%	1%
Arm C - Tylers Green (NW)	1%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	5	442	630	1077
Arm B - Isaac's Lane (S)	320	1	373	694
Arm C - Tylers Green (NW)	615	428	3	1046
Total	940	871	1006	2817

2028 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	16	320	622	957
Arm B - Isaac's Lane (S)	419	5	632	1056
Arm C - Tylers Green (NW)	632	392	0	1024
Total	1067	717	1254	3037

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	0	14	26	40
Arm B - Isaac's Lane (S)	6	0	17	23
Arm C - Tylers Green (NW)	38	15	0	53
Total	44	29	43	115

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B2272 Butler's Green Road (E)	0%	4%	4%
Arm B - Isaac's Lane (S)	1%	0%	3%
Arm C - Tylers Green (NW)	6%	4%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	16	333	648	997
Arm B - Isaac's Lane (S)	425	5	649	1079
Arm C - Tylers Green (NW)	670	407	0	1077
Total	1111	745	1297	3153

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	5	461	649	1114
Arm B - Isaac's Lane (S)	333	1	535	870
Arm C - Tylers Green (NW)	637	628	3	1268
Total	976	1090	1187	3252

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	0	1	9	10
Arm B - Isaac's Lane (S)	1	0	6	7
Arm C - Tylers Green (NW)	5	4	0	10
Total	6	5	15	27

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B2272 Butler's Green Road (E)	0%	0%	1%
Arm B - Isaac's Lane (S)	0%	0%	1%
Arm C - Tylers Green (NW)	1%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	5	462	658	1125
Arm B - Isaac's Lane (S)	334	1	541	877
Arm C - Tylers Green (NW)	642	632	3	1278
Total	982	1095	1202	3279

2028 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	16	320	622	957
Arm B - Isaac's Lane (S)	419	5	652	1077
Arm C - Tylers Green (NW)	632	398	0	1031
Total	1067	723	1274	3064

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	0	14	26	40
Arm B - Isaac's Lane (S)	6	0	17	23
Arm C - Tylers Green (NW)	38	15	0	53
Total	44	29	43	116

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - B2272 Butler's Green Road (E)	0%	4%	4%
Arm B - Isaac's Lane (S)	1%	0%	3%
Arm C - Tylers Green (NW)	6%	4%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	16	333	648	997
Arm B - Isaac's Lane (S)	425	5	670	1100
Arm C - Tylers Green (NW)	670	414	0	1084
Total	1111	752	1317	3180

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	5	461	649	1114
Arm B - Isaac's Lane (S)	333	1	543	878
Arm C - Tylers Green (NW)	637	647	3	1288
Total	976	1109	1195	3280

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	0	1	9	10
Arm B - Isaac's Lane (S)	1	0	6	7
Arm C - Tylers Green (NW)	5	5	0	10
Total	6	6	15	27

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - B2272 Butler's Green Road (E)	0%	0%	1%
Arm B - Isaac's Lane (S)	0%	0%	1%
Arm C - Tylers Green (NW)	1%	1%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - B2272 Butler's Green Road (E)	5	462	658	1125
Arm B - Isaac's Lane (S)	334	1	549	885
Arm C - Tylers Green (NW)	642	652	3	1297
Total	982	1115	1210	3307

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	



332611520 - Haywards Heath

J7 - A272 / Broad Street / Tylers Green
Priority Roundabout

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

2024 Observed Data

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	3	504	591	1098
Arm B - A272 (SW)	489	0	20	509
Arm C - Broad Street (NW)	397	24	1	422
Total	889	528	612	2029

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	0	21	16	37
Arm B - A272 (SW)	29	0	2	31
Arm C - Broad Street (NW)	17	3	0	20
Total	46	24	18	88

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Tylers Green (SE)	0%	4%	3%
Arm B - A272 (SW)	6%	0%	10%
Arm C - Broad Street (NW)	4%	13%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	3	525	607	1135
Arm B - A272 (SW)	518	0	22	540
Arm C - Broad Street (NW)	414	27	1	442
Total	935	552	630	2117

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	4	585	416	1005
Arm B - A272 (SW)	567	0	17	584
Arm C - Broad Street (NW)	468	11	1	480
Total	1039	596	434	2069

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	0	10	3	13
Arm B - A272 (SW)	5	0	0	5
Arm C - Broad Street (NW)	3	0	0	3
Total	8	10	3	21

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Tylers Green (SE)	0%	2%	1%
Arm B - A272 (SW)	1%	0%	0%
Arm C - Broad Street (NW)	1%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	4	595	419	1018
Arm B - A272 (SW)	572	0	17	589
Arm C - Broad Street (NW)	471	11	1	483
Total	1047	606	437	2090

2028 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	3	579	744	1325
Arm B - A272 (SW)	526	0	21	547
Arm C - Broad Street (NW)	493	25	1	519
Total	1022	604	765	2391

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	0	24	20	44
Arm B - A272 (SW)	31	0	2	33
Arm C - Broad Street (NW)	21	3	0	24
Total	52	27	22	102

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Tylers Green (SE)	0%	4%	3%
Arm B - A272 (SW)	6%	0%	10%
Arm C - Broad Street (NW)	4%	13%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	3	603	764	1370
Arm B - A272 (SW)	557	0	23	580
Arm C - Broad Street (NW)	514	28	1	543
Total	1074	631	788	2493

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	4	693	684	1381
Arm B - A272 (SW)	631	0	18	649
Arm C - Broad Street (NW)	679	11	1	691
Total	1314	705	702	2721

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	0	12	5	17
Arm B - A272 (SW)	6	0	0	6
Arm C - Broad Street (NW)	4	0	0	4
Total	10	12	5	27

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Tylers Green (SE)	0%	2%	1%
Arm B - A272 (SW)	1%	0%	0%
Arm C - Broad Street (NW)	1%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	4	705	688	1397
Arm B - A272 (SW)	637	0	18	655
Arm C - Broad Street (NW)	683	11	1	696
Total	1324	716	707	2748

2028 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	3	582	760	1346
Arm B - A272 (SW)	527	0	21	548
Arm C - Broad Street (NW)	498	25	1	524
Total	1029	608	782	2418

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	0	24	21	45
Arm B - A272 (SW)	31	0	2	33
Arm C - Broad Street (NW)	21	3	0	24
Total	53	27	23	103

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C
Arm A - Tylers Green (SE)	0%	4%	3%
Arm B - A272 (SW)	6%	0%	10%
Arm C - Broad Street (NW)	4%	13%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	3	607	781	1390
Arm B - A272 (SW)	558	0	23	581
Arm C - Broad Street (NW)	520	28	1	549
Total	1081	635	805	2521

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	4	695	690	1389
Arm B - A272 (SW)	635	0	18	653
Arm C - Broad Street (NW)	695	11	1	707
Total	1334	706	709	2748

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	0	12	5	17
Arm B - A272 (SW)	6	0	0	6
Arm C - Broad Street (NW)	4	0	0	4
Total	10	12	5	27

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C
Arm A - Tylers Green (SE)	0%	2%	1%
Arm B - A272 (SW)	1%	0%	0%
Arm C - Broad Street (NW)	1%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Total
Arm A - Tylers Green (SE)	4	706	695	1406
Arm B - A272 (SW)	640	0	18	658
Arm C - Broad Street (NW)	699	11	1	712
Total	1344	718	714	2775

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	



Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

332611520 - Haywards Heath

J8 - A272 Rocky Lane / Highbank Priority Roundabout

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

2024 Observed Data

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	14	10	29	53
Arm B - A272 Rocky Lane (E)	12	0	347	527	886
Arm C - Rocky Lane (S)	5	255	0	91	351
Arm D - A272 (W)	17	424	76	0	517
Total	34	693	433	647	1807

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	0	0	0	0
Arm B - A272 Rocky Lane (E)	0	0	12	13	25
Arm C - Rocky Lane (S)	0	7	0	3	10
Arm D - A272 (W)	0	13	2	0	15
Total	0	20	14	16	50

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Highbank (N)	0%	0%	0%	0%
Arm B - A272 Rocky Lane (E)	0%	0%	3%	2%
Arm C - Rocky Lane (S)	0%	3%	0%	3%
Arm D - A272 (W)	0%	3%	3%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	14	10	29	53
Arm B - A272 Rocky Lane (E)	12	0	359	540	911
Arm C - Rocky Lane (S)	5	262	0	94	361
Arm D - A272 (W)	17	437	78	0	532
Total	34	713	447	663	1857

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	12	4	18	34
Arm B - A272 Rocky Lane (E)	19	0	360	482	861
Arm C - Rocky Lane (S)	13	281	1	96	391
Arm D - A272 (W)	24	514	134	0	672
Total	56	807	499	596	1958

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	0	0	0	0
Arm B - A272 Rocky Lane (E)	0	0	2	3	5
Arm C - Rocky Lane (S)	0	4	0	0	4
Arm D - A272 (W)	1	3	0	0	4
Total	1	7	2	3	13

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Highbank (N)	0%	0%	0%	0%
Arm B - A272 Rocky Lane (E)	0%	0%	1%	1%
Arm C - Rocky Lane (S)	0%	1%	0%	0%
Arm D - A272 (W)	4%	1%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	12	4	18	34
Arm B - A272 Rocky Lane (E)	19	0	362	485	866
Arm C - Rocky Lane (S)	13	285	1	96	395
Arm D - A272 (W)	25	517	134	0	676
Total	57	814	501	599	1971

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	



Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

2028 Do Minimum

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	15	10	30	55
Arm B - A272 Rocky Lane (E)	13	0	363	708	1083
Arm C - Rocky Lane (S)	5	266	0	95	367
Arm D - A272 (W)	18	570	79	0	667
Total	36	851	452	833	2172

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	0	0	0	0
Arm B - A272 Rocky Lane (E)	0	0	13	17	30
Arm C - Rocky Lane (S)	0	7	0	3	10
Arm D - A272 (W)	0	17	2	0	20
Total	0	25	15	21	60

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Highbank (N)	0%	0%	0%	0%
Arm B - A272 Rocky Lane (E)	0%	0%	3%	2%
Arm C - Rocky Lane (S)	0%	3%	0%	3%
Arm D - A272 (W)	0%	3%	3%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	15	10	30	55
Arm B - A272 Rocky Lane (E)	13	0	375	725	1113
Arm C - Rocky Lane (S)	5	274	0	98	377
Arm D - A272 (W)	18	588	82	0	687
Total	36	876	467	854	2232

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	13	4	19	36
Arm B - A272 Rocky Lane (E)	20	0	376	618	1014
Arm C - Rocky Lane (S)	14	294	1	100	408
Arm D - A272 (W)	25	689	140	0	854
Total	58	995	521	738	2312

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	0	0	0	0
Arm B - A272 Rocky Lane (E)	0	0	2	4	6
Arm C - Rocky Lane (S)	0	4	0	0	4
Arm D - A272 (W)	1	4	0	0	5
Total	1	8	2	4	15

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Highbank (N)	0%	0%	0%	0%
Arm B - A272 Rocky Lane (E)	0%	0%	1%	1%
Arm C - Rocky Lane (S)	0%	1%	0%	0%
Arm D - A272 (W)	4%	1%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	13	4	19	36
Arm B - A272 Rocky Lane (E)	20	0	378	622	1020
Arm C - Rocky Lane (S)	14	298	1	100	413
Arm D - A272 (W)	26	693	140	0	859
Total	60	1003	523	741	2327

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

2028 Do Something

All Vehicles

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	15	10	30	55
Arm B - A272 Rocky Lane (E)	13	0	363	728	1103
Arm C - Rocky Lane (S)	5	266	0	95	367
Arm D - A272 (W)	18	577	79	0	674
Total	36	858	452	853	2199

HVs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	0	0	0	0
Arm B - A272 Rocky Lane (E)	0	0	13	18	30
Arm C - Rocky Lane (S)	0	7	0	3	10
Arm D - A272 (W)	0	18	2	0	20
Total	0	25	15	21	61

HV %

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D
Arm A - Highbank (N)	0%	0%	0%	0%
Arm B - A272 Rocky Lane (E)	0%	0%	3%	2%
Arm C - Rocky Lane (S)	0%	3%	0%	3%
Arm D - A272 (W)	0%	3%	3%	0%

PCUs

AM Peak (0800 - 0900)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	15	10	30	55
Arm B - A272 Rocky Lane (E)	13	0	375	746	1134
Arm C - Rocky Lane (S)	5	274	0	98	377
Arm D - A272 (W)	18	594	82	0	694
Total	36	883	467	874	2260

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	13	4	19	36
Arm B - A272 Rocky Lane (E)	20	0	376	626	1022
Arm C - Rocky Lane (S)	14	294	1	100	408
Arm D - A272 (W)	25	708	140	0	873
Total	58	1014	521	745	2339

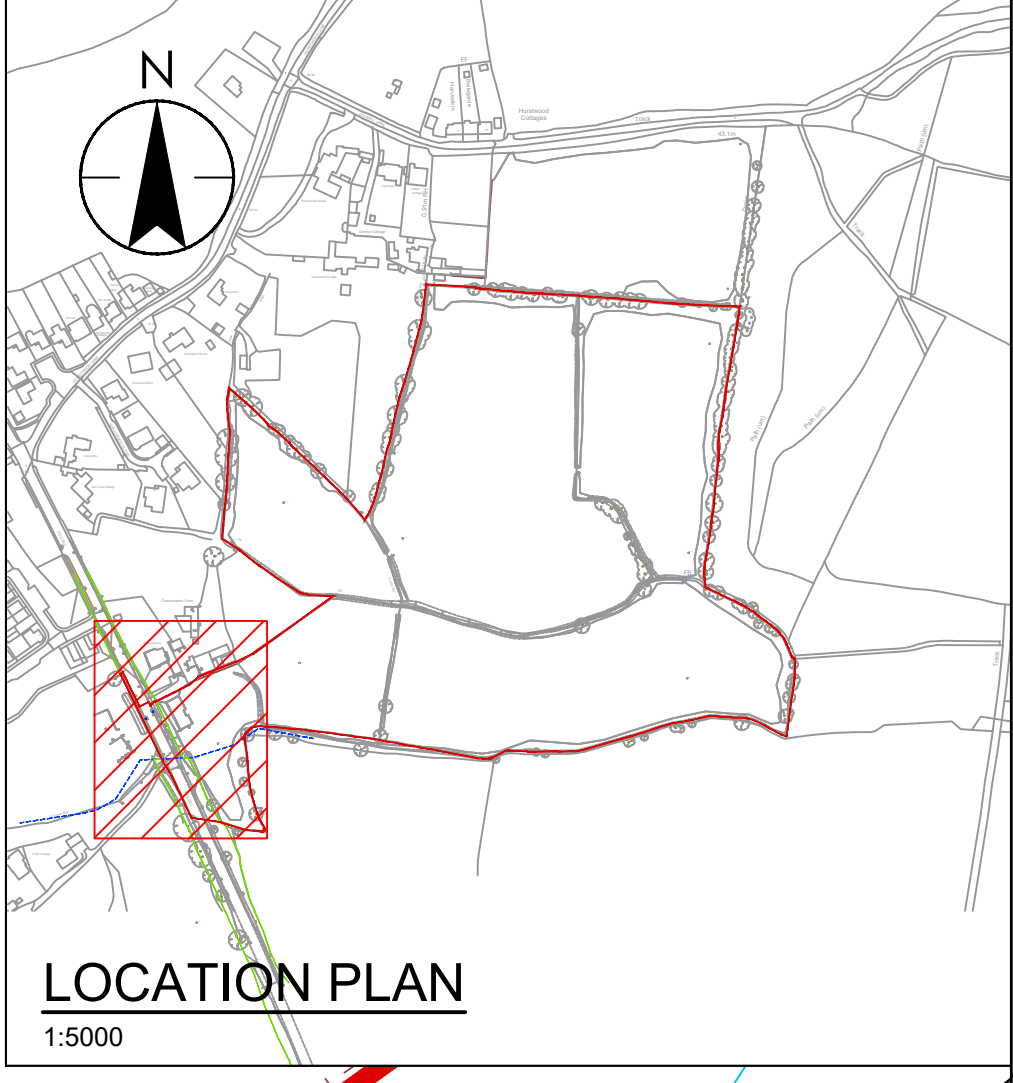
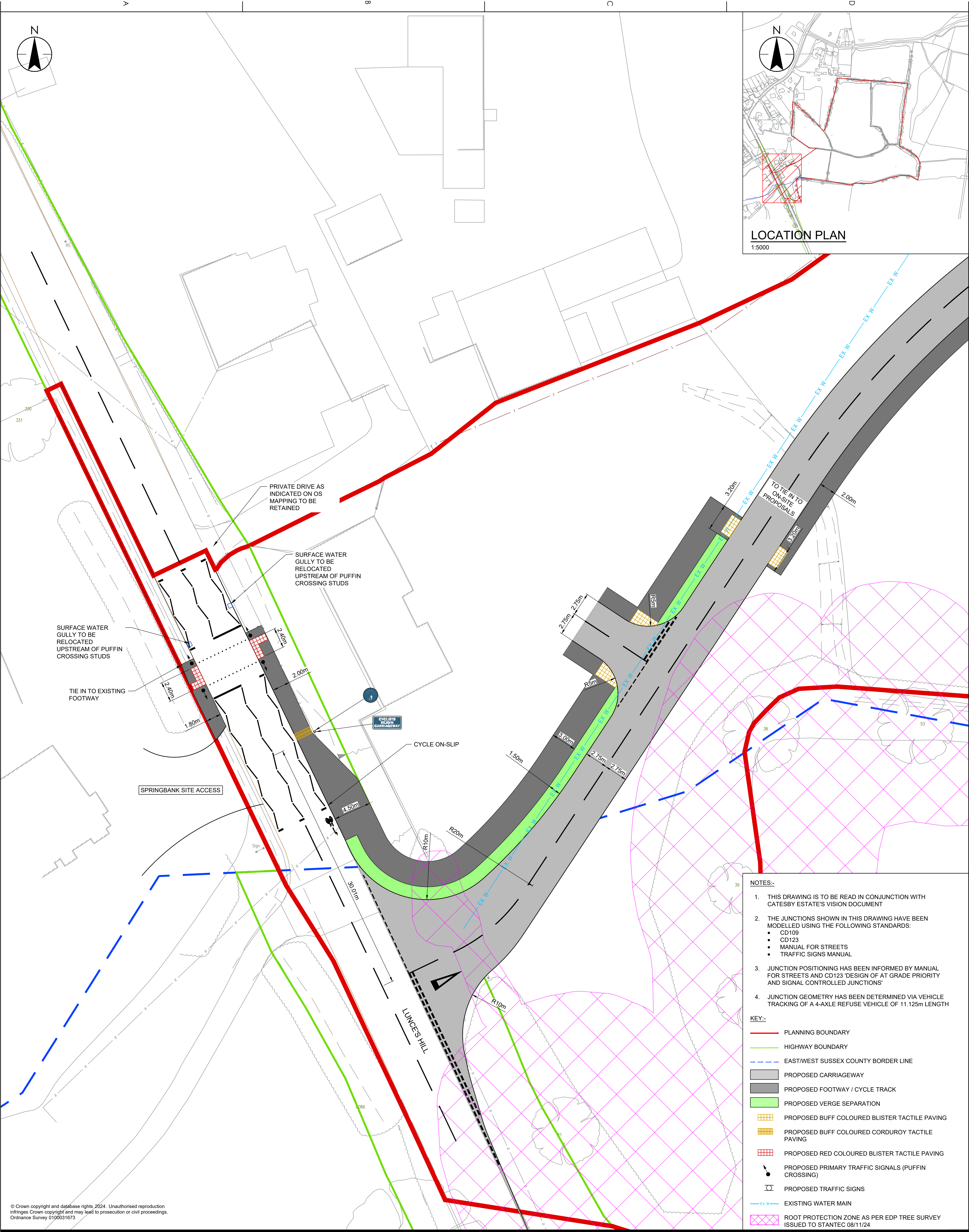
PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	0	0	0	0
Arm B - A272 Rocky Lane (E)	0	0	2	4	6
Arm C - Rocky Lane (S)	0	4	0	0	4
Arm D - A272 (W)	1	4	0	0	5
Total	1	8	2	4	15

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D
Arm A - Highbank (N)	0%	0%	0%	0%
Arm B - A272 Rocky Lane (E)	0%	0%	1%	1%
Arm C - Rocky Lane (S)	0%	1%	0%	0%
Arm D - A272 (W)	4%	1%	0%	0%

PM Peak (1700 - 1800)	Arm A	Arm B	Arm C	Arm D	Total
Arm A - Highbank (N)	0	13	4	19	36
Arm B - A272 Rocky Lane (E)	20	0	378	630	1028
Arm C - Rocky Lane (S)	14	298	1	100	413
Arm D - A272 (W)	26	712	140	0	878
Total	60	1023	523	749	2355

Prepared By:	B Haydon
Arithmetic Check by:	D Smith
Logic Check by:	

Appendix E Site Access Drawings



- NOTES:-**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CATESBY ESTATE'S VISION DOCUMENT
 - THE JUNCTIONS SHOWN IN THIS DRAWING HAVE BEEN MODELLED USING THE FOLLOWING STANDARDS:
 - CD109
 - CD123
 - MANUAL FOR STREETS
 - TRAFFIC SIGNS MANUAL
 - JUNCTION POSITIONING HAS BEEN INFORMED BY MANUAL FOR STREETS AND CD123 'DESIGN OF AT GRADE PRIORITY AND SIGNAL CONTROLLED JUNCTIONS'
 - JUNCTION GEOMETRY HAS BEEN DETERMINED VIA VEHICLE TRACKING OF A 4-AXLE REFUSE VEHICLE OF 11.125m LENGTH
- KEY:-**
- PLANNING BOUNDARY
 - HIGHWAY BOUNDARY
 - EAST/WEST SUSSEX COUNTY BORDER LINE
 - PROPOSED CARRIAGEWAY
 - PROPOSED FOOTWAY / CYCLE TRACK
 - PROPOSED VERGE SEPARATION
 - PROPOSED BUFF COLOURED BLISTER TACTILE PAVING
 - PROPOSED BUFF COLOURED CORDUROY TACTILE PAVING
 - PROPOSED RED COLOURED BLISTER TACTILE PAVING
 - PROPOSED PRIMARY TRAFFIC SIGNALS (PUFFIN CROSSING)
 - PROPOSED TRAFFIC SIGNS
 - EXISTING WATER MAIN
 - ROOT PROTECTION ZONE AS PER EDP TREE SURVEY ISSUED TO STANTEC 08/11/24

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Ordnance Survey 0100031673

Client/Project:

Catesby Estates

LAND AT LUNCE'S HILL -
HAYWARDS HEATH

Project No.: 332611520

Scale: 1:200

Revision: P05

Drawing No. 332611520-SH-HGN-XG-DR-C-0100

GENERAL ARRANGEMENT

HAYWARDS HEATH SITE ACCESS

This document is suitable only for the purpose noted above. Use of this document for any other purpose is not permitted.

CONCEPT

Issue Status			
P05 - UPDATED SITE BOUNDARY	BB	NF	2025.01.13
P04 - RELOCATION OF PUFFIN CROSSING	BB	NF	2024.12.13
P03 - NARROWING FOLLOWING EDGE PROVING MAP	BB	MH	2024.11.19
P02 - REALIGNMENT FOLLOWING TREE SURVEY	BB	MH	2024.11.13
P01 - FIRST ISSUE	BB	MH	2024.08.23
Issued/Revision	By	Appd	YYYY.MM.DD

Notes:

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this is extended or implied. Other structures, plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own services, plant or apparatus may affect their operation.

Stantec

Stantec UK Limited
NORTHAMPTON
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Appendix F Swept Path Analysis

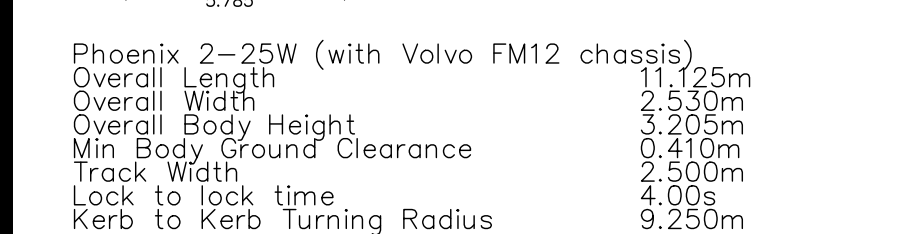


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UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be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

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CATESBY ESTATE'S VISION DOCUMENT
2. THE JUNCTIONS SHOWN IN THIS DRAWING HAVE BEEN MODELLED USING THE FOLLOWING STANDARDS:
 - CD109
 - CD123
 - MANUAL FOR STREETS
3. LAND ENVELOPED BY THE PRESCRIBED OUTLINE PLANNING BOUNDARY AND HIGHWAY BOUNDARY IS UNDER ABEYANCE AND PERMISSION FOR RELAXATION IS TO BE SOUGHT FROM THE DIRECTOR OF HIGHWAYS TRANSPORT AND PLANNING PLACE SERVICES UPON SUBMISSION OF THE OUTLINE PLANNING APPLICATION
4. JUNCTION GEOMETRY HAS BEEN DETERMINED VIA VEHICLE TRACKING OF A 4-AXLE REFUSE VEHICLE OF 11.125m LENGTH

 PLANNING BOUNDARY
 HIGHWAY BOUNDARY
 EAST/WEST SUSSEX COUNTY BORDER LINE



P04 UPDATED SITE BOUNDARY	BB	MH	2025.01.13
P03 NARROWING FOLLOWING EDGE PROVING MAP	BB	MH	2024.11.19
P02 REALIGNMENT FOLLOWING TREE SURVEY	BB	MH	2024.11.13
P01 FIRST ISSUE	BB	MH	2024.08.23
Issued/Revision	By	Appd	YYYY.MM.DD
	BB	MH	2024.11.19
	Dwn.	Dsgn.	Chkd. YYYY.MM.DD

CONCEPT

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Use of this document for any other purpose is not permitted.

Client/Project Logo

Catesby Estates

Client/Project
CATESBY ESTATES

LAND AT LUNCE'S HILL - HAYWARDS HEATH

Title
HAYWARDS HEATH SITE ACCESS

VEHICLE SWEEP PATH ANALYSIS

Project No. 332611520	Scale 1:200
Revision P04	Drawing No. 332611520-STN-HGN-XX-DR-C-0101



collected: 13.01.2025 20:25.01.13.40:1:49 PM By: Banks, Bailey
ORIGINAL SHEET - SOA1 [3.32611520 - 1.000000 hill, towards heath\N.3 technical\oady.drawing\3.32611520-1fo-han-xi-dfc-0101.p03

LOCATION PLAN

NORTH IN / NORTH OUT

SOUTH IN / SOUTH OUT
1:200

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Ordnance Survey ?????

Appendix G TRICS Outputs

Calculation Reference: AUDIT-706704-240917-0905

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

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

Stantec UK Courteenhall Road Blisworth

Licence No: 706704

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 73 to 248 (units:)
 Range Selected by User: 70 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/11/23

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

Selected survey days:

Tuesday 7 days
 Wednesday 2 days

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

Selected survey types:

Manual count 9 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 8

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

Selected Location Sub Categories:

Residential Zone 7
 Out of Town 1
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 21 days - Selected

Secondary Filtering selection:**Use Class:**

C3 9 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	8 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	8 days
No	1 days

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

Stantec UK Courteenhall Road Blisworth

Licence No: 706704

LIST OF SITES relevant to selection parameters

1	CT-03-A-03 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		73	
	Survey date: TUESDAY		27/06/23	Survey Type: MANUAL
2	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		141	
	Survey date: TUESDAY		31/10/23	Survey Type: MANUAL
3	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		73	
	Survey date: TUESDAY		16/11/21	Survey Type: MANUAL
4	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		106	
	Survey date: TUESDAY		09/05/23	Survey Type: MANUAL
5	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
6	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
7	NF-03-A-52 LYNNSPORT WAY KING'S LYNN	MIXED HOUSES		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		130	
	Survey date: TUESDAY		07/11/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: MANUAL
9	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 117 Survey date: WEDNESDAY 20/10/21	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-05	Flats
ES-03-A-08	Flats
HC-03-A-33	Flats
HC-03-A-34	Flats
HC-03-A-36	Flats
KC-03-A-12	Flats
NF-03-A-35	Flats
SF-03-A-10	COVID
SP-03-A-02	Flats
WS-03-A-12	COVID
WS-03-A-13	COVID

Stantec UK Courteenhall Road Blisworth

Licence No: 706704

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	131	0.109	9	131	0.306	9	131	0.415
08:00 - 09:00	9	131	0.122	9	131	0.376	9	131	0.498
09:00 - 10:00	9	131	0.139	9	131	0.161	9	131	0.300
10:00 - 11:00	9	131	0.125	9	131	0.129	9	131	0.254
11:00 - 12:00	9	131	0.124	9	131	0.136	9	131	0.260
12:00 - 13:00	9	131	0.142	9	131	0.137	9	131	0.279
13:00 - 14:00	9	131	0.132	9	131	0.131	9	131	0.263
14:00 - 15:00	9	131	0.160	9	131	0.171	9	131	0.331
15:00 - 16:00	9	131	0.252	9	131	0.166	9	131	0.418
16:00 - 17:00	9	131	0.249	9	131	0.163	9	131	0.412
17:00 - 18:00	9	131	0.358	9	131	0.147	9	131	0.505
18:00 - 19:00	9	131	0.247	9	131	0.136	9	131	0.383
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.159			2.159			4.318

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

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

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Parameter summary

Trip rate parameter range selected: 73 - 248 (units:)
 Survey date range: 01/01/16 - 14/11/23
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 11

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

Appendix H Distribution and Assignment

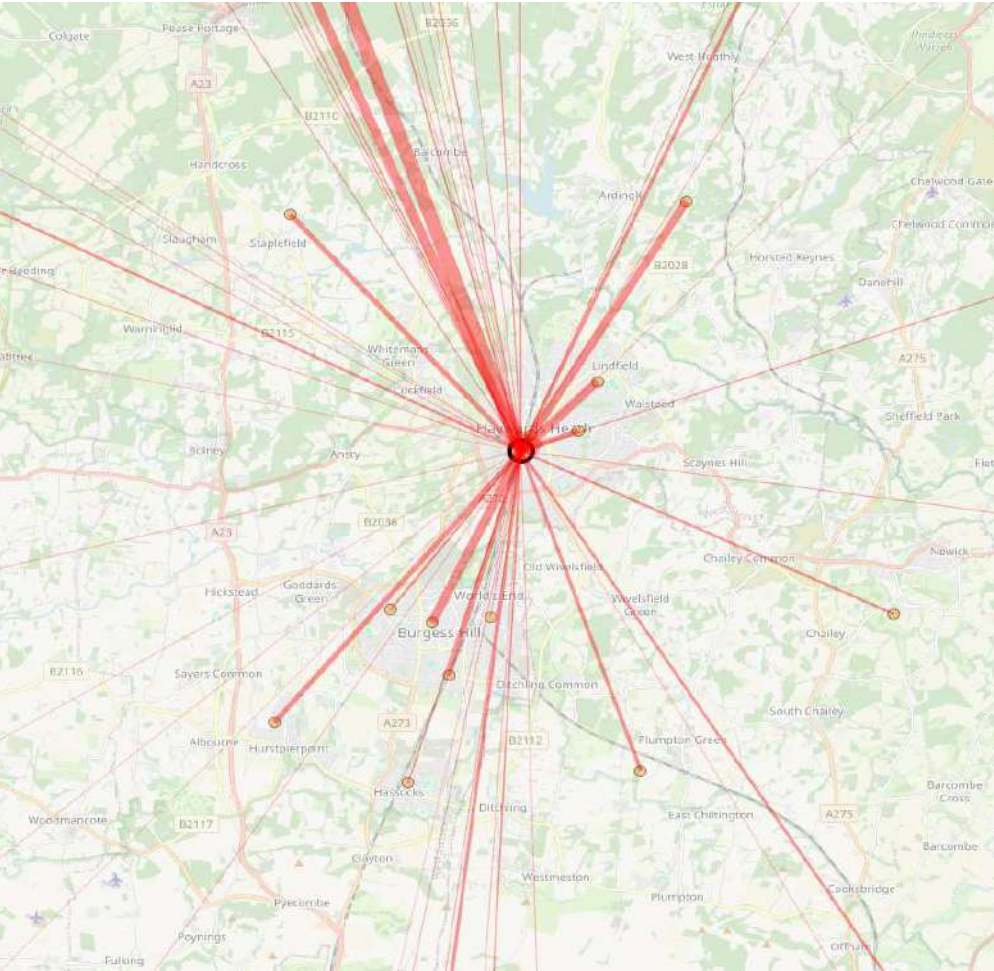
332611520 Haywards Heath

From Mid Sussex 011	Number of People	Percentage of Trips
No fixed place	270	14.4%
Mid Sussex 009	308	16.4%
Mid Sussex 011	167	8.9%
Crawley 004	153	8.1%
Crawley 001	104	5.5%
Mid Sussex 008	99	5.3%
Mid Sussex 014	99	5.3%
Mid Sussex 006	89	4.7%
Mid Sussex 010	65	3.5%
Mid Sussex 016	58	3.1%
Mid Sussex 007	57	3.0%
Mid Sussex 015	51	2.7%
Mid Sussex 001	39	2.1%
Lewes 002	39	2.1%
Brighton and Hove 027	36	1.9%
Lewes 003	33	1.8%
Horsham 006	31	1.6%
Lewes 001	29	1.5%
Mid Sussex 012	25	1.3%
Crawley 005	19	1.0%
Mid Sussex 017	17	0.9%
Brighton and Hove 031	17	0.9%
Tandridge 011	17	0.9%
Wealden 007	16	0.9%
Reigate and Banstead 010	16	0.9%
Mid Sussex 002	14	0.7%
Crawley 007	13	0.7%
Mid Sussex 004	13	0.7%
Crawley 013	12	0.6%
Hillingdon 031	11	0.6%
Wealden 009	11	0.6%
Horsham 005	11	0.6%
Horsham 004	10	0.5%
Brighton and Hove 001	10	0.5%
Reigate and Banstead 012	10	0.5%
Mid Sussex 013	10	0.5%
Mid Sussex 003	9	0.5%
Crawley 011	9	0.5%
Mole Valley 003	9	0.5%
Merton 012	9	0.5%
Brighton and Hove 020	9	0.5%
Horsham 001	9	0.5%
Horsham 011	9	0.5%
Horsham 002	8	0.4%
Adur 005	8	0.4%
Reigate and Banstead 018	8	0.4%
Brighton and Hove 008	8	0.4%
Brighton and Hove 002	8	0.4%
Crawley 003	7	0.4%
Crawley 002	7	0.4%
Reigate and Banstead 015	7	0.4%
Horsham 014	7	0.4%
Wealden 001	7	0.4%
Lewes 005	7	0.4%
Horsham 009	7	0.4%
Worthing 006	7	0.4%
Brighton and Hove 026	6	0.3%
Worthing 011	4	0.2%
TOTAL	1880	100.0%

Created By: B Haydon
Checked By: F Capon
16/09/2024

Destination	Number of People	% of Trips
No Fixed Place	270	14.4%
Within MSOA	167	8.9%
Mid Sussex	953	50.7%
Crawley	324	17.2%
Lewes	108	5.7%
Brighton and Hove	94	5.0%
Horsham	92	4.9%
Tandridge	17	0.9%
Wealden	34	1.8%
Reigate and Banstead	41	2.2%
Hillingdon	11	0.6%
Mole Valley	9	0.5%
Merton	9	0.5%
Adur	8	0.4%
Worthing	13	0.7%
TOTAL	1880	100.0%

Destination (Mid Sussex)	Number of People	% of Trips within Mid Sussex	% of Trips Total
Cuckfield	167	14.9%	8.9%
Haywards Heath	373	33.3%	19.8%
Lindfield	99	8.8%	5.3%
Burgess Hill	185	16.5%	9.8%
Horsted Keynes	89	7.9%	4.7%
Hurstpierpoint	58	5.2%	3.1%
Handcross	57	5.1%	3.0%
East Grinstead	61	5.4%	3.2%
Hassocks	17	1.5%	0.9%
Copthorne	14	1.3%	0.7%
TOTAL	1120	100.0%	59.6%

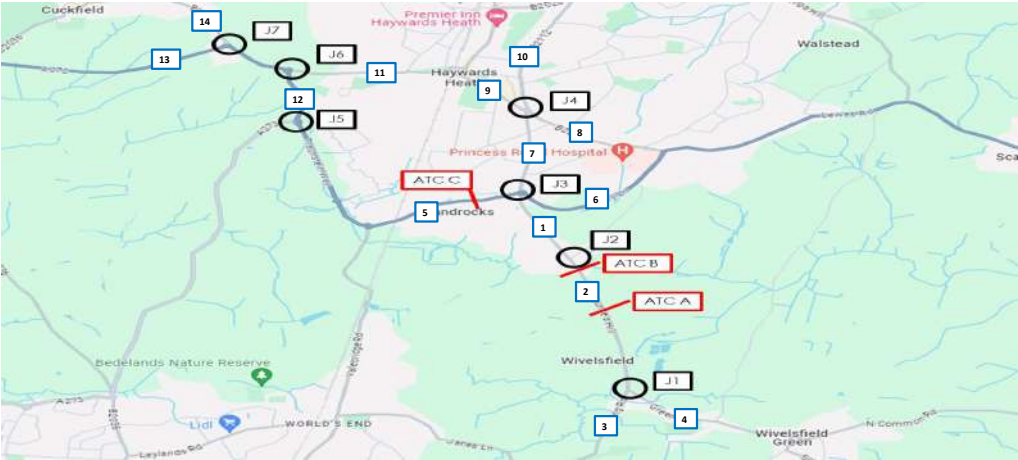


Key Destinations	%	Road 1	Road 2	Road 3	Road 4
Cuckfield	8.9%	1	5	12	14
Haywards Heath	19.8%	1	7	9	-
Lindfield	5.3%	1	7	10	-
Burgess Hill	9.8%	2	3	-	-
Horsted Keynes	4.7%	1	7	10	-
Hurstpierpoint	3.1%	1	5	12	13
Handcross	3.0%	1	5	12	14
East Grinstead	3.2%	1	7	10	-
Hassocks	0.9%	2	3	-	-
Copthorne	0.7%	1	5	12	14
Crawley	17.2%	1	5	12	14
Lewes	5.7%	2	4	-	-
Brighton and Hove	5.0%	2	3	-	-
Horsham	4.9%	1	5	12	13
Tandridge	0.9%	1	5	12	14
Wealden	1.8%	2	4	-	-
Reigate and Banstead	2.2%	1	5	12	14
Hillingdon	0.6%	1	5	12	14
Mole Valley	0.5%	1	5	12	14
Merton	0.5%	1	5	12	14
Adur	0.4%	2	3	-	-
Worthing	0.7%	2	3	-	-

Road	% Assignment
1	75.6%
2	24.4%
3	16.9%
4	7.6%
5	42.5%
6	0.0%
7	33.1%
8	0.0%
9	19.8%
10	13.2%
11	0.0%
12	42.5%
13	8.0%
14	34.5%

AM Peak (0800-0900) Flows	PM Peak (1700-1800) Flows
48	48
15	16
11	11
5	5
27	27
0	0
21	21
0	0
13	13
8	8
0	0
27	27
5	5
22	22

Junction Ref	Junction	Assignment (%)	AM Peak (0800-0900) Flows	PM Peak (1700-1800) Flows
1	B2112 Green Road Priority Mini Roundabout	24.4%	15	16
2	Fox Hill / Hurstwood Lane Priority T-Junction	75.6%	48	48
3	Fox Hill / A272 Rocky Lane Priority Roundabout	75.6%	48	48
4	B2112 / B2272 / Caxton Way Priority Roundabout	33.1%	21	21
5	A272 / Parkfield Way / A273 Priority Roundabout	42.5%	27	27
6	A272 / Butler's Green Road Priority Roundabout	42.5%	27	27
7	A272 / Broad Street Priority Roundabout	42.5%	27	27



Trip Rates and Trip Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
TRICS Rates (per dwelling)	0.122	0.376	0.498	0.358	0.147	0.505
TRICS Trip Generation (127 D	15	48	63	45	19	64

No of Dwellings127

Link		AM Peak (0800-0900)			PM Peak (1700-1800)		
		In	Out	Two-Way	In	Out	Two-Way
1.1	B2112 Ditchling Road - between Janes Lane and Green Road	3	8	11	8	3	11
1.2	B2112 Lunce's Hill - between Green Road and Site Access	4	12	15	11	5	16
1.3	B2112 Lunce's Hill - between Site Access and Hurstwood Lane	12	36	48	34	14	48
1.4	B2112 Fox Hill - between Hurstwood Lane and Rocky Lane	12	36	48	34	14	48
1.5	B2112 Wivelsfield Road / Sussex Road - between Rocky Lane and B2272	5	16	21	15	6	21
1.6	B2112 - Hazelgrove Road - between B2272 and New England Road	2	6	8	6	2	8
2.1	Green Road - between B2112 and Slugwash Lane	1	4	5	3	1	5
3.1	Hurstwood Lane	0	0	0	0	0	0
4.1	A272 Rocky Lane - between B2272 and B2112	0	0	0	0	0	0
4.2	A272 Rocky Lane - between B2112 and Highbank	7	20	27	19	8	27
4.3	A272 Traunstein Way - between Highbank and Parkfield Way	7	20	27	19	8	27
4.4	A272 Isaacs Lane - between Parkfield Way and B2272 Butler's Green Road	7	20	27	19	8	27
4.5	A272 Tylers Green - between B2272 Butler's Green Road and B2184 Broad Street	7	20	27	19	8	27
4.6	A272 - between B2184 Broad Street and B2036	1	4	5	4	1	5
5.1	B2272 Franklynn Road - between Colwell Road and B2112	0	0	0	0	0	0
5.2	B2272 South Road - between B2112 and Haywards Road	3	9	13	9	4	13
5.3	B2272 Butler's Green Road - between Bolnore Farm Lane and Isaac's Lane	0	0	0	0	0	0
6.1	Parkfield Way	0	0	0	0	0	0
7.1	Isaac's Lane - between A272 and Holmbush Cottages	0	0	0	0	0	0
8.1	B21824 Broad Street - between A272 and Hatchgate Lane	5	16	22	16	6	22

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	131	0.109	9	131	0.306	9	131	0.415
08:00 - 09:00	9	131	0.122	9	131	0.376	9	131	0.498
09:00 - 10:00	9	131	0.139	9	131	0.161	9	131	0.300
10:00 - 11:00	9	131	0.125	9	131	0.129	9	131	0.254
11:00 - 12:00	9	131	0.124	9	131	0.136	9	131	0.260
12:00 - 13:00	9	131	0.142	9	131	0.137	9	131	0.279
13:00 - 14:00	9	131	0.132	9	131	0.131	9	131	0.263
14:00 - 15:00	9	131	0.160	9	131	0.171	9	131	0.331
15:00 - 16:00	9	131	0.252	9	131	0.166	9	131	0.418
16:00 - 17:00	9	131	0.249	9	131	0.163	9	131	0.412
17:00 - 18:00	9	131	0.358	9	131	0.147	9	131	0.505
18:00 - 19:00	9	131	0.247	9	131	0.136	9	131	0.383
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.159			2.159			4.318		

Appendix I Junction Capacity Assessment Results

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.1.1.1905											
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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: J1 - B2112 Lunce's Hill_Green Road_Ditchling Road Priority Mini Roundabout (DBS Update).j10
Path: J:\332611520 - Lunces Hill, Haywards Heath\4_Resource\JCA\J1 - B2112 Lunce's Hill_Green Road_Ditchling Road Priority Mini Roundabout
Report generation date: 22/11/2024 20:40:57

- »2024 Observed, AM
- »2024 Observed, PM
- »2028 Do Minimum, AM
- »2028 Do Minimum, PM
- »2028 Do Something, AM
- »2028 Do Something, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Observed											
1 - B2112 Lunce's Hill (N)	D1	1.5	10.96	0.60	B	28.21	D2	2.6	15.42	0.73	C	28.39
2 - Green Road (SE)		10.1	78.68	0.94	F			9.3	83.46	0.94	F	
3 - Ditchling Road (SW)		1.9	8.48	0.65	A			1.1	6.01	0.53	A	
	2028 Do Minimum											
1 - B2112 Lunce's Hill (N)	D3	4.2	23.09	0.81	C	98.51	D4	4.7	24.93	0.83	C	69.03
2 - Green Road (SE)		51.7	342.80	1.20	F			32.8	239.90	1.12	F	
3 - Ditchling Road (SW)		2.6	10.62	0.72	B			1.6	7.30	0.61	A	
	2028 Do Something											
1 - B2112 Lunce's Hill (N)	D5	4.6	25.04	0.83	D	106.18	D6	4.9	25.65	0.84	D	72.83
2 - Green Road (SE)		54.8	372.53	1.22	F			35.1	254.90	1.14	F	
3 - Ditchling Road (SW)		2.6	10.64	0.72	B			1.6	7.44	0.62	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J1 - B2112 Lunce's Hill / Green Road / Ditchling Road Priority Mini Roundabout
Location	Wivelsfield
Site number	
Date	06/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\bhaydon
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Do Something	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

2024 Observed, 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	B2112 Lunce's Hill / Green Road / Ditchling Road	Mini-roundabout		1, 2, 3	28.21	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		28.21	D

Arms

Arms

Arm	Name	Description
1	B2112 Lunce's Hill (N)	
2	Green Road (SE)	
3	Ditchling Road (SW)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B2112 Lunce's Hill (N)	3.31	3.31	4.19	4.6	14.78	13.62	0.0	
2 - Green Road (SE)	2.67	2.67	5.78	2.3	10.16	6.15	0.0	
3 - Ditchling Road (SW)	3.54	3.54	4.50	3.2	20.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2112 Lunce's Hill (N)	0.635	1034
2 - Green Road (SE)	0.600	714
3 - Ditchling Road (SW)	0.933	1448

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	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 Lunce's Hill (N)		ONE HOUR	✓	465	100.000
2 - Green Road (SE)		ONE HOUR	✓	445	100.000
3 - Ditchling Road (SW)		ONE HOUR	✓	732	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	1	170	294
	2 - Green Road (SE)	203	1	241
	3 - Ditchling Road (SW)	468	264	0

Proportions

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	0.00	0.37	0.63
	2 - Green Road (SE)	0.46	0.00	0.54
	3 - Ditchling Road (SW)	0.64	0.36	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	0	4	2
	2 - Green Road (SE)	4	0	3
	3 - Ditchling Road (SW)	3	2	0

Average PCU Per Veh

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	1.000	1.040	1.020
	2 - Green Road (SE)	1.040	1.000	1.030
	3 - Ditchling Road (SW)	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 Lunce's Hill (N)	07:45-08:00	350	350
	08:00-08:15	418	418
	08:15-08:30	512	512
	08:30-08:45	512	512
	08:45-09:00	418	418
	09:00-09:15	350	350
2 - Green Road (SE)	07:45-08:00	335	335
	08:00-08:15	400	400
	08:15-08:30	490	490
	08:30-08:45	490	490
	08:45-09:00	400	400
	09:00-09:15	335	335
3 - Ditchling Road (SW)	07:45-08:00	551	551
	08:00-08:15	658	658
	08:15-08:30	806	806
	08:30-08:45	806	806
	08:45-09:00	658	658
	09:00-09:15	551	551

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 Lunce's Hill (N)	0.60	10.96	1.5	B	427	640
2 - Green Road (SE)	0.94	78.68	10.1	F	408	613
3 - Ditchling Road (SW)	0.65	8.48	1.9	A	672	1008

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	350	88	198	908	0.385	348	502	0.0	0.6	6.568	A
2 - Green Road (SE)	335	84	220	581	0.576	330	325	0.0	1.4	14.508	B
3 - Ditchling Road (SW)	551	138	152	1307	0.422	548	398	0.0	0.7	4.853	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	418	105	238	883	0.473	417	601	0.6	0.9	7.911	A
2 - Green Road (SE)	400	100	265	555	0.721	396	390	1.4	2.5	22.747	C
3 - Ditchling Road (SW)	658	165	182	1278	0.515	657	478	0.7	1.1	5.930	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	512	128	291	850	0.603	510	728	0.9	1.5	10.795	B
2 - Green Road (SE)	490	122	323	520	0.943	468	477	2.5	8.0	56.086	F
3 - Ditchling Road (SW)	806	201	216	1247	0.646	803	575	1.1	1.8	8.259	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	512	128	292	849	0.603	512	736	1.5	1.5	10.962	B
2 - Green Road (SE)	490	122	325	519	0.945	482	479	8.0	10.1	78.677	F
3 - Ditchling Road (SW)	806	201	222	1241	0.649	806	585	1.8	1.9	8.478	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	418	105	239	882	0.474	420	619	1.5	0.9	8.050	A
2 - Green Road (SE)	400	100	267	554	0.723	428	393	10.1	3.0	34.687	D
3 - Ditchling Road (SW)	658	165	197	1264	0.521	661	498	1.9	1.1	6.156	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	350	88	200	907	0.386	351	510	0.9	0.7	6.664	A
2 - Green Road (SE)	335	84	223	580	0.578	341	328	3.0	1.5	15.957	C
3 - Ditchling Road (SW)	551	138	157	1302	0.423	553	407	1.1	0.8	4.942	A

2024 Observed, 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	B2112 Lunce's Hill / Green Road / Ditchling Road	Mini-roundabout		1, 2, 3	28.39	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		28.39	D

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	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 Lunce's Hill (N)		ONE HOUR	✓	570	100.000
2 - Green Road (SE)		ONE HOUR	✓	389	100.000
3 - Ditchling Road (SW)		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	1	179	390
	2 - Green Road (SE)	147	0	242
	3 - Ditchling Road (SW)	380	245	2

Proportions

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	0.00	0.31	0.68
	2 - Green Road (SE)	0.38	0.00	0.62
	3 - Ditchling Road (SW)	0.61	0.39	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	0	0	1
	2 - Green Road (SE)	1	0	1
	3 - Ditchling Road (SW)	2	1	0

Average PCU Per Veh

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	1.000	1.000	1.010
	2 - Green Road (SE)	1.010	1.000	1.010
	3 - Ditchling Road (SW)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 Lunce's Hill (N)	16:45-17:00	429	429
	17:00-17:15	512	512
	17:15-17:30	628	628
	17:30-17:45	628	628
	17:45-18:00	512	512
	18:00-18:15	429	429
2 - Green Road (SE)	16:45-17:00	293	293
	17:00-17:15	350	350
	17:15-17:30	428	428
	17:30-17:45	428	428
	17:45-18:00	350	350
	18:00-18:15	293	293
3 - Ditchling Road (SW)	16:45-17:00	472	472
	17:00-17:15	564	564
	17:15-17:30	690	690
	17:30-17:45	690	690
	17:45-18:00	564	564
	18:00-18:15	472	472

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 Lunce's Hill (N)	0.73	15.42	2.6	C	523	785
2 - Green Road (SE)	0.94	83.46	9.3	F	357	535
3 - Ditchling Road (SW)	0.53	6.01	1.1	A	575	863

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	429	107	185	917	0.468	426	394	0.0	0.9	7.332	A
2 - Green Road (SE)	293	73	293	537	0.545	288	317	0.0	1.2	14.335	B
3 - Ditchling Road (SW)	472	118	110	1346	0.351	470	472	0.0	0.5	4.164	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	512	128	222	893	0.574	511	473	0.9	1.3	9.424	A
2 - Green Road (SE)	350	87	352	502	0.696	346	380	1.2	2.1	22.657	C
3 - Ditchling Road (SW)	564	141	132	1326	0.425	563	566	0.5	0.7	4.790	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	628	157	271	862	0.728	623	573	1.3	2.5	14.849	B
2 - Green Road (SE)	428	107	429	456	0.939	407	465	2.1	7.4	58.732	F
3 - Ditchling Road (SW)	690	173	155	1304	0.530	689	682	0.7	1.1	5.934	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	628	157	272	861	0.728	627	578	2.5	2.6	15.424	C
2 - Green Road (SE)	428	107	433	454	0.943	420	467	7.4	9.3	83.456	F
3 - Ditchling Road (SW)	690	173	160	1299	0.531	690	693	1.1	1.1	6.007	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	512	128	223	893	0.574	517	486	2.6	1.4	9.777	A
2 - Green Road (SE)	350	87	357	500	0.700	377	383	9.3	2.6	34.509	D
3 - Ditchling Road (SW)	564	141	143	1315	0.429	565	590	1.1	0.8	4.891	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	429	107	186	916	0.469	431	400	1.4	0.9	7.508	A
2 - Green Road (SE)	293	73	297	535	0.547	298	320	2.6	1.3	15.655	C
3 - Ditchling Road (SW)	472	118	113	1343	0.352	473	482	0.8	0.6	4.209	A

2028 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	B2112 Lunce's Hill / Green Road / Ditchling Road	Mini-roundabout		1, 2, 3	98.51	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		98.51	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
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 Lunce's Hill (N)		ONE HOUR	✓	621	100.000
2 - Green Road (SE)		ONE HOUR	✓	486	100.000
3 - Ditchling Road (SW)		ONE HOUR	✓	818	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	1	215	405
	2 - Green Road (SE)	233	1	252
	3 - Ditchling Road (SW)	542	276	0

Proportions

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	0.00	0.35	0.65
	2 - Green Road (SE)	0.48	0.00	0.52
	3 - Ditchling Road (SW)	0.66	0.34	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	0	4	2
	2 - Green Road (SE)	4	0	3
	3 - Ditchling Road (SW)	3	2	0

Average PCU Per Veh

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	1.000	1.040	1.020
	2 - Green Road (SE)	1.040	1.000	1.030
	3 - Ditchling Road (SW)	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 Lunce's Hill (N)	07:45-08:00	468	468
	08:00-08:15	558	558
	08:15-08:30	684	684
	08:30-08:45	684	684
	08:45-09:00	558	558
	09:00-09:15	468	468
2 - Green Road (SE)	07:45-08:00	366	366
	08:00-08:15	437	437
	08:15-08:30	535	535
	08:30-08:45	535	535
	08:45-09:00	437	437
	09:00-09:15	366	366
3 - Ditchling Road (SW)	07:45-08:00	616	616
	08:00-08:15	735	735
	08:15-08:30	901	901
	08:30-08:45	901	901
	08:45-09:00	735	735
	09:00-09:15	616	616

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 Lunce's Hill (N)	0.81	23.09	4.2	C	570	855
2 - Green Road (SE)	1.20	342.80	51.7	F	446	669
3 - Ditchling Road (SW)	0.72	10.62	2.6	B	751	1126

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	468	117	207	903	0.518	463	578	0.0	1.1	8.334	A
2 - Green Road (SE)	366	91	303	532	0.688	357	368	0.0	2.1	20.480	C
3 - Ditchling Road (SW)	616	154	173	1287	0.478	612	487	0.0	0.9	5.447	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	558	140	248	876	0.637	556	690	1.1	1.7	11.422	B
2 - Green Road (SE)	437	109	363	496	0.882	424	441	2.1	5.5	44.921	E
3 - Ditchling Road (SW)	735	184	205	1257	0.585	733	582	0.9	1.4	7.028	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	684	171	303	842	0.812	675	806	1.7	4.0	21.103	C
2 - Green Road (SE)	535	134	441	449	1.192	441	537	5.5	29.0	161.917	F
3 - Ditchling Road (SW)	901	225	213	1249	0.721	896	669	1.4	2.6	10.333	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	684	171	305	841	0.813	683	811	4.0	4.2	23.085	C
2 - Green Road (SE)	535	134	446	446	1.201	444	541	29.0	51.7	335.484	F
3 - Ditchling Road (SW)	901	225	215	1248	0.722	900	676	2.6	2.6	10.622	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	558	140	251	875	0.638	568	722	4.2	1.9	12.361	B
2 - Green Road (SE)	437	109	371	491	0.890	481	447	51.7	40.6	342.797	F
3 - Ditchling Road (SW)	735	184	233	1231	0.597	740	620	2.6	1.6	7.581	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	468	117	210	901	0.519	470	656	1.9	1.1	8.641	A
2 - Green Road (SE)	366	91	308	529	0.692	514	372	40.6	3.6	163.787	F
3 - Ditchling Road (SW)	616	154	248	1217	0.506	618	573	1.6	1.1	6.191	A

2028 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	B2112 Lunce's Hill / Green Road / Ditchling Road	Mini-roundabout		1, 2, 3	69.03	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		69.03	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	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 Lunce's Hill (N)		ONE HOUR	✓	647	100.000
2 - Green Road (SE)		ONE HOUR	✓	426	100.000
3 - Ditchling Road (SW)		ONE HOUR	✓	717	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	1	200	446
	2 - Green Road (SE)	173	0	253
	3 - Ditchling Road (SW)	459	256	2

Proportions

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	0.00	0.31	0.69
	2 - Green Road (SE)	0.41	0.00	0.59
	3 - Ditchling Road (SW)	0.64	0.36	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	0	0	1
	2 - Green Road (SE)	1	0	1
	3 - Ditchling Road (SW)	2	1	0

Average PCU Per Veh

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	1.000	1.000	1.010
	2 - Green Road (SE)	1.010	1.000	1.010
	3 - Ditchling Road (SW)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 Lunce's Hill (N)	16:45-17:00	487	487
	17:00-17:15	582	582
	17:15-17:30	712	712
	17:30-17:45	712	712
	17:45-18:00	582	582
	18:00-18:15	487	487
2 - Green Road (SE)	16:45-17:00	321	321
	17:00-17:15	383	383
	17:15-17:30	469	469
	17:30-17:45	469	469
	17:45-18:00	383	383
	18:00-18:15	321	321
3 - Ditchling Road (SW)	16:45-17:00	540	540
	17:00-17:15	645	645
	17:15-17:30	789	789
	17:30-17:45	789	789
	17:45-18:00	645	645
	18:00-18:15	540	540

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 Lunce's Hill (N)	0.83	24.93	4.7	C	594	891
2 - Green Road (SE)	1.12	239.90	32.8	F	391	586
3 - Ditchling Road (SW)	0.61	7.30	1.6	A	658	987

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	487	122	193	911	0.534	483	472	0.0	1.1	8.366	A
2 - Green Road (SE)	321	80	335	513	0.626	314	341	0.0	1.6	17.815	C
3 - Ditchling Road (SW)	540	135	128	1329	0.406	537	521	0.0	0.7	4.607	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	582	145	232	887	0.656	579	565	1.1	1.9	11.643	B
2 - Green Road (SE)	383	96	402	473	0.810	375	409	1.6	3.6	34.614	D
3 - Ditchling Road (SW)	645	161	153	1305	0.494	643	623	0.7	1.0	5.516	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	712	178	283	854	0.834	702	670	1.9	4.4	22.420	C
2 - Green Road (SE)	469	117	487	421	1.114	407	498	3.6	19.1	122.555	F
3 - Ditchling Road (SW)	789	197	166	1293	0.611	787	728	1.0	1.6	7.199	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	712	178	284	854	0.834	711	675	4.4	4.7	24.926	C
2 - Green Road (SE)	469	117	494	417	1.124	414	502	19.1	32.8	239.904	F
3 - Ditchling Road (SW)	789	197	169	1290	0.612	789	738	1.6	1.6	7.298	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	582	145	233	886	0.656	592	599	4.7	2.0	12.753	B
2 - Green Road (SE)	383	96	411	467	0.820	453	414	32.8	15.3	196.852	F
3 - Ditchling Road (SW)	645	161	185	1276	0.505	647	679	1.6	1.1	5.836	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	487	122	195	911	0.535	490	499	2.0	1.2	8.693	A
2 - Green Road (SE)	321	80	340	509	0.630	375	345	15.3	1.8	36.599	E
3 - Ditchling Road (SW)	540	135	153	1306	0.413	541	562	1.1	0.7	4.793	A

2028 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	B2112 Lunce's Hill / Green Road / Ditchling Road	Mini-roundabout		1, 2, 3	106.18	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		106.18	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	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 Lunce's Hill (N)		ONE HOUR	✓	633	100.000
2 - Green Road (SE)		ONE HOUR	✓	487	100.000
3 - Ditchling Road (SW)		ONE HOUR	✓	820	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
From				
	1 - B2112 Lunce's Hill (N)	1	219	413
	2 - Green Road (SE)	234	1	252
	3 - Ditchling Road (SW)	544	276	0

Proportions

	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
From				
	1 - B2112 Lunce's Hill (N)	0.00	0.35	0.65
	2 - Green Road (SE)	0.48	0.00	0.52
	3 - Ditchling Road (SW)	0.66	0.34	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	0	4	2
	2 - Green Road (SE)	4	0	3
	3 - Ditchling Road (SW)	3	2	0

Average PCU Per Veh

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	1.000	1.040	1.020
	2 - Green Road (SE)	1.040	1.000	1.030
	3 - Ditchling Road (SW)	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 Lunce's Hill (N)	07:45-08:00	477	477
	08:00-08:15	569	569
	08:15-08:30	697	697
	08:30-08:45	697	697
	08:45-09:00	569	569
	09:00-09:15	477	477
2 - Green Road (SE)	07:45-08:00	367	367
	08:00-08:15	438	438
	08:15-08:30	536	536
	08:30-08:45	536	536
	08:45-09:00	438	438
	09:00-09:15	367	367
3 - Ditchling Road (SW)	07:45-08:00	617	617
	08:00-08:15	737	737
	08:15-08:30	903	903
	08:30-08:45	903	903
	08:45-09:00	737	737
	09:00-09:15	617	617

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 Lunce's Hill (N)	0.83	25.04	4.6	D	581	871
2 - Green Road (SE)	1.22	372.53	54.8	F	447	670
3 - Ditchling Road (SW)	0.72	10.64	2.6	B	752	1129

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	477	119	207	903	0.528	472	580	0.0	1.1	8.494	A
2 - Green Road (SE)	367	92	309	528	0.694	358	371	0.0	2.2	20.932	C
3 - Ditchling Road (SW)	617	154	173	1287	0.480	614	493	0.0	0.9	5.458	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	569	142	248	876	0.649	566	692	1.1	1.8	11.802	B
2 - Green Road (SE)	438	109	370	491	0.891	423	444	2.2	5.8	47.021	E
3 - Ditchling Road (SW)	737	184	205	1257	0.587	735	589	0.9	1.4	7.057	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	697	174	303	842	0.828	687	807	1.8	4.3	22.547	C
2 - Green Road (SE)	536	134	449	444	1.208	437	541	5.8	30.5	170.935	F
3 - Ditchling Road (SW)	903	226	212	1251	0.722	898	674	1.4	2.6	10.356	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	697	174	305	841	0.829	696	811	4.3	4.6	25.038	D
2 - Green Road (SE)	536	134	455	441	1.217	439	545	30.5	54.8	356.985	F
3 - Ditchling Road (SW)	903	226	213	1250	0.723	903	681	2.6	2.6	10.639	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	569	142	251	875	0.650	580	722	4.6	2.0	12.925	B
2 - Green Road (SE)	438	109	379	486	0.901	477	451	54.8	44.9	372.534	F
3 - Ditchling Road (SW)	737	184	231	1233	0.598	741	625	2.6	1.6	7.588	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	477	119	209	901	0.529	480	658	2.0	1.2	8.838	A
2 - Green Road (SE)	367	92	314	525	0.698	513	375	44.9	8.2	195.551	F
3 - Ditchling Road (SW)	617	154	249	1216	0.507	619	579	1.6	1.1	6.210	A

2028 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	B2112 Lunce's Hill / Green Road / Ditchling Road	Mini-roundabout		1, 2, 3	72.83	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		72.83	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
D6	2028 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 Lunce's Hill (N)		ONE HOUR	✓	651	100.000
2 - Green Road (SE)		ONE HOUR	✓	429	100.000
3 - Ditchling Road (SW)		ONE HOUR	✓	725	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
From				
	1 - B2112 Lunce's Hill (N)	1	201	449
	2 - Green Road (SE)	176	0	253
	3 - Ditchling Road (SW)	467	256	2

Proportions

	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
From				
	1 - B2112 Lunce's Hill (N)	0.00	0.31	0.69
	2 - Green Road (SE)	0.41	0.00	0.59
	3 - Ditchling Road (SW)	0.64	0.35	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	0	0	1
	2 - Green Road (SE)	1	0	1
	3 - Ditchling Road (SW)	2	1	0

Average PCU Per Veh

From	To			
		1 - B2112 Lunce's Hill (N)	2 - Green Road (SE)	3 - Ditchling Road (SW)
	1 - B2112 Lunce's Hill (N)	1.000	1.000	1.010
	2 - Green Road (SE)	1.010	1.000	1.010
	3 - Ditchling Road (SW)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 Lunce's Hill (N)	16:45-17:00	490	490
	17:00-17:15	585	585
	17:15-17:30	717	717
	17:30-17:45	717	717
	17:45-18:00	585	585
	18:00-18:15	490	490
2 - Green Road (SE)	16:45-17:00	323	323
	17:00-17:15	386	386
	17:15-17:30	472	472
	17:30-17:45	472	472
	17:45-18:00	386	386
	18:00-18:15	323	323
3 - Ditchling Road (SW)	16:45-17:00	546	546
	17:00-17:15	652	652
	17:15-17:30	798	798
	17:30-17:45	798	798
	17:45-18:00	652	652
	18:00-18:15	546	546

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 Lunce's Hill (N)	0.84	25.65	4.9	D	597	896
2 - Green Road (SE)	1.14	254.90	35.1	F	394	590
3 - Ditchling Road (SW)	0.62	7.44	1.6	A	665	998

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	490	123	193	911	0.538	486	480	0.0	1.1	8.422	A
2 - Green Road (SE)	323	81	337	511	0.632	316	342	0.0	1.6	18.107	C
3 - Ditchling Road (SW)	546	136	131	1327	0.411	543	523	0.0	0.7	4.653	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	585	146	232	887	0.660	582	575	1.1	1.9	11.772	B
2 - Green Road (SE)	386	96	404	471	0.819	377	410	1.6	3.8	35.799	E
3 - Ditchling Road (SW)	652	163	156	1303	0.500	651	626	0.7	1.0	5.596	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	717	179	283	854	0.839	706	681	1.9	4.5	22.940	C
2 - Green Road (SE)	472	118	490	419	1.126	407	499	3.8	20.2	128.468	F
3 - Ditchling Road (SW)	798	200	168	1292	0.618	796	729	1.0	1.6	7.342	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	717	179	284	854	0.839	716	684	4.5	4.9	25.653	D
2 - Green Road (SE)	472	118	497	415	1.137	412	503	20.2	35.1	254.902	F
3 - Ditchling Road (SW)	798	200	170	1289	0.619	798	739	1.6	1.6	7.445	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	585	146	233	886	0.660	597	608	4.9	2.0	12.955	B
2 - Green Road (SE)	386	96	414	465	0.829	452	415	35.1	18.5	217.828	F
3 - Ditchling Road (SW)	652	163	186	1274	0.511	654	680	1.6	1.1	5.919	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 Lunce's Hill (N)	490	123	195	911	0.538	493	513	2.0	1.2	8.760	A
2 - Green Road (SE)	323	81	343	508	0.636	390	346	18.5	1.9	45.487	E
3 - Ditchling Road (SW)	546	136	161	1299	0.420	547	572	1.1	0.7	4.877	A

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.1.1.1905											
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Filename: J2 - B2112 Lunce's Hill_B2112 Fox Hill_Hurstwood Lane Priority T-Junction.j10

Path: J:\332611520 - Lunces Hill, Haywards Heath\4_Resource\JCA\J2 - B2112 Lunce's Hill_B2112 Fox Hill_Hurstwood Lane Priority T-Junction

Report generation date: 23/11/2024 22:25:10

- »2024 Observed, AM
- »2024 Observed, PM
- »2028 Do Minimum, AM
- »2028 Do Minimum, PM
- »2028 Do Something, AM
- »2028 Do Something, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Observed											
Stream B-AC	D1	0.3	9.60	0.25	A	2.56	D2	0.4	10.13	0.31	B	1.95
Stream C-AB		1.3	6.16	0.41	A			0.5	4.96	0.21	A	
	2028 Do Minimum											
Stream B-AC	D3	1.8	23.88	0.64	C	7.23	D4	0.7	13.68	0.43	B	2.72
Stream C-AB		2.9	9.85	0.63	A			0.8	5.55	0.29	A	
	2028 Do Something											
Stream B-AC	D5	1.8	25.24	0.65	D	7.63	D6	0.8	14.28	0.44	B	2.74
Stream C-AB		3.4	10.48	0.66	B			0.8	5.61	0.30	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J2 - B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane Priority T-Junction
Location	Haywards Heath
Site number	
Date	06/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\bhaydon
Description	

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Do Something	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

2024 Observed, 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	B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane	T-Junction	Two-way	Two-way	Two-way		2.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	B2112 Fox Hill (NW)		Major
B	Hurstwood Lane (NE)		Minor
C	B2112 Lunce's Hill (SE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B2112 Lunce's Hill (SE)	6.08			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Hurstwood Lane (NE)	One lane	3.36	30	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	513	0.093	0.234	0.147	0.335
B-C	657	0.101	0.255	-	-
C-B	719	0.277	0.277	-	-

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	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2112 Fox Hill (NW)		ONE HOUR	✓	384	100.000
B - Hurstwood Lane (NE)		ONE HOUR	✓	114	100.000
C - B2112 Lunce's Hill (SE)		ONE HOUR	✓	719	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	8	376
	B - Hurstwood Lane (NE)	10	0	104
	C - B2112 Lunce's Hill (SE)	576	143	0

Proportions

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0.00	0.02	0.98
	B - Hurstwood Lane (NE)	0.09	0.00	0.91
	C - B2112 Lunce's Hill (SE)	0.80	0.20	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	0	3
	B - Hurstwood Lane (NE)	11	0	0
	C - B2112 Lunce's Hill (SE)	5	1	0

Average PCU Per Veh

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	1.000	1.000	1.030
	B - Hurstwood Lane (NE)	1.110	1.000	1.000
	C - B2112 Lunce's Hill (SE)	1.050	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - B2112 Fox Hill (NW)	07:45-08:00	289	289
	08:00-08:15	345	345
	08:15-08:30	423	423
	08:30-08:45	423	423
	08:45-09:00	345	345
	09:00-09:15	289	289
B - Hurstwood Lane (NE)	07:45-08:00	86	86
	08:00-08:15	102	102
	08:15-08:30	126	126
	08:30-08:45	126	126
	08:45-09:00	102	102
	09:00-09:15	86	86
C - B2112 Lunce's Hill (SE)	07:45-08:00	541	541
	08:00-08:15	646	646
	08:15-08:30	792	792
	08:30-08:45	792	792
	08:45-09:00	646	646
	09:00-09:15	541	541

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	9.60	0.3	A	105	157
C-AB	0.41	6.16	1.3	A	301	451
C-A					359	539
A-B					7	11
A-C					345	518

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	551	0.156	85	0.0	0.2	7.775	A
C-AB	204	51	918	0.222	202	0.0	0.5	5.166	A
C-A	337	84			337				
A-B	6	2			6				
A-C	283	71			283				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	532	0.193	102	0.2	0.2	8.454	A
C-AB	280	70	962	0.291	279	0.5	0.7	5.437	A
C-A	367	92			367				
A-B	7	2			7				
A-C	338	85			338				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	504	0.249	125	0.2	0.3	9.580	A
C-AB	416	104	1025	0.406	414	0.7	1.2	6.109	A
C-A	375	94			375				
A-B	9	2			9				
A-C	414	103			414				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	504	0.249	126	0.3	0.3	9.602	A
C-AB	418	104	1026	0.407	417	1.2	1.3	6.164	A
C-A	374	94			374				
A-B	9	2			9				
A-C	414	103			414				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	531	0.193	103	0.3	0.2	8.481	A
C-AB	281	70	964	0.292	283	1.3	0.7	5.507	A
C-A	365	91			365				
A-B	7	2			7				
A-C	338	85			338				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	21	551	0.156	86	0.2	0.2	7.821	A
C-AB	205	51	919	0.223	206	0.7	0.5	5.223	A
C-A	336	84			336				
A-B	6	2			6				
A-C	283	71			283				

2024 Observed, 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	B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.95	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	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2112 Fox Hill (NW)		ONE HOUR	✓	456	100.000
B - Hurstwood Lane (NE)		ONE HOUR	✓	145	100.000
C - B2112 Lunce's Hill (SE)		ONE HOUR	✓	556	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	6	450
	B - Hurstwood Lane (NE)	5	0	140
	C - B2112 Lunce's Hill (SE)	478	78	0

Proportions

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0.00	0.01	0.99
	B - Hurstwood Lane (NE)	0.03	0.00	0.97
	C - B2112 Lunce's Hill (SE)	0.86	0.14	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	0	2
	B - Hurstwood Lane (NE)	0	0	0
	C - B2112 Lunce's Hill (SE)	2	1	0

Average PCU Per Veh

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	1.000	1.000	1.020
	B - Hurstwood Lane (NE)	1.000	1.000	1.000
	C - B2112 Lunce's Hill (SE)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - B2112 Fox Hill (NW)	16:45-17:00	343	343
	17:00-17:15	410	410
	17:15-17:30	502	502
	17:30-17:45	502	502
	17:45-18:00	410	410
	18:00-18:15	343	343
B - Hurstwood Lane (NE)	16:45-17:00	109	109
	17:00-17:15	130	130
	17:15-17:30	160	160
	17:30-17:45	160	160
	17:45-18:00	130	130
	18:00-18:15	109	109
C - B2112 Lunce's Hill (SE)	16:45-17:00	419	419
	17:00-17:15	500	500
	17:15-17:30	612	612
	17:30-17:45	612	612
	17:45-18:00	500	500
	18:00-18:15	419	419

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	10.13	0.4	B	133	200
C-AB	0.21	4.96	0.5	A	145	217
C-A					365	548
A-B					6	8
AC					413	619

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	559	0.195	108	0.0	0.2	7.975	A
C-AB	101	25	859	0.118	100	0.0	0.2	4.813	A
C-A	318	79			318				
A-B	5	1			5				
A-C	339	85			339				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	33	540	0.241	130	0.2	0.3	8.765	A
C-AB	136	34	891	0.153	136	0.2	0.3	4.844	A
C-A	364	91			364				
A-B	5	1			5				
A-C	405	101			405				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	40	515	0.310	159	0.3	0.4	10.099	B
C-AB	197	49	937	0.210	196	0.3	0.5	4.945	A
C-A	415	104			415				
A-B	7	2			7				
A-C	495	124			495				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	40	515	0.310	160	0.4	0.4	10.129	B
C-AB	197	49	937	0.211	197	0.5	0.5	4.956	A
C-A	415	104			415				
A-B	7	2			7				
A-C	495	124			495				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	33	540	0.241	131	0.4	0.3	8.800	A
C-AB	136	34	891	0.153	137	0.5	0.3	4.862	A
C-A	363	91			363				
A-B	5	1			5				
A-C	405	101			405				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	559	0.195	109	0.3	0.2	8.021	A
C-AB	102	25	859	0.118	102	0.3	0.2	4.833	A
C-A	317	79			317				
A-B	5	1			5				
A-C	339	85			339				

2028 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	B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane	T-Junction	Two-way	Two-way	Two-way		7.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.23	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
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2112 Fox Hill (NW)		ONE HOUR	✓	442	100.000
B - Hurstwood Lane (NE)		ONE HOUR	✓	247	100.000
C - B2112 Lunce's Hill (SE)		ONE HOUR	✓	815	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	43	399
	B - Hurstwood Lane (NE)	49	0	198
	C - B2112 Lunce's Hill (SE)	608	207	0

Proportions

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0.00	0.10	0.90
	B - Hurstwood Lane (NE)	0.20	0.00	0.80
	C - B2112 Lunce's Hill (SE)	0.75	0.25	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	0	3
	B - Hurstwood Lane (NE)	11	0	0
	C - B2112 Lunce's Hill (SE)	5	1	0

Average PCU Per Veh

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	1.000	1.000	1.030
	B - Hurstwood Lane (NE)	1.110	1.000	1.000
	C - B2112 Lunce's Hill (SE)	1.050	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - B2112 Fox Hill (NW)	07:45-08:00	333	333
	08:00-08:15	397	397
	08:15-08:30	487	487
	08:30-08:45	487	487
	08:45-09:00	397	397
	09:00-09:15	333	333
B - Hurstwood Lane (NE)	07:45-08:00	186	186
	08:00-08:15	222	222
	08:15-08:30	272	272
	08:30-08:45	272	272
	08:45-09:00	222	222
	09:00-09:15	186	186
C - B2112 Lunce's Hill (SE)	07:45-08:00	614	614
	08:00-08:15	733	733
	08:15-08:30	897	897
	08:30-08:45	897	897
	08:45-09:00	733	733
	09:00-09:15	614	614

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.64	23.88	1.8	C	227	340
C-AB	0.63	9.85	2.9	A	464	696
C-A					284	426
A-B					39	59
A-C					366	549

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	46	498	0.374	184	0.0	0.6	11.612	B
C-AB	309	77	925	0.334	305	0.0	0.8	5.974	A
C-A	305	76			305				
A-B	32	8			32				
A-C	300	75			300				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	56	469	0.473	221	0.6	0.9	14.729	B
C-AB	429	107	971	0.441	427	0.8	1.3	6.831	A
C-A	304	76			304				
A-B	39	10			39				
A-C	359	90			359				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	68	426	0.639	269	0.9	1.7	22.933	C
C-AB	649	162	1038	0.626	643	1.3	2.8	9.482	A
C-A	248	62			248				
A-B	47	12			47				
A-C	439	110			439				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	68	425	0.640	272	1.7	1.8	23.884	C
C-AB	654	164	1041	0.628	654	2.8	2.9	9.846	A
C-A	243	61			243				
A-B	47	12			47				
A-C	439	110			439				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	56	468	0.474	225	1.8	0.9	15.317	C
C-AB	433	108	975	0.444	439	2.9	1.4	7.092	A
C-A	300	75			300				
A-B	39	10			39				
A-C	359	90			359				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	46	497	0.374	187	0.9	0.6	11.907	B
C-AB	311	78	927	0.336	314	1.4	0.8	6.104	A
C-A	302	76			302				
A-B	32	8			32				
A-C	300	75			300				

2028 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	B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane	T-Junction	Two-way	Two-way	Two-way		2.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.72	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	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2112 Fox Hill (NW)		ONE HOUR	✓	561	100.000
B - Hurstwood Lane (NE)		ONE HOUR	✓	180	100.000
C - B2112 Lunce's Hill (SE)		ONE HOUR	✓	606	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	17	544
	B - Hurstwood Lane (NE)	16	0	164
	C - B2112 Lunce's Hill (SE)	506	100	0

Proportions

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0.00	0.03	0.97
	B - Hurstwood Lane (NE)	0.09	0.00	0.91
	C - B2112 Lunce's Hill (SE)	0.83	0.17	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	0	2
	B - Hurstwood Lane (NE)	0	0	0
	C - B2112 Lunce's Hill (SE)	2	1	0

Average PCU Per Veh

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	1.000	1.000	1.020
	B - Hurstwood Lane (NE)	1.000	1.000	1.000
	C - B2112 Lunce's Hill (SE)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - B2112 Fox Hill (NW)	16:45-17:00	422	422
	17:00-17:15	504	504
	17:15-17:30	618	618
	17:30-17:45	618	618
	17:45-18:00	504	504
	18:00-18:15	422	422
B - Hurstwood Lane (NE)	16:45-17:00	136	136
	17:00-17:15	162	162
	17:15-17:30	198	198
	17:30-17:45	198	198
	17:45-18:00	162	162
	18:00-18:15	136	136
C - B2112 Lunce's Hill (SE)	16:45-17:00	456	456
	17:00-17:15	545	545
	17:15-17:30	667	667
	17:30-17:45	667	667
	17:45-18:00	545	545
	18:00-18:15	456	456

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.43	13.68	0.7	B	165	248
C-AB	0.29	5.55	0.8	A	199	298
C-A					357	536
A-B					16	23
A-C					499	749

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	34	521	0.260	134	0.0	0.3	9.272	A
C-AB	136	34	855	0.159	134	0.0	0.3	5.065	A
C-A	320	80			320				
A-B	13	3			13				
A-C	410	102			410				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	40	496	0.326	161	0.3	0.5	10.723	B
C-AB	185	46	888	0.209	185	0.3	0.5	5.204	A
C-A	360	90			360				
A-B	15	4			15				
A-C	489	122			489				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	50	461	0.430	197	0.5	0.7	13.574	B
C-AB	274	68	936	0.293	273	0.5	0.8	5.525	A
C-A	393	98			393				
A-B	19	5			19				
A-C	599	150			599				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	50	461	0.430	198	0.7	0.7	13.679	B
C-AB	274	69	936	0.293	274	0.8	0.8	5.549	A
C-A	393	98			393				
A-B	19	5			19				
A-C	599	150			599				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	40	496	0.326	163	0.7	0.5	10.824	B
C-AB	186	46	889	0.209	187	0.8	0.5	5.233	A
C-A	359	90			359				
A-B	15	4			15				
A-C	489	122			489				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	34	521	0.260	136	0.5	0.4	9.367	A
C-AB	137	34	856	0.160	137	0.5	0.3	5.097	A
C-A	320	80			320				
A-B	13	3			13				
A-C	410	102			410				

2028 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	B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane	T-Junction	Two-way	Two-way	Two-way		7.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.63	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
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2112 Fox Hill (NW)		ONE HOUR	✓	454	100.000
B - Hurstwood Lane (NE)		ONE HOUR	✓	247	100.000
C - B2112 Lunce's Hill (SE)		ONE HOUR	✓	853	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	43	411
	B - Hurstwood Lane (NE)	49	0	198
	C - B2112 Lunce's Hill (SE)	646	207	0

Proportions

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0.00	0.09	0.91
	B - Hurstwood Lane (NE)	0.20	0.00	0.80
	C - B2112 Lunce's Hill (SE)	0.76	0.24	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	0	3
	B - Hurstwood Lane (NE)	11	0	0
	C - B2112 Lunce's Hill (SE)	5	1	0

Average PCU Per Veh

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	1.000	1.000	1.030
	B - Hurstwood Lane (NE)	1.110	1.000	1.000
	C - B2112 Lunce's Hill (SE)	1.050	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - B2112 Fox Hill (NW)	07:45-08:00	342	342
	08:00-08:15	408	408
	08:15-08:30	500	500
	08:30-08:45	500	500
	08:45-09:00	408	408
	09:00-09:15	342	342
B - Hurstwood Lane (NE)	07:45-08:00	186	186
	08:00-08:15	222	222
	08:15-08:30	272	272
	08:30-08:45	272	272
	08:45-09:00	222	222
	09:00-09:15	186	186
C - B2112 Lunce's Hill (SE)	07:45-08:00	642	642
	08:00-08:15	767	767
	08:15-08:30	939	939
	08:30-08:45	939	939
	08:45-09:00	767	767
	09:00-09:15	642	642

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.65	25.24	1.8	D	227	340
C-AB	0.66	10.48	3.4	B	493	739
C-A					290	435
A-B					39	59
A-C					377	566

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	46	493	0.377	184	0.0	0.6	11.775	B
C-AB	322	81	942	0.342	319	0.0	0.9	5.947	A
C-A	320	80			320				
A-B	32	8			32				
A-C	309	77			309				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	56	463	0.479	221	0.6	0.9	15.072	C
C-AB	452	113	992	0.456	450	0.9	1.4	6.875	A
C-A	315	79			315				
A-B	39	10			39				
A-C	369	92			369				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	68	418	0.651	268	0.9	1.8	24.087	C
C-AB	696	174	1064	0.654	689	1.4	3.3	9.989	A
C-A	243	61			243				
A-B	47	12			47				
A-C	453	113			453				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	68	416	0.653	272	1.8	1.8	25.238	D
C-AB	702	176	1068	0.658	702	3.3	3.4	10.479	B
C-A	237	59			237				
A-B	47	12			47				
A-C	453	113			453				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	56	462	0.481	226	1.8	1.0	15.745	C
C-AB	458	114	997	0.459	465	3.4	1.5	7.186	A
C-A	309	77			309				
A-B	39	10			39				
A-C	369	92			369				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	46	492	0.378	187	1.0	0.6	12.088	B
C-AB	325	81	944	0.345	328	1.5	0.9	6.086	A
C-A	317	79			317				
A-B	32	8			32				
A-C	309	77			309				

2028 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	B2112 Lunce's Hill / B2112 Fox Hill / Hurstwood Lane	T-Junction	Two-way	Two-way	Two-way		2.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.74	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	2028 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2112 Fox Hill (NW)		ONE HOUR	✓	596	100.000
B - Hurstwood Lane (NE)		ONE HOUR	✓	180	100.000
C - B2112 Lunce's Hill (SE)		ONE HOUR	✓	621	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	17	579
	B - Hurstwood Lane (NE)	16	0	164
	C - B2112 Lunce's Hill (SE)	521	100	0

Proportions

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0.00	0.03	0.97
	B - Hurstwood Lane (NE)	0.09	0.00	0.91
	C - B2112 Lunce's Hill (SE)	0.84	0.16	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	0	0	2
	B - Hurstwood Lane (NE)	0	0	0
	C - B2112 Lunce's Hill (SE)	2	1	0

Average PCU Per Veh

From	To			
		A - B2112 Fox Hill (NW)	B - Hurstwood Lane (NE)	C - B2112 Lunce's Hill (SE)
	A - B2112 Fox Hill (NW)	1.000	1.000	1.020
	B - Hurstwood Lane (NE)	1.000	1.000	1.000
	C - B2112 Lunce's Hill (SE)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - B2112 Fox Hill (NW)	16:45-17:00	449	449
	17:00-17:15	536	536
	17:15-17:30	656	656
	17:30-17:45	656	656
	17:45-18:00	536	536
	18:00-18:15	449	449
B - Hurstwood Lane (NE)	16:45-17:00	136	136
	17:00-17:15	162	162
	17:15-17:30	198	198
	17:30-17:45	198	198
	17:45-18:00	162	162
	18:00-18:15	136	136
C - B2112 Lunce's Hill (SE)	16:45-17:00	468	468
	17:00-17:15	558	558
	17:15-17:30	684	684
	17:30-17:45	684	684
	17:45-18:00	558	558
	18:00-18:15	468	468

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.44	14.28	0.8	B	165	248
C-AB	0.30	5.61	0.8	A	205	308
C-A					365	547
A-B					16	23
A-C					531	797

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	34	514	0.264	134	0.0	0.4	9.446	A
C-AB	139	35	857	0.162	137	0.0	0.3	5.075	A
C-A	329	82			329				
A-B	13	3			13				
A-C	436	109			436				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	40	488	0.332	161	0.4	0.5	11.007	B
C-AB	191	48	891	0.214	190	0.3	0.5	5.224	A
C-A	368	92			368				
A-B	15	4			15				
A-C	521	130			521				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	50	450	0.440	197	0.5	0.8	14.153	B
C-AB	284	71	940	0.303	283	0.5	0.8	5.582	A
C-A	399	100			399				
A-B	19	5			19				
A-C	637	159			637				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	50	450	0.440	198	0.8	0.8	14.275	B
C-AB	285	71	941	0.303	285	0.8	0.8	5.605	A
C-A	399	100			399				
A-B	19	5			19				
A-C	637	159			637				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	40	488	0.332	163	0.8	0.5	11.122	B
C-AB	191	48	892	0.215	193	0.8	0.5	5.256	A
C-A	367	92			367				
A-B	15	4			15				
A-C	521	130			521				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	34	514	0.264	136	0.5	0.4	9.548	A
C-AB	140	35	858	0.163	140	0.5	0.3	5.106	A
C-A	328	82			328				
A-B	13	3			13				
A-C	436	109			436				

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.1.1.1905											
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Filename: J3 - B2112_A272 Rocky Lane_Kennard Lane Priority Roundabout (DBS Update).j10

Path: J:\332611520 - Lunces Hill, Haywards Heath\4_Resource\JCA\J3 - B2112_A272 Rocky Lane_Kennard Lane Priority Roundabout

Report generation date: 22/11/2024 21:08:32

- »2024 Observed, AM
- »2024 Observed, PM
- »2028 Do Minimum, AM
- »2028 Do Minimum, PM
- »2028 Do Something, AM
- »2028 Do Something, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Observed											
1 - Kennard Lane (NE)	D1	0.0	6.19	0.04	A	7.82	D2	0.0	0.00	0.00	A	7.08
2 - A272 Rocky Lane (SE)		0.9	5.22	0.46	A			0.9	5.72	0.46	A	
3 - B2112 Fox Hill (SW)		1.8	8.92	0.63	A			1.0	6.65	0.51	A	
4 - A272 Rocky Lane (SW)		2.4	9.96	0.71	A			1.6	7.12	0.62	A	
5 - B2112 Wivelsfield Road (NW)		0.9	5.79	0.47	A			1.8	8.32	0.64	A	
	2028 Do Minimum											
1 - Kennard Lane (NE)	D3	0.1	7.75	0.05	A	16.41	D4	0.0	0.00	0.00	A	11.29
2 - A272 Rocky Lane (SE)		1.6	7.59	0.61	A			1.3	7.59	0.57	A	
3 - B2112 Fox Hill (SW)		5.9	24.75	0.86	C			2.3	11.25	0.69	B	
4 - A272 Rocky Lane (SW)		5.7	21.03	0.86	C			2.8	10.74	0.74	B	
5 - B2112 Wivelsfield Road (NW)		1.5	8.18	0.60	A			3.5	14.49	0.78	B	
	2028 Do Something											
1 - Kennard Lane (NE)	D5	0.1	7.85	0.05	A	19.40	D6	0.0	0.00	0.00	A	12.29
2 - A272 Rocky Lane (SE)		1.6	7.71	0.61	A			1.4	7.95	0.58	A	
3 - B2112 Fox Hill (SW)		8.0	32.70	0.90	D			2.4	11.84	0.71	B	
4 - A272 Rocky Lane (SW)		6.3	23.13	0.87	C			3.1	11.61	0.76	B	
5 - B2112 Wivelsfield Road (NW)		1.6	8.36	0.61	A			4.0	16.34	0.81	C	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

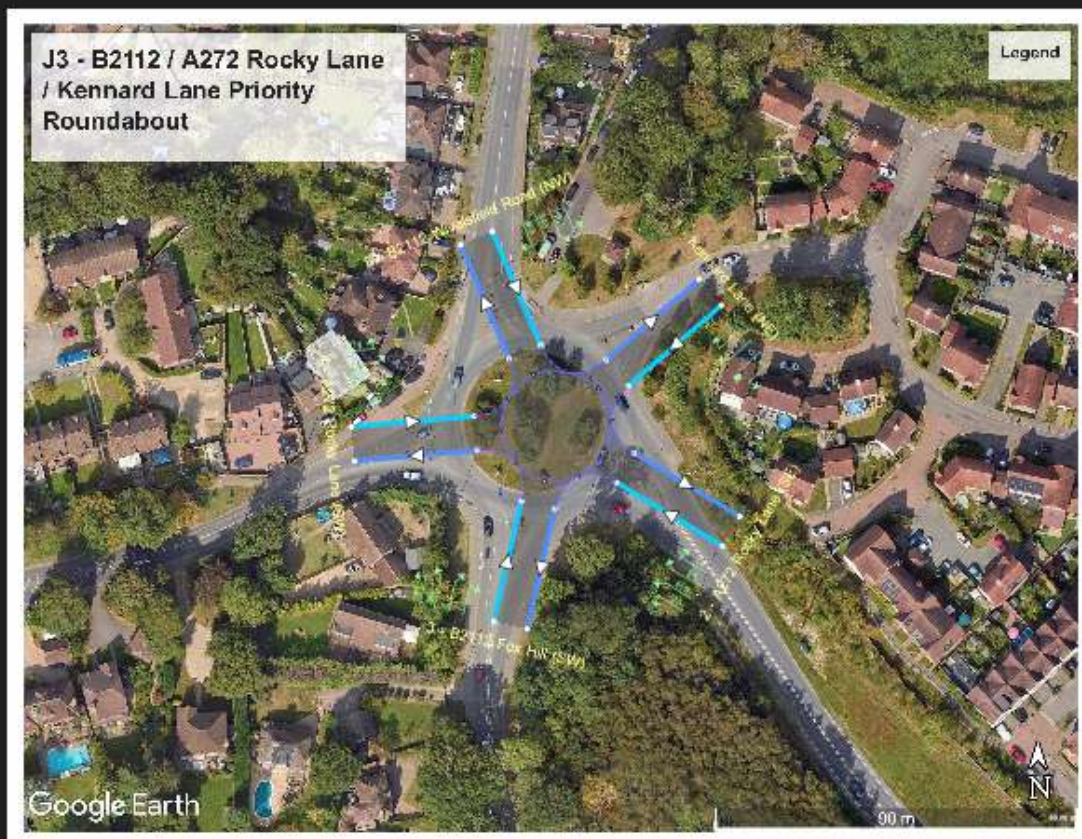
File summary

File Description

Title	J3 - B2112 / A272 Rocky Lane / Kennard Lane Priority Roundabout
Location	Haywards Heath
Site number	
Date	06/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\bhaydon
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Do Something	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

2024 Observed, 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	B2112 / A272 Rocky Lane / Kennard Lane	Standard Roundabout		1, 2, 3, 4, 5	7.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.82	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Kennard Lane (NE)		
2	A272 Rocky Lane (SE)		
3	B2112 Fox Hill (SW)		
4	A272 Rocky Lane (SW)		
5	B2112 Wivelsfield Road (NW)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Kennard Lane (NE)	2.59	5.72	11.2	9.9	51.4	34.6		
2 - A272 Rocky Lane (SE)	3.24	8.13	21.0	11.2	51.4	41.3		
3 - B2112 Fox Hill (SW)	3.43	6.98	19.0	10.6	51.4	35.5		
4 - A272 Rocky Lane (SW)	3.08	6.21	20.9	22.0	51.4	24.6		
5 - B2112 Wivelsfield Road (NW)	3.45	6.88	19.2	13.6	51.4	46.8		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Kennard Lane (NE)	0.490	1202
2 - A272 Rocky Lane (SE)	0.578	1688
3 - B2112 Fox Hill (SW)	0.567	1605
4 - A272 Rocky Lane (SW)	0.592	1611
5 - B2112 Wivelsfield Road (NW)	0.554	1567

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	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kennard Lane (NE)		ONE HOUR	✓	21	100.000
2 - A272 Rocky Lane (SE)		ONE HOUR	✓	541	100.000
3 - B2112 Fox Hill (SW)		ONE HOUR	✓	652	100.000
4 - A272 Rocky Lane (SW)		ONE HOUR	✓	814	100.000
5 - B2112 Wivelsfield Road (NW)		ONE HOUR	✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
From	1 - Kennard Lane (NE)	0	3	3	3	12
	2 - A272 Rocky Lane (SE)	17	0	76	429	19
	3 - B2112 Fox Hill (SW)	1	126	0	170	355
	4 - A272 Rocky Lane (SW)	1	318	162	0	333
	5 - B2112 Wivelsfield Road (NW)	1	68	166	265	1

Proportions

	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
From	1 - Kennard Lane (NE)	0.00	0.1
	2 - A272 Rocky Lane (SE)	0.03	0.0
	3 - B2112 Fox Hill (SW)	0.00	0.1
	4 - A272 Rocky Lane (SW)	0.00	0.3
	5 - B2112 Wivelsfield Road (NW)	0.00	0.1

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
From	1 - Kennard Lane (NE)	0	0	0	0	0
	2 - A272 Rocky Lane (SE)	0	0	3	2	0
	3 - B2112 Fox Hill (SW)	0	8	0	8	2
	4 - A272 Rocky Lane (SW)	0	2	3	0	2
	5 - B2112 Wivelsfield Road (NW)	0	0	3	2	0

Average PCU Per Veh

	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
From	1 - Kennard Lane (NE)	1.000	1.00
	2 - A272 Rocky Lane (SE)	1.000	1.00
	3 - B2112 Fox Hill (SW)	1.000	1.00
	4 - A272 Rocky Lane (SW)	1.000	1.02
	5 - B2112 Wivelsfield Road (NW)	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Kennard Lane (NE)	07:45-08:00	16	16
	08:00-08:15	19	19
	08:15-08:30	23	23
	08:30-08:45	23	23
	08:45-09:00	19	19
	09:00-09:15	16	16
2 - A272 Rocky Lane (SE)	07:45-08:00	407	407
	08:00-08:15	486	486
	08:15-08:30	596	596
	08:30-08:45	596	596
	08:45-09:00	486	486
	09:00-09:15	407	407
3 - B2112 Fox Hill (SW)	07:45-08:00	491	491
	08:00-08:15	586	586
	08:15-08:30	718	718
	08:30-08:45	718	718
	08:45-09:00	586	586
	09:00-09:15	491	491
4 - A272 Rocky Lane (SW)	07:45-08:00	613	613
	08:00-08:15	732	732
	08:15-08:30	896	896
	08:30-08:45	896	896
	08:45-09:00	732	732
	09:00-09:15	613	613
5 - B2112 Wivelsfield Road (NW)	07:45-08:00	377	377
	08:00-08:15	450	450
	08:15-08:30	552	552
	08:30-08:45	552	552
	08:45-09:00	450	450
	09:00-09:15	377	377

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kennard Lane (NE)	0.04	6.19	0.0	A	19	29
2 - A272 Rocky Lane (SE)	0.46	5.22	0.9	A	496	745
3 - B2112 Fox Hill (SW)	0.63	8.92	1.8	A	598	897
4 - A272 Rocky Lane (SW)	0.71	9.96	2.4	A	747	1120
5 - B2112 Wivelsfield Road (NW)	0.47	5.79	0.9	A	460	690

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	16	4	829	796	0.020	16	15	0.0	0.0	4.616	A
2 - A272 Rocky Lane (SE)	407	102	459	1423	0.286	406	386	0.0	0.4	3.602	A
3 - B2112 Fox Hill (SW)	491	123	559	1289	0.381	488	305	0.0	0.6	4.692	A
4 - A272 Rocky Lane (SW)	613	153	398	1375	0.446	610	650	0.0	0.8	4.783	A
5 - B2112 Wivelsfield Road (NW)	377	94	468	1308	0.288	376	539	0.0	0.4	3.934	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	19	5	992	715	0.026	19	18	0.0	0.0	5.169	A
2 - A272 Rocky Lane (SE)	486	122	549	1371	0.355	486	462	0.4	0.6	4.146	A
3 - B2112 Fox Hill (SW)	586	147	670	1226	0.478	585	365	0.6	0.9	5.866	A
4 - A272 Rocky Lane (SW)	732	183	476	1329	0.551	730	778	0.8	1.2	6.126	A
5 - B2112 Wivelsfield Road (NW)	450	113	561	1257	0.358	450	646	0.4	0.6	4.553	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	23	6	1213	607	0.038	23	22	0.0	0.0	6.165	A
2 - A272 Rocky Lane (SE)	596	149	672	1300	0.458	594	564	0.6	0.9	5.197	A
3 - B2112 Fox Hill (SW)	718	179	820	1141	0.629	715	447	0.9	1.7	8.772	A
4 - A272 Rocky Lane (SW)	896	224	582	1266	0.708	892	952	1.2	2.4	9.700	A
5 - B2112 Wivelsfield Road (NW)	552	138	685	1188	0.464	550	789	0.6	0.9	5.754	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	23	6	1218	605	0.038	23	22	0.0	0.0	6.187	A
2 - A272 Rocky Lane (SE)	596	149	674	1299	0.459	596	567	0.9	0.9	5.221	A
3 - B2112 Fox Hill (SW)	718	179	821	1140	0.630	718	448	1.7	1.8	8.915	A
4 - A272 Rocky Lane (SW)	896	224	585	1265	0.709	896	955	2.4	2.4	9.961	A
5 - B2112 Wivelsfield Road (NW)	552	138	688	1186	0.465	552	793	0.9	0.9	5.790	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	19	5	999	712	0.027	19	18	0.0	0.0	5.195	A
2 - A272 Rocky Lane (SE)	486	122	552	1369	0.355	488	466	0.9	0.6	4.172	A
3 - B2112 Fox Hill (SW)	586	147	672	1224	0.479	589	367	1.8	1.0	5.958	A
4 - A272 Rocky Lane (SW)	732	183	480	1327	0.551	736	782	2.4	1.3	6.277	A
5 - B2112 Wivelsfield Road (NW)	450	113	565	1254	0.359	452	651	0.9	0.6	4.584	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	16	4	835	793	0.020	16	15	0.0	0.0	4.634	A
2 - A272 Rocky Lane (SE)	407	102	462	1421	0.287	408	389	0.6	0.4	3.624	A
3 - B2112 Fox Hill (SW)	491	123	563	1287	0.381	492	307	1.0	0.7	4.750	A
4 - A272 Rocky Lane (SW)	613	153	401	1374	0.446	615	654	1.3	0.8	4.857	A
5 - B2112 Wivelsfield Road (NW)	377	94	472	1306	0.289	378	544	0.6	0.4	3.962	A

2024 Observed, 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	B2112 / A272 Rocky Lane / Kennard Lane	Standard Roundabout		1, 2, 3, 4, 5	7.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.08	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	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kennard Lane (NE)		ONE HOUR	✓	3	100.000
2 - A272 Rocky Lane (SE)		ONE HOUR	✓	497	100.000
3 - B2112 Fox Hill (SW)		ONE HOUR	✓	511	100.000
4 - A272 Rocky Lane (SW)		ONE HOUR	✓	760	100.000
5 - B2112 Wivelsfield Road (NW)		ONE HOUR	✓	704	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To					
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
	1 - Kennard Lane (NE)	0	3	0	0	0
	2 - A272 Rocky Lane (SE)	13	0	72	387	25
	3 - B2112 Fox Hill (SW)	0	70	0	141	300
	4 - A272 Rocky Lane (SW)	1	305	192	0	262
	5 - B2112 Wivelsfield Road (NW)	0	105	236	363	0

Proportions

From	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
	1 - Kennard Lane (NE)	0.00	1.0
	2 - A272 Rocky Lane (SE)	0.03	0.0
	3 - B2112 Fox Hill (SW)	0.00	0.1
	4 - A272 Rocky Lane (SW)	0.00	0.4
	5 - B2112 Wivelsfield Road (NW)	0.00	0.1

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
	1 - Kennard Lane (NE)	0	0	0	0	0
	2 - A272 Rocky Lane (SE)	18	0	1	1	0
	3 - B2112 Fox Hill (SW)	0	8	0	1	1
	4 - A272 Rocky Lane (SW)	0	0	1	0	1
	5 - B2112 Wivelsfield Road (NW)	0	0	2	1	0

Average PCU Per Veh

	To		
From		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
	1 - Kennard Lane (NE)	1.000	1.00
	2 - A272 Rocky Lane (SE)	1.180	1.00
	3 - B2112 Fox Hill (SW)	1.000	1.00
	4 - A272 Rocky Lane (SW)	1.000	1.00
	5 - B2112 Wivelsfield Road (NW)	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Kennard Lane (NE)	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0
2 - A272 Rocky Lane (SE)	16:45-17:00	374	374
	17:00-17:15	447	447
	17:15-17:30	547	547
	17:30-17:45	547	547
	17:45-18:00	447	447
	18:00-18:15	374	374
3 - B2112 Fox Hill (SW)	16:45-17:00	385	385
	17:00-17:15	459	459
	17:15-17:30	563	563
	17:30-17:45	563	563
	17:45-18:00	459	459
	18:00-18:15	385	385
4 - A272 Rocky Lane (SW)	16:45-17:00	572	572
	17:00-17:15	683	683
	17:15-17:30	837	837
	17:30-17:45	837	837
	17:45-18:00	683	683
	18:00-18:15	572	572
5 - B2112 Wivelsfield Road (NW)	16:45-17:00	530	530
	17:00-17:15	633	633
	17:15-17:30	775	775
	17:30-17:45	775	775
	17:45-18:00	633	633
	18:00-18:15	530	530

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kennard Lane (NE)	0.00	0.00	0.0	A	0	0
2 - A272 Rocky Lane (SE)	0.46	5.72	0.9	A	456	684
3 - B2112 Fox Hill (SW)	0.51	6.65	1.0	A	469	703
4 - A272 Rocky Lane (SW)	0.62	7.12	1.6	A	697	1046
5 - B2112 Wivelsfield Road (NW)	0.64	8.32	1.8	A	646	969

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	952	735	0.000	0	10	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	374	94	593	1346	0.278	373	360	0.0	0.4	3.741	A
3 - B2112 Fox Hill (SW)	385	96	591	1271	0.303	383	375	0.0	0.4	4.123	A
4 - A272 Rocky Lane (SW)	572	143	306	1430	0.400	570	668	0.0	0.7	4.197	A
5 - B2112 Wivelsfield Road (NW)	530	133	435	1326	0.400	527	440	0.0	0.7	4.547	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1140	643	0.000	0	13	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	447	112	710	1278	0.350	446	431	0.4	0.5	4.383	A
3 - B2112 Fox Hill (SW)	459	115	707	1205	0.381	459	449	0.4	0.6	4.912	A
4 - A272 Rocky Lane (SW)	683	171	366	1394	0.490	682	800	0.7	1.0	5.077	A
5 - B2112 Wivelsfield Road (NW)	633	158	521	1278	0.495	632	527	0.7	1.0	5.624	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1394	518	0.000	0	15	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	547	137	868	1187	0.461	546	527	0.5	0.9	5.681	A
3 - B2112 Fox Hill (SW)	563	141	865	1115	0.504	561	549	0.6	1.0	6.600	A
4 - A272 Rocky Lane (SW)	837	209	448	1346	0.622	834	978	1.0	1.6	7.042	A
5 - B2112 Wivelsfield Road (NW)	775	194	638	1214	0.639	772	644	1.0	1.7	8.188	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1399	516	0.000	0	15	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	547	137	871	1185	0.462	547	528	0.9	0.9	5.720	A
3 - B2112 Fox Hill (SW)	563	141	868	1114	0.505	563	550	1.0	1.0	6.654	A
4 - A272 Rocky Lane (SW)	837	209	449	1345	0.622	837	981	1.6	1.6	7.121	A
5 - B2112 Wivelsfield Road (NW)	775	194	640	1213	0.639	775	646	1.7	1.8	8.315	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1148	639	0.000	0	13	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	447	112	714	1275	0.350	448	433	0.9	0.6	4.415	A
3 - B2112 Fox Hill (SW)	459	115	711	1203	0.382	461	451	1.0	0.6	4.957	A
4 - A272 Rocky Lane (SW)	683	171	368	1393	0.490	686	804	1.6	1.0	5.139	A
5 - B2112 Wivelsfield Road (NW)	633	158	524	1277	0.496	636	530	1.8	1.0	5.710	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	959	732	0.000	0	11	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	374	94	597	1343	0.279	375	362	0.6	0.4	3.771	A
3 - B2112 Fox Hill (SW)	385	96	594	1269	0.303	385	377	0.6	0.4	4.158	A
4 - A272 Rocky Lane (SW)	572	143	308	1429	0.400	573	672	1.0	0.7	4.239	A
5 - B2112 Wivelsfield Road (NW)	530	133	438	1324	0.400	531	443	1.0	0.7	4.600	A

2028 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	B2112 / A272 Rocky Lane / Kennard Lane	Standard Roundabout		1, 2, 3, 4, 5	16.41	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.41	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
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kennard Lane (NE)		ONE HOUR	✓	22	100.000
2 - A272 Rocky Lane (SE)		ONE HOUR	✓	675	100.000
3 - B2112 Fox Hill (SW)		ONE HOUR	✓	821	100.000
4 - A272 Rocky Lane (SW)		ONE HOUR	✓	930	100.000
5 - B2112 Wivelsfield Road (NW)		ONE HOUR	✓	610	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
From	1 - Kennard Lane (NE)	0	3	3	3	13
	2 - A272 Rocky Lane (SE)	18	0	79	558	20
	3 - B2112 Fox Hill (SW)	1	132	0	231	457
	4 - A272 Rocky Lane (SW)	1	412	169	0	348
	5 - B2112 Wivelsfield Road (NW)	1	71	260	277	1

Proportions

	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
From	1 - Kennard Lane (NE)	0.00	0.1
	2 - A272 Rocky Lane (SE)	0.03	0.0
	3 - B2112 Fox Hill (SW)	0.00	0.1
	4 - A272 Rocky Lane (SW)	0.00	0.4
	5 - B2112 Wivelsfield Road (NW)	0.00	0.1

Vehicle Mix

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

Heavy Vehicle %

From	To					
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
	1 - Kennard Lane (NE)	0	0	0	0	0
	2 - A272 Rocky Lane (SE)	0	0	3	2	0
	3 - B2112 Fox Hill (SW)	0	8	0	8	2
	4 - A272 Rocky Lane (SW)	0	2	3	0	2
	5 - B2112 Wivelsfield Road (NW)	0	0	3	2	0

Average PCU Per Veh

From	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
	1 - Kennard Lane (NE)	1.000	1.000
	2 - A272 Rocky Lane (SE)	1.000	1.000
	3 - B2112 Fox Hill (SW)	1.000	1.008
	4 - A272 Rocky Lane (SW)	1.000	1.002
	5 - B2112 Wivelsfield Road (NW)	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Kennard Lane (NE)	07:45-08:00	17	17
	08:00-08:15	20	20
	08:15-08:30	24	24
	08:30-08:45	24	24
	08:45-09:00	20	20
	09:00-09:15	17	17
2 - A272 Rocky Lane (SE)	07:45-08:00	508	508
	08:00-08:15	607	607
	08:15-08:30	743	743
	08:30-08:45	743	743
	08:45-09:00	607	607
	09:00-09:15	508	508
3 - B2112 Fox Hill (SW)	07:45-08:00	618	618
	08:00-08:15	738	738
	08:15-08:30	904	904
	08:30-08:45	904	904
	08:45-09:00	738	738
	09:00-09:15	618	618
4 - A272 Rocky Lane (SW)	07:45-08:00	700	700
	08:00-08:15	836	836
	08:15-08:30	1024	1024
	08:30-08:45	1024	1024
	08:45-09:00	836	836
	09:00-09:15	700	700
5 - B2112 Wivelsfield Road (NW)	07:45-08:00	459	459
	08:00-08:15	548	548
	08:15-08:30	672	672
	08:30-08:45	672	672
	08:45-09:00	548	548
	09:00-09:15	459	459

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kennard Lane (NE)	0.05	7.75	0.1	A	20	30
2 - A272 Rocky Lane (SE)	0.61	7.59	1.6	A	619	929
3 - B2112 Fox Hill (SW)	0.86	24.75	5.9	C	753	1130
4 - A272 Rocky Lane (SW)	0.86	21.03	5.7	C	853	1280
5 - B2112 Wivelsfield Road (NW)	0.60	8.18	1.5	A	560	840

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	17	4	989	717	0.023	16	16	0.0	0.0	5.141	A
2 - A272 Rocky Lane (SE)	508	127	544	1374	0.370	506	462	0.0	0.6	4.219	A
3 - B2112 Fox Hill (SW)	618	155	667	1228	0.504	614	383	0.0	1.0	6.093	A
4 - A272 Rocky Lane (SW)	700	175	480	1327	0.528	696	801	0.0	1.1	5.790	A
5 - B2112 Wivelsfield Road (NW)	459	115	548	1263	0.363	457	627	0.0	0.6	4.548	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	20	5	1185	621	0.032	20	19	0.0	0.0	5.988	A
2 - A272 Rocky Lane (SE)	607	152	651	1312	0.463	606	554	0.6	0.9	5.191	A
3 - B2112 Fox Hill (SW)	738	185	799	1153	0.640	735	458	1.0	1.8	8.941	A
4 - A272 Rocky Lane (SW)	836	209	575	1271	0.658	833	959	1.1	1.9	8.343	A
5 - B2112 Wivelsfield Road (NW)	548	137	656	1203	0.456	547	751	0.6	0.8	5.596	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	24	6	1442	495	0.049	24	23	0.0	0.1	7.652	A
2 - A272 Rocky Lane (SE)	743	186	795	1229	0.605	741	672	0.9	1.5	7.478	A
3 - B2112 Fox Hill (SW)	904	226	976	1052	0.859	889	559	1.8	5.5	21.448	C
4 - A272 Rocky Lane (SW)	1024	256	696	1199	0.854	1011	1170	1.9	5.3	18.364	C
5 - B2112 Wivelsfield Road (NW)	672	168	796	1126	0.596	669	911	0.8	1.5	8.006	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	24	6	1454	489	0.050	24	23	0.1	0.1	7.747	A
2 - A272 Rocky Lane (SE)	743	186	799	1226	0.606	743	679	1.5	1.6	7.594	A
3 - B2112 Fox Hill (SW)	904	226	980	1050	0.861	902	562	5.5	5.9	24.752	C
4 - A272 Rocky Lane (SW)	1024	256	706	1193	0.858	1022	1176	5.3	5.7	21.033	C
5 - B2112 Wivelsfield Road (NW)	672	168	806	1121	0.599	672	922	1.5	1.5	8.182	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	20	5	1203	612	0.032	20	19	0.1	0.0	6.080	A
2 - A272 Rocky Lane (SE)	607	152	658	1308	0.464	609	565	1.6	0.9	5.274	A
3 - B2112 Fox Hill (SW)	738	185	804	1150	0.642	754	463	5.9	1.9	9.861	A
4 - A272 Rocky Lane (SW)	836	209	589	1262	0.662	851	969	5.7	2.1	9.230	A
5 - B2112 Wivelsfield Road (NW)	548	137	671	1196	0.459	551	769	1.5	0.9	5.727	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	17	4	999	712	0.023	17	16	0.0	0.0	5.177	A
2 - A272 Rocky Lane (SE)	508	127	548	1371	0.371	509	468	0.9	0.6	4.266	A
3 - B2112 Fox Hill (SW)	618	155	672	1225	0.505	621	386	1.9	1.1	6.272	A
4 - A272 Rocky Lane (SW)	700	175	486	1323	0.529	704	807	2.1	1.2	5.970	A
5 - B2112 Wivelsfield Road (NW)	459	115	555	1260	0.365	460	635	0.9	0.6	4.607	A

2028 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	B2112 / A272 Rocky Lane / Kennard Lane	Standard Roundabout		1, 2, 3, 4, 5	11.29	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.29	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
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kennard Lane (NE)		ONE HOUR	✓	3	100.000
2 - A272 Rocky Lane (SE)		ONE HOUR	✓	570	100.000
3 - B2112 Fox Hill (SW)		ONE HOUR	✓	668	100.000
4 - A272 Rocky Lane (SW)		ONE HOUR	✓	865	100.000
5 - B2112 Wivelsfield Road (NW)		ONE HOUR	✓	821	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
From	1 - Kennard Lane (NE)	0	3	0	0	0
	2 - A272 Rocky Lane (SE)	14	0	75	455	26
	3 - B2112 Fox Hill (SW)	0	73	0	213	382
	4 - A272 Rocky Lane (SW)	1	389	201	0	274
	5 - B2112 Wivelsfield Road (NW)	0	110	332	379	0

Proportions

	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
From	1 - Kennard Lane (NE)	0.00	1.0
	2 - A272 Rocky Lane (SE)	0.02	0.0
	3 - B2112 Fox Hill (SW)	0.00	0.1
	4 - A272 Rocky Lane (SW)	0.00	0.4
	5 - B2112 Wivelsfield Road (NW)	0.00	0.1

Vehicle Mix

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

Heavy Vehicle %

From	To					
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
	1 - Kennard Lane (NE)	0	0	0	0	0
	2 - A272 Rocky Lane (SE)	18	0	1	1	0
	3 - B2112 Fox Hill (SW)	0	8	0	1	1
	4 - A272 Rocky Lane (SW)	0	0	1	0	1
	5 - B2112 Wivelsfield Road (NW)	0	0	2	1	0

Average PCU Per Veh

From	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
	1 - Kennard Lane (NE)	1.000	1.00
	2 - A272 Rocky Lane (SE)	1.180	1.00
	3 - B2112 Fox Hill (SW)	1.000	1.08
	4 - A272 Rocky Lane (SW)	1.000	1.00
	5 - B2112 Wivelsfield Road (NW)	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Kennard Lane (NE)	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0
2 - A272 Rocky Lane (SE)	16:45-17:00	429	429
	17:00-17:15	512	512
	17:15-17:30	628	628
	17:30-17:45	628	628
	17:45-18:00	512	512
	18:00-18:15	429	429
3 - B2112 Fox Hill (SW)	16:45-17:00	503	503
	17:00-17:15	601	601
	17:15-17:30	735	735
	17:30-17:45	735	735
	17:45-18:00	601	601
	18:00-18:15	503	503
4 - A272 Rocky Lane (SW)	16:45-17:00	651	651
	17:00-17:15	778	778
	17:15-17:30	952	952
	17:30-17:45	952	952
	17:45-18:00	778	778
	18:00-18:15	651	651
5 - B2112 Wivelsfield Road (NW)	16:45-17:00	618	618
	17:00-17:15	738	738
	17:15-17:30	904	904
	17:30-17:45	904	904
	17:45-18:00	738	738
	18:00-18:15	618	618

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kennard Lane (NE)	0.00	0.00	0.0	A	0	0
2 - A272 Rocky Lane (SE)	0.57	7.59	1.3	A	523	785
3 - B2112 Fox Hill (SW)	0.69	11.25	2.3	B	613	919
4 - A272 Rocky Lane (SW)	0.74	10.74	2.8	B	794	1191
5 - B2112 Wivelsfield Road (NW)	0.78	14.49	3.5	B	753	1130

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1111	657	0.000	0	11	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	429	107	683	1294	0.332	427	428	0.0	0.5	4.200	A
3 - B2112 Fox Hill (SW)	503	126	655	1235	0.407	500	455	0.0	0.7	4.967	A
4 - A272 Rocky Lane (SW)	651	163	371	1392	0.468	648	784	0.0	0.9	4.845	A
5 - B2112 Wivelsfield Road (NW)	618	155	508	1286	0.481	614	511	0.0	0.9	5.400	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1330	550	0.000	0	13	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	512	128	817	1216	0.422	511	513	0.5	0.7	5.173	A
3 - B2112 Fox Hill (SW)	601	150	784	1161	0.517	599	545	0.7	1.1	6.497	A
4 - A272 Rocky Lane (SW)	778	194	444	1348	0.577	776	939	0.9	1.3	6.301	A
5 - B2112 Wivelsfield Road (NW)	738	185	608	1230	0.600	736	612	0.9	1.5	7.338	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1622	406	0.000	0	16	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	628	157	996	1112	0.564	625	626	0.7	1.3	7.454	A
3 - B2112 Fox Hill (SW)	735	184	957	1063	0.692	731	665	1.1	2.2	10.875	B
4 - A272 Rocky Lane (SW)	952	238	542	1290	0.738	947	1146	1.3	2.7	10.379	B
5 - B2112 Wivelsfield Road (NW)	904	226	742	1156	0.782	896	746	1.5	3.4	13.650	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1633	401	0.000	0	17	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	628	157	1004	1108	0.566	627	630	1.3	1.3	7.586	A
3 - B2112 Fox Hill (SW)	735	184	962	1060	0.694	735	669	2.2	2.3	11.246	B
4 - A272 Rocky Lane (SW)	952	238	545	1288	0.739	952	1152	2.7	2.8	10.742	B
5 - B2112 Wivelsfield Road (NW)	904	226	746	1154	0.784	903	751	3.4	3.5	14.490	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1346	542	0.000	0	14	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	512	128	828	1210	0.424	515	518	1.3	0.8	5.263	A
3 - B2112 Fox Hill (SW)	601	150	791	1157	0.519	605	551	2.3	1.1	6.686	A
4 - A272 Rocky Lane (SW)	778	194	448	1346	0.578	783	948	2.8	1.4	6.497	A
5 - B2112 Wivelsfield Road (NW)	738	185	614	1227	0.601	746	618	3.5	1.6	7.696	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1121	652	0.000	0	11	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	429	107	689	1290	0.333	430	432	0.8	0.5	4.248	A
3 - B2112 Fox Hill (SW)	503	126	660	1231	0.408	505	459	1.1	0.7	5.048	A
4 - A272 Rocky Lane (SW)	651	163	374	1390	0.469	653	791	1.4	0.9	4.928	A
5 - B2112 Wivelsfield Road (NW)	618	155	512	1284	0.482	621	515	1.6	1.0	5.518	A

2028 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	B2112 / A272 Rocky Lane / Kennard Lane	Standard Roundabout		1, 2, 3, 4, 5	19.40	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.40	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	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kennard Lane (NE)		ONE HOUR	✓	22	100.000
2 - A272 Rocky Lane (SE)		ONE HOUR	✓	675	100.000
3 - B2112 Fox Hill (SW)		ONE HOUR	✓	859	100.000
4 - A272 Rocky Lane (SW)		ONE HOUR	✓	937	100.000
5 - B2112 Wivelsfield Road (NW)		ONE HOUR	✓	615	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
From	1 - Kennard Lane (NE)	0	3	3	3	13
	2 - A272 Rocky Lane (SE)	18	0	79	558	20
	3 - B2112 Fox Hill (SW)	1	132	0	253	473
	4 - A272 Rocky Lane (SW)	1	412	176	0	348
	5 - B2112 Wivelsfield Road (NW)	1	71	265	277	1

Proportions

	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
From	1 - Kennard Lane (NE)	0.00	0.1
	2 - A272 Rocky Lane (SE)	0.03	0.0
	3 - B2112 Fox Hill (SW)	0.00	0.1
	4 - A272 Rocky Lane (SW)	0.00	0.4
	5 - B2112 Wivelsfield Road (NW)	0.00	0.1

Vehicle Mix

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

Heavy Vehicle %

From	To					
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
	1 - Kennard Lane (NE)	0	0	0	0	0
	2 - A272 Rocky Lane (SE)	0	0	3	2	0
	3 - B2112 Fox Hill (SW)	0	8	0	8	2
	4 - A272 Rocky Lane (SW)	0	2	3	0	2
	5 - B2112 Wivelsfield Road (NW)	0	0	3	2	0

Average PCU Per Veh

From	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
	1 - Kennard Lane (NE)	1.000	1.00
	2 - A272 Rocky Lane (SE)	1.000	1.00
	3 - B2112 Fox Hill (SW)	1.000	1.08
	4 - A272 Rocky Lane (SW)	1.000	1.02
	5 - B2112 Wivelsfield Road (NW)	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Kennard Lane (NE)	07:45-08:00	17	17
	08:00-08:15	20	20
	08:15-08:30	24	24
	08:30-08:45	24	24
	08:45-09:00	20	20
	09:00-09:15	17	17
2 - A272 Rocky Lane (SE)	07:45-08:00	508	508
	08:00-08:15	607	607
	08:15-08:30	743	743
	08:30-08:45	743	743
	08:45-09:00	607	607
	09:00-09:15	508	508
3 - B2112 Fox Hill (SW)	07:45-08:00	647	647
	08:00-08:15	772	772
	08:15-08:30	946	946
	08:30-08:45	946	946
	08:45-09:00	772	772
	09:00-09:15	647	647
4 - A272 Rocky Lane (SW)	07:45-08:00	705	705
	08:00-08:15	842	842
	08:15-08:30	1032	1032
	08:30-08:45	1032	1032
	08:45-09:00	842	842
	09:00-09:15	705	705
5 - B2112 Wivelsfield Road (NW)	07:45-08:00	463	463
	08:00-08:15	553	553
	08:15-08:30	677	677
	08:30-08:45	677	677
	08:45-09:00	553	553
	09:00-09:15	463	463

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kennard Lane (NE)	0.05	7.85	0.1	A	20	30
2 - A272 Rocky Lane (SE)	0.61	7.71	1.6	A	619	929
3 - B2112 Fox Hill (SW)	0.90	32.70	8.0	D	788	1182
4 - A272 Rocky Lane (SW)	0.87	23.13	6.3	C	860	1290
5 - B2112 Wivelsfield Road (NW)	0.61	8.36	1.6	A	564	847

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	17	4	998	712	0.023	16	16	0.0	0.0	5.173	A
2 - A272 Rocky Lane (SE)	508	127	553	1369	0.371	506	462	0.0	0.6	4.242	A
3 - B2112 Fox Hill (SW)	647	162	667	1228	0.527	642	392	0.0	1.1	6.383	A
4 - A272 Rocky Lane (SW)	705	176	492	1320	0.535	701	817	0.0	1.2	5.901	A
5 - B2112 Wivelsfield Road (NW)	463	116	553	1261	0.367	461	639	0.0	0.6	4.586	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	20	5	1195	616	0.032	20	19	0.0	0.0	6.040	A
2 - A272 Rocky Lane (SE)	607	152	662	1306	0.465	606	553	0.6	0.9	5.237	A
3 - B2112 Fox Hill (SW)	772	193	799	1153	0.670	769	469	1.1	2.1	9.705	A
4 - A272 Rocky Lane (SW)	842	211	589	1262	0.667	839	978	1.2	2.0	8.621	A
5 - B2112 Wivelsfield Road (NW)	553	138	663	1200	0.461	552	765	0.6	0.9	5.665	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	24	6	1454	489	0.050	24	23	0.0	0.1	7.743	A
2 - A272 Rocky Lane (SE)	743	186	807	1222	0.608	740	670	0.9	1.6	7.591	A
3 - B2112 Fox Hill (SW)	946	236	976	1052	0.899	925	572	2.1	7.2	26.309	D
4 - A272 Rocky Lane (SW)	1032	258	710	1191	0.866	1017	1192	2.0	5.7	19.672	C
5 - B2112 Wivelsfield Road (NW)	677	169	802	1123	0.603	675	925	0.9	1.5	8.160	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	24	6	1467	483	0.050	24	23	0.1	0.1	7.852	A
2 - A272 Rocky Lane (SE)	743	186	812	1219	0.610	743	679	1.6	1.6	7.714	A
3 - B2112 Fox Hill (SW)	946	236	980	1050	0.901	942	575	7.2	8.0	32.704	D
4 - A272 Rocky Lane (SW)	1032	258	722	1184	0.872	1029	1200	5.7	6.3	23.133	C
5 - B2112 Wivelsfield Road (NW)	677	169	813	1117	0.606	677	939	1.5	1.6	8.358	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	20	5	1216	606	0.033	20	19	0.1	0.0	6.144	A
2 - A272 Rocky Lane (SE)	607	152	669	1302	0.466	610	567	1.6	0.9	5.325	A
3 - B2112 Fox Hill (SW)	772	193	804	1150	0.672	796	475	8.0	2.2	11.281	B
4 - A272 Rocky Lane (SW)	842	211	608	1251	0.673	859	991	6.3	2.2	9.751	A
5 - B2112 Wivelsfield Road (NW)	553	138	679	1191	0.464	555	788	1.6	0.9	5.815	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	17	4	1009	707	0.023	17	16	0.0	0.0	5.213	A
2 - A272 Rocky Lane (SE)	508	127	557	1366	0.372	509	468	0.9	0.6	4.291	A
3 - B2112 Fox Hill (SW)	647	162	672	1225	0.528	651	395	2.2	1.2	6.604	A
4 - A272 Rocky Lane (SW)	705	176	498	1316	0.536	709	824	2.2	1.2	6.101	A
5 - B2112 Wivelsfield Road (NW)	463	116	560	1257	0.368	464	647	0.9	0.6	4.647	A

2028 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	B2112 / A272 Rocky Lane / Kennard Lane	Standard Roundabout		1, 2, 3, 4, 5	12.29	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.29	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
D6	2028 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kennard Lane (NE)		ONE HOUR	✓	3	100.000
2 - A272 Rocky Lane (SE)		ONE HOUR	✓	570	100.000
3 - B2112 Fox Hill (SW)		ONE HOUR	✓	683	100.000
4 - A272 Rocky Lane (SW)		ONE HOUR	✓	884	100.000
5 - B2112 Wivelsfield Road (NW)		ONE HOUR	✓	837	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
From	1 - Kennard Lane (NE)	0	3	0	0	0
	2 - A272 Rocky Lane (SE)	14	0	75	455	26
	3 - B2112 Fox Hill (SW)	0	73	0	221	389
	4 - A272 Rocky Lane (SW)	1	389	220	0	274
	5 - B2112 Wivelsfield Road (NW)	0	110	348	379	0

Proportions

	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
From	1 - Kennard Lane (NE)	0.00	1.0
	2 - A272 Rocky Lane (SE)	0.02	0.0
	3 - B2112 Fox Hill (SW)	0.00	0.1
	4 - A272 Rocky Lane (SW)	0.00	0.4
	5 - B2112 Wivelsfield Road (NW)	0.00	0.1

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)	3 - B2112 Fox Hill (SW)	4 - A272 Rocky Lane (SW)	5 - B2112 Wivelsfield Road (NW)
	1 - Kennard Lane (NE)	0	0	0	0	0
	2 - A272 Rocky Lane (SE)	18	0	1	1	0
	3 - B2112 Fox Hill (SW)	0	8	0	1	1
	4 - A272 Rocky Lane (SW)	0	0	1	0	1
	5 - B2112 Wivelsfield Road (NW)	0	0	2	1	0

Average PCU Per Veh

From	To		
		1 - Kennard Lane (NE)	2 - A272 Rocky Lane (SE)
	1 - Kennard Lane (NE)	1.000	1.00
	2 - A272 Rocky Lane (SE)	1.180	1.00
	3 - B2112 Fox Hill (SW)	1.000	1.08
	4 - A272 Rocky Lane (SW)	1.000	1.00
	5 - B2112 Wivelsfield Road (NW)	1.000	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Kennard Lane (NE)	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	0	0
2 - A272 Rocky Lane (SE)	16:45-17:00	429	429
	17:00-17:15	512	512
	17:15-17:30	628	628
	17:30-17:45	628	628
	17:45-18:00	512	512
	18:00-18:15	429	429
3 - B2112 Fox Hill (SW)	16:45-17:00	514	514
	17:00-17:15	614	614
	17:15-17:30	752	752
	17:30-17:45	752	752
	17:45-18:00	614	614
	18:00-18:15	514	514
4 - A272 Rocky Lane (SW)	16:45-17:00	666	666
	17:00-17:15	795	795
	17:15-17:30	973	973
	17:30-17:45	973	973
	17:45-18:00	795	795
	18:00-18:15	666	666
5 - B2112 Wivelsfield Road (NW)	16:45-17:00	630	630
	17:00-17:15	752	752
	17:15-17:30	922	922
	17:30-17:45	922	922
	17:45-18:00	752	752
	18:00-18:15	630	630

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Kennard Lane (NE)	0.00	0.00	0.0	A	0	0
2 - A272 Rocky Lane (SE)	0.58	7.95	1.4	A	523	785
3 - B2112 Fox Hill (SW)	0.71	11.84	2.4	B	627	940
4 - A272 Rocky Lane (SW)	0.76	11.61	3.1	B	811	1217
5 - B2112 Wivelsfield Road (NW)	0.81	16.34	4.0	C	768	1152

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1137	644	0.000	0	11	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	429	107	709	1279	0.336	427	428	0.0	0.5	4.272	A
3 - B2112 Fox Hill (SW)	514	129	654	1235	0.417	511	481	0.0	0.7	5.042	A
4 - A272 Rocky Lane (SW)	666	166	376	1388	0.479	662	790	0.0	0.9	4.958	A
5 - B2112 Wivelsfield Road (NW)	630	158	522	1278	0.493	626	516	0.0	1.0	5.560	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1361	534	0.000	0	13	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	512	128	849	1198	0.428	511	513	0.5	0.8	5.307	A
3 - B2112 Fox Hill (SW)	614	154	784	1161	0.529	612	576	0.7	1.1	6.649	A
4 - A272 Rocky Lane (SW)	795	199	450	1344	0.591	793	946	0.9	1.4	6.535	A
5 - B2112 Wivelsfield Road (NW)	752	188	625	1221	0.616	750	618	1.0	1.6	7.700	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1659	389	0.000	0	16	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	628	157	1033	1091	0.575	625	625	0.8	1.3	7.790	A
3 - B2112 Fox Hill (SW)	752	188	956	1064	0.707	747	702	1.1	2.4	11.390	B
4 - A272 Rocky Lane (SW)	973	243	549	1286	0.757	967	1154	1.4	3.0	11.144	B
5 - B2112 Wivelsfield Road (NW)	922	230	763	1145	0.805	912	754	1.6	3.9	15.141	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1671	382	0.000	0	17	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	628	157	1042	1086	0.578	627	630	1.3	1.4	7.952	A
3 - B2112 Fox Hill (SW)	752	188	962	1060	0.709	752	708	2.4	2.4	11.837	B
4 - A272 Rocky Lane (SW)	973	243	553	1284	0.758	973	1161	3.0	3.1	11.612	B
5 - B2112 Wivelsfield Road (NW)	922	230	767	1142	0.807	921	758	3.9	4.0	16.342	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1380	525	0.000	0	14	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	512	128	861	1190	0.430	515	519	1.4	0.8	5.416	A
3 - B2112 Fox Hill (SW)	614	154	792	1157	0.531	619	584	2.4	1.2	6.874	A
4 - A272 Rocky Lane (SW)	795	199	455	1342	0.592	801	956	3.1	1.5	6.770	A
5 - B2112 Wivelsfield Road (NW)	752	188	632	1217	0.618	762	624	4.0	1.7	8.166	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kennard Lane (NE)	0	0	1148	639	0.000	0	11	0.0	0.0	0.000	A
2 - A272 Rocky Lane (SE)	429	107	716	1274	0.337	430	432	0.8	0.5	4.326	A
3 - B2112 Fox Hill (SW)	514	129	660	1231	0.418	516	486	1.2	0.7	5.129	A
4 - A272 Rocky Lane (SW)	666	166	379	1386	0.480	668	797	1.5	0.9	5.053	A
5 - B2112 Wivelsfield Road (NW)	630	158	526	1275	0.494	633	520	1.7	1.0	5.696	A

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.1.1.1905											
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Filename: J4 - B2112_B2272_Caxton Way Priority Roundabout (DBS Update).j10

Path: J:\332611520 - Lunces Hill, Haywards Heath\4_Resource\JCA\J4 - B2112_B2272_Caxton Way Priority Roundabout

Report generation date: 22/11/2024 21:30:09

- »2024 Observed, AM
- »2024 Observed, PM
- »2028 Do Minimum, AM
- »2028 Do Minimum, PM
- »2028 Do Something, AM
- »2028 Do Something, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Observed											
1 - B2112 (N)	D1	1.0	5.91	0.50	A	8.00	D2	2.8	13.04	0.74	B	8.92
2 - Caxton Way (NE)		0.2	6.20	0.18	A			0.3	10.37	0.22	B	
3 - B2272 Franklynn Road (SE)		2.6	11.35	0.72	B			1.3	7.91	0.57	A	
4 - B2112 Wivelsfield Road (SW)		1.1	7.31	0.53	A			1.1	6.21	0.52	A	
5 - B2272 (NW)		0.7	5.91	0.42	A			1.3	7.31	0.57	A	
	2028 Do Minimum											
1 - B2112 (N)	D3	1.4	7.27	0.58	A	10.90	D4	4.3	18.80	0.82	C	11.52
2 - Caxton Way (NE)		0.3	7.28	0.21	A			0.4	12.49	0.26	B	
3 - B2272 Franklynn Road (SE)		4.1	17.25	0.81	C			1.6	9.23	0.61	A	
4 - B2112 Wivelsfield Road (SW)		1.8	9.74	0.64	A			1.6	7.70	0.61	A	
5 - B2272 (NW)		1.0	7.27	0.50	A			1.6	8.45	0.62	A	
	2028 Do Something											
1 - B2112 (N)	D5	1.4	7.33	0.58	A	11.12	D6	4.6	20.04	0.83	C	12.01
2 - Caxton Way (NE)		0.3	7.32	0.21	A			0.4	12.90	0.27	B	
3 - B2272 Franklynn Road (SE)		4.2	17.51	0.81	C			1.6	9.45	0.62	A	
4 - B2112 Wivelsfield Road (SW)		1.9	10.25	0.66	B			1.6	7.81	0.61	A	
5 - B2272 (NW)		1.1	7.38	0.51	A			1.7	8.67	0.63	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J4 - B2112 / B2272 / Caxton Way Priority Roundabout
Location	Haywards Heath
Site number	
Date	06/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\bhaydon
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Do Something	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

2024 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - B2272 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2112 / B2272 / Caxton Way	Standard Roundabout		1, 2, 3, 4, 5	8.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.00	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2112 (N)		
2	Caxton Way (NE)		
3	B2272 Franklyn Road (SE)		
4	B2112 Wivelsfield Road (SW)		
5	B2272 (NW)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - B2112 (N)	3.42	5.97	16.9	13.0	44.7	26.5		
2 - Caxton Way (NE)	3.26	4.55	6.2	22.7	44.7	18.9		
3 - B2272 Franklyn Road (SE)	4.11	5.91	10.4	12.6	44.7	32.6		
4 - B2112 Wivelsfield Road (SW)	3.94	5.75	17.5	51.3	44.7	26.5		
5 - B2272 (NW)	3.66	5.77	35.0	13.4	44.7	23.2		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2112 (N)	0.592	1535
2 - Caxton Way (NE)	0.559	1275
3 - B2272 Franklyn Road (SE)	0.586	1537
4 - B2112 Wivelsfield Road (SW)	0.636	1674
5 - B2272 (NW)	0.618	1644

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	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 (N)		ONE HOUR	✓	557	100.000
2 - Caxton Way (NE)		ONE HOUR	✓	115	100.000
3 - B2272 Franklynn Road (SE)		ONE HOUR	✓	769	100.000
4 - B2112 Wivelsfield Road (SW)		ONE HOUR	✓	514	100.000
5 - B2272 (NW)		ONE HOUR	✓	409	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklynn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
From	1 - B2112 (N)	9	26	216	270	36
	2 - Caxton Way (NE)	32	0	12	28	43
	3 - B2272 Franklynn Road (SE)	393	9	3	28	336
	4 - B2112 Wivelsfield Road (SW)	301	30	44	4	135
	5 - B2272 (NW)	44	23	192	147	3

Proportions

	To		
		1 - B2112 (N)	2 - Caxton Way (NE)
From	1 - B2112 (N)	0.02	0.05
	2 - Caxton Way (NE)	0.28	0.00
	3 - B2272 Franklynn Road (SE)	0.51	0.01
	4 - B2112 Wivelsfield Road (SW)	0.59	0.06
	5 - B2272 (NW)	0.11	0.06

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklynn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
From	1 - B2112 (N)	13	0	1	2	20
	2 - Caxton Way (NE)	0	0	0	0	0
	3 - B2272 Franklynn Road (SE)	1	0	0	4	2
	4 - B2112 Wivelsfield Road (SW)	2	0	0	0	4
	5 - B2272 (NW)	0	5	5	3	50

Average PCU Per Veh

	To		
		1 - B2112 (N)	2 - Caxton Way (NE)
From	1 - B2112 (N)	1.130	1.00
	2 - Caxton Way (NE)	1.000	1.00
	3 - B2272 Franklynn Road (SE)	1.010	1.00
	4 - B2112 Wivelsfield Road (SW)	1.020	1.00
	5 - B2272 (NW)	1.000	1.05

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 (N)	07:45-08:00	419	419
	08:00-08:15	501	501
	08:15-08:30	613	613
	08:30-08:45	613	613
	08:45-09:00	501	501
	09:00-09:15	419	419
2 - Caxton Way (NE)	07:45-08:00	87	87
	08:00-08:15	103	103
	08:15-08:30	127	127
	08:30-08:45	127	127
	08:45-09:00	103	103
	09:00-09:15	87	87
3 - B2272 Franklynn Road (SE)	07:45-08:00	579	579
	08:00-08:15	691	691
	08:15-08:30	847	847
	08:30-08:45	847	847
	08:45-09:00	691	691
	09:00-09:15	579	579
4 - B2112 Wivelsfield Road (SW)	07:45-08:00	387	387
	08:00-08:15	462	462
	08:15-08:30	566	566
	08:30-08:45	566	566
	08:45-09:00	462	462
	09:00-09:15	387	387
5 - B2272 (NW)	07:45-08:00	308	308
	08:00-08:15	368	368
	08:15-08:30	450	450
	08:30-08:45	450	450
	08:45-09:00	368	368
	09:00-09:15	308	308

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 (N)	0.50	5.91	1.0	A	511	767
2 - Caxton Way (NE)	0.18	6.20	0.2	A	106	158
3 - B2272 Franklynn Road (SE)	0.72	11.35	2.6	B	706	1058
4 - B2112 Wivelsfield Road (SW)	0.53	7.31	1.1	A	472	707
5 - B2272 (NW)	0.42	5.91	0.7	A	375	563

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	419	105	341	1333	0.315	417	583	0.0	0.5	4.028	A
2 - Caxton Way (NE)	87	22	693	888	0.097	86	66	0.0	0.1	4.486	A
3 - B2272 Franklynn Road (SE)	579	145	429	1286	0.450	576	350	0.0	0.8	5.124	A
4 - B2112 Wivelsfield Road (SW)	387	97	647	1263	0.306	385	357	0.0	0.4	4.184	A
5 - B2272 (NW)	308	77	618	1263	0.244	307	414	0.0	0.3	3.908	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	501	125	408	1293	0.387	500	699	0.5	0.6	4.656	A
2 - Caxton Way (NE)	103	26	829	812	0.127	103	79	0.1	0.1	5.079	A
3 - B2272 Franklynn Road (SE)	691	173	513	1236	0.559	690	419	0.8	1.3	6.667	A
4 - B2112 Wivelsfield Road (SW)	462	116	775	1181	0.391	461	428	0.4	0.7	5.105	A
5 - B2272 (NW)	368	92	740	1187	0.310	367	496	0.3	0.5	4.560	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	613	153	500	1239	0.495	612	854	0.6	1.0	5.879	A
2 - Caxton Way (NE)	127	32	1015	708	0.179	126	97	0.1	0.2	6.184	A
3 - B2272 Franklynn Road (SE)	847	212	628	1169	0.724	842	513	1.3	2.6	10.999	B
4 - B2112 Wivelsfield Road (SW)	566	141	946	1072	0.528	564	524	0.7	1.1	7.211	A
5 - B2272 (NW)	450	113	904	1086	0.415	449	606	0.5	0.7	5.869	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	613	153	501	1238	0.495	613	858	1.0	1.0	5.911	A
2 - Caxton Way (NE)	127	32	1017	707	0.179	127	97	0.2	0.2	6.203	A
3 - B2272 Franklynn Road (SE)	847	212	630	1168	0.725	846	514	2.6	2.6	11.350	B
4 - B2112 Wivelsfield Road (SW)	566	141	951	1069	0.529	566	525	1.1	1.1	7.308	A
5 - B2272 (NW)	450	113	908	1083	0.416	450	609	0.7	0.7	5.910	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	501	125	410	1292	0.388	502	704	1.0	0.7	4.686	A
2 - Caxton Way (NE)	103	26	833	810	0.128	104	79	0.2	0.1	5.101	A
3 - B2272 Franklynn Road (SE)	691	173	516	1235	0.560	697	421	2.6	1.3	6.857	A
4 - B2112 Wivelsfield Road (SW)	462	116	782	1177	0.393	464	430	1.1	0.7	5.175	A
5 - B2272 (NW)	368	92	746	1184	0.311	369	500	0.7	0.5	4.599	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	419	105	343	1332	0.315	420	588	0.7	0.5	4.058	A
2 - Caxton Way (NE)	87	22	697	886	0.098	87	66	0.1	0.1	4.506	A
3 - B2272 Franklynn Road (SE)	579	145	431	1284	0.451	581	352	1.3	0.8	5.210	A
4 - B2112 Wivelsfield Road (SW)	387	97	652	1259	0.307	388	360	0.7	0.5	4.228	A
5 - B2272 (NW)	308	77	623	1260	0.244	308	417	0.5	0.3	3.937	A

2024 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - B2272 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2112 / B2272 / Caxton Way	Standard Roundabout		1, 2, 3, 4, 5	8.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.92	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
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 (N)		ONE HOUR	✓	724	100.000
2 - Caxton Way (NE)		ONE HOUR	✓	90	100.000
3 - B2272 Franklynn Road (SE)		ONE HOUR	✓	551	100.000
4 - B2112 Wivelsfield Road (SW)		ONE HOUR	✓	581	100.000
5 - B2272 (NW)		ONE HOUR	✓	605	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklynn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
From	1 - B2112 (N)	3	24	279	366	52
	2 - Caxton Way (NE)	26	0	14	17	33
	3 - B2272 Franklynn Road (SE)	227	10	3	33	278
	4 - B2112 Wivelsfield Road (SW)	278	25	117	13	148
	5 - B2272 (NW)	67	23	304	201	10

Proportions

	To		
		1 - B2112 (N)	2 - Caxton Way (NE)
From	1 - B2112 (N)	0.00	0.03
	2 - Caxton Way (NE)	0.29	0.00
	3 - B2272 Franklynn Road (SE)	0.41	0.02
	4 - B2112 Wivelsfield Road (SW)	0.48	0.04
	5 - B2272 (NW)	0.11	0.04

Vehicle Mix

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

Heavy Vehicle %

From	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklyn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
	1 - B2112 (N)	0	4	0	1	4
	2 - Caxton Way (NE)	0	0	0	0	0
	3 - B2272 Franklyn Road (SE)	1	0	0	6	3
	4 - B2112 Wivelsfield Road (SW)	1	0	1	0	1
	5 - B2272 (NW)	2	0	2	1	11

Average PCU Per Veh

From	To		
		1 - B2112 (N)	2 - Caxt Wa (NE)
	1 - B2112 (N)	1.000	1.04
	2 - Caxton Way (NE)	1.000	1.00
	3 - B2272 Franklyn Road (SE)	1.010	1.00
	4 - B2112 Wivelsfield Road (SW)	1.010	1.00
	5 - B2272 (NW)	1.020	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 (N)	16:45-17:00	545	545
	17:00-17:15	651	651
	17:15-17:30	797	797
	17:30-17:45	797	797
	17:45-18:00	651	651
	18:00-18:15	545	545
2 - Caxton Way (NE)	16:45-17:00	68	68
	17:00-17:15	81	81
	17:15-17:30	99	99
	17:30-17:45	99	99
	17:45-18:00	81	81
	18:00-18:15	68	68
3 - B2272 Franklyn Road (SE)	16:45-17:00	415	415
	17:00-17:15	495	495
	17:15-17:30	607	607
	17:30-17:45	607	607
	17:45-18:00	495	495
	18:00-18:15	415	415
4 - B2112 Wivelsfield Road (SW)	16:45-17:00	437	437
	17:00-17:15	522	522
	17:15-17:30	640	640
	17:30-17:45	640	640
	17:45-18:00	522	522
	18:00-18:15	437	437
5 - B2272 (NW)	16:45-17:00	455	455
	17:00-17:15	544	544
	17:15-17:30	666	666
	17:30-17:45	666	666
	17:45-18:00	544	544
	18:00-18:15	455	455

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 (N)	0.74	13.04	2.8	B	664	997
2 - Caxton Way (NE)	0.22	10.37	0.3	B	83	124
3 - B2272 Franklynn Road (SE)	0.57	7.91	1.3	A	506	758
4 - B2112 Wivelsfield Road (SW)	0.52	6.21	1.1	A	533	800
5 - B2272 (NW)	0.57	7.31	1.3	A	555	833

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	545	136	529	1222	0.446	542	450	0.0	0.8	5.320	A
2 - Caxton Way (NE)	68	17	1009	711	0.095	67	61	0.0	0.1	5.587	A
3 - B2272 Franklynn Road (SE)	415	104	540	1221	0.340	413	537	0.0	0.5	4.545	A
4 - B2112 Wivelsfield Road (SW)	437	109	481	1368	0.320	436	472	0.0	0.5	3.887	A
5 - B2272 (NW)	455	114	526	1319	0.345	453	390	0.0	0.5	4.218	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	651	163	634	1160	0.561	649	539	0.8	1.3	7.087	A
2 - Caxton Way (NE)	81	20	1209	600	0.135	81	74	0.1	0.2	6.937	A
3 - B2272 Franklynn Road (SE)	495	124	647	1158	0.428	494	643	0.5	0.8	5.539	A
4 - B2112 Wivelsfield Road (SW)	522	131	576	1308	0.399	522	565	0.5	0.7	4.616	A
5 - B2272 (NW)	544	136	630	1255	0.433	543	467	0.5	0.8	5.136	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	797	199	775	1076	0.741	791	660	1.3	2.7	12.499	B
2 - Caxton Way (NE)	99	25	1476	450	0.220	99	90	0.2	0.3	10.221	B
3 - B2272 Franklynn Road (SE)	607	152	789	1074	0.565	604	786	0.8	1.3	7.797	A
4 - B2112 Wivelsfield Road (SW)	640	160	704	1226	0.522	638	690	0.7	1.1	6.159	A
5 - B2272 (NW)	666	167	771	1168	0.570	664	571	0.8	1.3	7.228	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	797	199	777	1075	0.742	797	662	2.7	2.8	13.036	B
2 - Caxton Way (NE)	99	25	1484	446	0.222	99	90	0.3	0.3	10.375	B
3 - B2272 Franklynn Road (SE)	607	152	794	1072	0.566	607	789	1.3	1.3	7.910	A
4 - B2112 Wivelsfield Road (SW)	640	160	707	1225	0.522	640	693	1.1	1.1	6.211	A
5 - B2272 (NW)	666	167	773	1167	0.571	666	574	1.3	1.3	7.308	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	651	163	637	1158	0.562	657	542	2.8	1.3	7.339	A
2 - Caxton Way (NE)	81	20	1220	594	0.136	81	74	0.3	0.2	7.034	A
3 - B2272 Franklyn Road (SE)	495	124	653	1154	0.429	498	648	1.3	0.8	5.625	A
4 - B2112 Wivelsfield Road (SW)	522	131	580	1305	0.400	524	570	1.1	0.7	4.660	A
5 - B2272 (NW)	544	136	633	1253	0.434	546	471	1.3	0.8	5.195	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	545	136	533	1220	0.447	547	453	1.3	0.8	5.416	A
2 - Caxton Way (NE)	68	17	1018	707	0.096	68	62	0.2	0.1	5.638	A
3 - B2272 Franklyn Road (SE)	415	104	544	1218	0.341	416	541	0.8	0.5	4.597	A
4 - B2112 Wivelsfield Road (SW)	437	109	485	1366	0.320	438	476	0.7	0.5	3.921	A
5 - B2272 (NW)	455	114	530	1317	0.346	456	393	0.8	0.5	4.259	A

2028 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - B2272 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2112 / B2272 / Caxton Way	Standard Roundabout		1, 2, 3, 4, 5	10.90	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.90	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	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 (N)		ONE HOUR	✓	625	100.000
2 - Caxton Way (NE)		ONE HOUR	✓	120	100.000
3 - B2272 Franklynn Road (SE)		ONE HOUR	✓	805	100.000
4 - B2112 Wivelsfield Road (SW)		ONE HOUR	✓	603	100.000
5 - B2272 (NW)		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklynn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
	1 - B2112 (N)	9	27	226	325	38
	2 - Caxton Way (NE)	33	0	13	29	45
	3 - B2272 Franklynn Road (SE)	411	9	3	29	353
	4 - B2112 Wivelsfield Road (SW)	350	31	46	4	172
	5 - B2272 (NW)	46	24	202	198	3

Proportions

	To		
		1 - B2112 (N)	2 - Caxton Way (NE)
From	1 - B2112 (N)	0.01	0.04
	2 - Caxton Way (NE)	0.28	0.00
	3 - B2272 Franklynn Road (SE)	0.51	0.01
	4 - B2112 Wivelsfield Road (SW)	0.58	0.05
	5 - B2272 (NW)	0.10	0.05

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklyn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
From	1 - B2112 (N)	13	0	1	2	20
	2 - Caxton Way (NE)	0	0	0	0	0
	3 - B2272 Franklyn Road (SE)	1	0	0	4	2
	4 - B2112 Wivelsfield Road (SW)	2	0	0	0	4
	5 - B2272 (NW)	0	5	5	3	50

Average PCU Per Veh

	To		
		1 - B2112 (N)	2 - Caxton Way (NE)
From	1 - B2112 (N)	1.130	1.00
	2 - Caxton Way (NE)	1.000	1.00
	3 - B2272 Franklyn Road (SE)	1.010	1.00
	4 - B2112 Wivelsfield Road (SW)	1.020	1.00
	5 - B2272 (NW)	1.000	1.05

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 (N)	07:45-08:00	471	471
	08:00-08:15	562	562
	08:15-08:30	688	688
	08:30-08:45	688	688
	08:45-09:00	562	562
	09:00-09:15	471	471
2 - Caxton Way (NE)	07:45-08:00	90	90
	08:00-08:15	108	108
	08:15-08:30	132	132
	08:30-08:45	132	132
	08:45-09:00	108	108
	09:00-09:15	90	90
3 - B2272 Franklyn Road (SE)	07:45-08:00	606	606
	08:00-08:15	724	724
	08:15-08:30	886	886
	08:30-08:45	886	886
	08:45-09:00	724	724
	09:00-09:15	606	606
4 - B2112 Wivelsfield Road (SW)	07:45-08:00	454	454
	08:00-08:15	542	542
	08:15-08:30	664	664
	08:30-08:45	664	664
	08:45-09:00	542	542
	09:00-09:15	454	454
5 - B2272 (NW)	07:45-08:00	356	356
	08:00-08:15	425	425
	08:15-08:30	521	521
	08:30-08:45	521	521
	08:45-09:00	425	425
	09:00-09:15	356	356

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 (N)	0.58	7.27	1.4	A	574	860
2 - Caxton Way (NE)	0.21	7.28	0.3	A	110	165
3 - B2272 Franklynn Road (SE)	0.81	17.25	4.1	C	739	1108
4 - B2112 Wivelsfield Road (SW)	0.64	9.74	1.8	A	553	830
5 - B2272 (NW)	0.50	7.27	1.0	A	434	651

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	471	118	390	1304	0.361	468	636	0.0	0.6	4.407	A
2 - Caxton Way (NE)	90	23	790	834	0.108	90	68	0.0	0.1	4.834	A
3 - B2272 Franklynn Road (SE)	606	152	512	1237	0.490	602	367	0.0	1.0	5.727	A
4 - B2112 Wivelsfield Road (SW)	454	113	676	1244	0.365	452	438	0.0	0.6	4.635	A
5 - B2272 (NW)	356	89	671	1230	0.290	354	457	0.0	0.4	4.262	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	562	140	467	1259	0.446	561	761	0.6	0.8	5.286	A
2 - Caxton Way (NE)	108	27	946	747	0.144	108	82	0.1	0.2	5.632	A
3 - B2272 Franklynn Road (SE)	724	181	614	1177	0.615	721	440	1.0	1.6	7.970	A
4 - B2112 Wivelsfield Road (SW)	542	136	810	1159	0.468	541	525	0.6	0.9	5.946	A
5 - B2272 (NW)	425	106	803	1148	0.370	424	548	0.4	0.6	5.160	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	688	172	570	1197	0.575	686	928	0.8	1.4	7.196	A
2 - Caxton Way (NE)	132	33	1157	629	0.210	132	100	0.2	0.3	7.241	A
3 - B2272 Franklynn Road (SE)	886	222	751	1097	0.808	877	538	1.6	3.9	15.974	C
4 - B2112 Wivelsfield Road (SW)	664	166	986	1047	0.634	661	642	0.9	1.7	9.450	A
5 - B2272 (NW)	521	130	979	1040	0.501	519	667	0.6	1.0	7.161	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	688	172	572	1196	0.575	688	934	1.4	1.4	7.270	A
2 - Caxton Way (NE)	132	33	1160	627	0.211	132	100	0.3	0.3	7.275	A
3 - B2272 Franklynn Road (SE)	886	222	753	1096	0.809	886	539	3.9	4.1	17.250	C
4 - B2112 Wivelsfield Road (SW)	664	166	995	1041	0.638	664	644	1.7	1.8	9.741	A
5 - B2272 (NW)	521	130	986	1035	0.503	521	672	1.0	1.0	7.266	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	562	140	470	1257	0.447	564	770	1.4	0.8	5.349	A
2 - Caxton Way (NE)	108	27	951	744	0.145	108	82	0.3	0.2	5.670	A
3 - B2272 Franklynn Road (SE)	724	181	617	1175	0.616	733	442	4.1	1.7	8.446	A
4 - B2112 Wivelsfield Road (SW)	542	136	822	1151	0.471	545	528	1.8	0.9	6.116	A
5 - B2272 (NW)	425	106	813	1142	0.372	427	555	1.0	0.6	5.241	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	471	118	392	1303	0.361	472	641	0.8	0.6	4.450	A
2 - Caxton Way (NE)	90	23	795	831	0.109	91	69	0.2	0.1	4.864	A
3 - B2272 Franklynn Road (SE)	606	152	516	1234	0.491	609	370	1.7	1.0	5.867	A
4 - B2112 Wivelsfield Road (SW)	454	113	683	1239	0.366	455	441	0.9	0.6	4.703	A
5 - B2272 (NW)	356	89	677	1226	0.290	357	462	0.6	0.4	4.305	A

2028 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - B2272 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2112 / B2272 / Caxton Way	Standard Roundabout		1, 2, 3, 4, 5	11.52	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.52	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
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 (N)		ONE HOUR	✓	785	100.000
2 - Caxton Way (NE)		ONE HOUR	✓	94	100.000
3 - B2272 Franklynn Road (SE)		ONE HOUR	✓	576	100.000
4 - B2112 Wivelsfield Road (SW)		ONE HOUR	✓	666	100.000
5 - B2272 (NW)		ONE HOUR	✓	632	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklynn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
From	1 - B2112 (N)	3	25	291	412	54
	2 - Caxton Way (NE)	27	0	15	18	34
	3 - B2272 Franklynn Road (SE)	237	10	3	34	292
	4 - B2112 Wivelsfield Road (SW)	316	26	122	14	188
	5 - B2272 (NW)	70	24	318	210	10

Proportions

	To		
		1 - B2112 (N)	2 - Caxton Way (NE)
From	1 - B2112 (N)	0.00	0.03
	2 - Caxton Way (NE)	0.29	0.00
	3 - B2272 Franklynn Road (SE)	0.41	0.02
	4 - B2112 Wivelsfield Road (SW)	0.47	0.04
	5 - B2272 (NW)	0.11	0.04

Vehicle Mix

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

Heavy Vehicle %

From	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklyn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
	1 - B2112 (N)	0	4	0	1	4
	2 - Caxton Way (NE)	0	0	0	0	0
	3 - B2272 Franklyn Road (SE)	1	0	0	6	3
	4 - B2112 Wivelsfield Road (SW)	1	0	1	0	1
	5 - B2272 (NW)	2	0	2	1	11

Average PCU Per Veh

From	To		
		1 - B2112 (N)	2 - Caxt Wa (NE)
	1 - B2112 (N)	1.000	1.04
	2 - Caxton Way (NE)	1.000	1.00
	3 - B2272 Franklyn Road (SE)	1.010	1.00
	4 - B2112 Wivelsfield Road (SW)	1.010	1.00
	5 - B2272 (NW)	1.020	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 (N)	16:45-17:00	591	591
	17:00-17:15	706	706
	17:15-17:30	864	864
	17:30-17:45	864	864
	17:45-18:00	706	706
	18:00-18:15	591	591
2 - Caxton Way (NE)	16:45-17:00	71	71
	17:00-17:15	85	85
	17:15-17:30	103	103
	17:30-17:45	103	103
	17:45-18:00	85	85
	18:00-18:15	71	71
3 - B2272 Franklyn Road (SE)	16:45-17:00	434	434
	17:00-17:15	518	518
	17:15-17:30	634	634
	17:30-17:45	634	634
	17:45-18:00	518	518
	18:00-18:15	434	434
4 - B2112 Wivelsfield Road (SW)	16:45-17:00	501	501
	17:00-17:15	599	599
	17:15-17:30	733	733
	17:30-17:45	733	733
	17:45-18:00	599	599
	18:00-18:15	501	501
5 - B2272 (NW)	16:45-17:00	476	476
	17:00-17:15	568	568
	17:15-17:30	696	696
	17:30-17:45	696	696
	17:45-18:00	568	568
	18:00-18:15	476	476

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 (N)	0.82	18.80	4.3	C	720	1080
2 - Caxton Way (NE)	0.26	12.49	0.4	B	86	129
3 - B2272 Franklynn Road (SE)	0.61	9.23	1.6	A	529	793
4 - B2112 Wivelsfield Road (SW)	0.61	7.70	1.6	A	611	917
5 - B2272 (NW)	0.62	8.45	1.6	A	580	870

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	591	148	552	1208	0.489	587	489	0.0	1.0	5.817	A
2 - Caxton Way (NE)	71	18	1076	674	0.105	70	64	0.0	0.1	5.958	A
3 - B2272 Franklynn Road (SE)	434	108	585	1194	0.363	431	561	0.0	0.6	4.813	A
4 - B2112 Wivelsfield Road (SW)	501	125	502	1355	0.370	499	515	0.0	0.6	4.234	A
5 - B2272 (NW)	476	119	568	1294	0.368	473	433	0.0	0.6	4.453	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	706	176	661	1143	0.617	703	586	1.0	1.6	8.203	A
2 - Caxton Way (NE)	85	21	1288	555	0.152	84	76	0.1	0.2	7.637	A
3 - B2272 Franklynn Road (SE)	518	129	701	1126	0.460	517	672	0.6	0.9	6.029	A
4 - B2112 Wivelsfield Road (SW)	599	150	601	1292	0.463	598	617	0.6	0.9	5.224	A
5 - B2272 (NW)	568	142	680	1224	0.464	567	518	0.6	0.9	5.563	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	864	216	808	1056	0.818	854	716	1.6	4.1	17.170	C
2 - Caxton Way (NE)	103	26	1569	398	0.260	103	93	0.2	0.3	12.158	B
3 - B2272 Franklynn Road (SE)	634	159	853	1037	0.612	631	819	0.9	1.6	9.015	A
4 - B2112 Wivelsfield Road (SW)	733	183	734	1207	0.607	731	751	0.9	1.5	7.580	A
5 - B2272 (NW)	696	174	831	1131	0.615	693	633	0.9	1.6	8.307	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	864	216	811	1054	0.820	863	719	4.1	4.3	18.798	C
2 - Caxton Way (NE)	103	26	1581	392	0.264	103	94	0.3	0.4	12.492	B
3 - B2272 Franklynn Road (SE)	634	159	860	1033	0.614	634	824	1.6	1.6	9.227	A
4 - B2112 Wivelsfield Road (SW)	733	183	737	1205	0.609	733	757	1.5	1.6	7.698	A
5 - B2272 (NW)	696	174	834	1129	0.616	696	636	1.6	1.6	8.449	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	706	176	666	1141	0.619	716	590	4.3	1.7	8.766	A
2 - Caxton Way (NE)	85	21	1305	546	0.155	85	77	0.4	0.2	7.825	A
3 - B2272 Franklyn Road (SE)	518	129	711	1120	0.462	521	679	1.6	0.9	6.168	A
4 - B2112 Wivelsfield Road (SW)	599	150	606	1289	0.465	601	625	1.6	0.9	5.310	A
5 - B2272 (NW)	568	142	685	1221	0.465	571	523	1.6	0.9	5.657	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	591	148	556	1206	0.490	594	493	1.7	1.0	5.965	A
2 - Caxton Way (NE)	71	18	1086	669	0.106	71	64	0.2	0.1	6.026	A
3 - B2272 Franklyn Road (SE)	434	108	591	1191	0.364	435	566	0.9	0.6	4.881	A
4 - B2112 Wivelsfield Road (SW)	501	125	506	1352	0.371	503	520	0.9	0.6	4.281	A
5 - B2272 (NW)	476	119	572	1291	0.369	477	436	0.9	0.6	4.505	A

2028 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - B2272 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2112 / B2272 / Caxton Way	Standard Roundabout		1, 2, 3, 4, 5	11.12	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.12	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
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 (N)		ONE HOUR	✓	627	100.000
2 - Caxton Way (NE)		ONE HOUR	✓	120	100.000
3 - B2272 Franklynn Road (SE)		ONE HOUR	✓	805	100.000
4 - B2112 Wivelsfield Road (SW)		ONE HOUR	✓	620	100.000
5 - B2272 (NW)		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklynn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
From	1 - B2112 (N)	9	27	226	327	38
	2 - Caxton Way (NE)	33	0	13	29	45
	3 - B2272 Franklynn Road (SE)	411	9	3	29	353
	4 - B2112 Wivelsfield Road (SW)	357	31	46	4	182
	5 - B2272 (NW)	46	24	202	201	3

Proportions

	To		
		1 - B2112 (N)	2 - Caxton Way (NE)
From	1 - B2112 (N)	0.01	0.04
	2 - Caxton Way (NE)	0.28	0.00
	3 - B2272 Franklynn Road (SE)	0.51	0.01
	4 - B2112 Wivelsfield Road (SW)	0.58	0.05
	5 - B2272 (NW)	0.10	0.05

Vehicle Mix

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

Heavy Vehicle %

From	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklyn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
	1 - B2112 (N)	13	0	1	2	20
	2 - Caxton Way (NE)	0	0	0	0	0
	3 - B2272 Franklyn Road (SE)	1	0	0	4	2
	4 - B2112 Wivelsfield Road (SW)	2	0	0	0	4
	5 - B2272 (NW)	0	5	5	3	50

Average PCU Per Veh

From	To		
		1 - B2112 (N)	2 - Caxt Wa (NE)
	1 - B2112 (N)	1.130	1.00
	2 - Caxton Way (NE)	1.000	1.00
	3 - B2272 Franklyn Road (SE)	1.010	1.00
	4 - B2112 Wivelsfield Road (SW)	1.020	1.00
	5 - B2272 (NW)	1.000	1.05

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 (N)	07:45-08:00	472	472
	08:00-08:15	564	564
	08:15-08:30	690	690
	08:30-08:45	690	690
	08:45-09:00	564	564
	09:00-09:15	472	472
2 - Caxton Way (NE)	07:45-08:00	90	90
	08:00-08:15	108	108
	08:15-08:30	132	132
	08:30-08:45	132	132
	08:45-09:00	108	108
	09:00-09:15	90	90
3 - B2272 Franklyn Road (SE)	07:45-08:00	606	606
	08:00-08:15	724	724
	08:15-08:30	886	886
	08:30-08:45	886	886
	08:45-09:00	724	724
	09:00-09:15	606	606
4 - B2112 Wivelsfield Road (SW)	07:45-08:00	467	467
	08:00-08:15	557	557
	08:15-08:30	683	683
	08:30-08:45	683	683
	08:45-09:00	557	557
	09:00-09:15	467	467
5 - B2272 (NW)	07:45-08:00	358	358
	08:00-08:15	428	428
	08:15-08:30	524	524
	08:30-08:45	524	524
	08:45-09:00	428	428
	09:00-09:15	358	358

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 (N)	0.58	7.33	1.4	A	575	863
2 - Caxton Way (NE)	0.21	7.32	0.3	A	110	165
3 - B2272 Franklynn Road (SE)	0.81	17.51	4.2	C	739	1108
4 - B2112 Wivelsfield Road (SW)	0.66	10.25	1.9	B	569	853
5 - B2272 (NW)	0.51	7.38	1.1	A	437	655

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	472	118	392	1303	0.362	470	641	0.0	0.6	4.421	A
2 - Caxton Way (NE)	90	23	793	832	0.109	90	68	0.0	0.1	4.848	A
3 - B2272 Franklynn Road (SE)	606	152	516	1234	0.491	602	367	0.0	1.0	5.747	A
4 - B2112 Wivelsfield Road (SW)	467	117	676	1244	0.375	464	442	0.0	0.6	4.711	A
5 - B2272 (NW)	358	90	676	1227	0.292	357	465	0.0	0.4	4.289	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	564	141	469	1257	0.448	563	767	0.6	0.8	5.312	A
2 - Caxton Way (NE)	108	27	950	744	0.145	108	82	0.1	0.2	5.654	A
3 - B2272 Franklynn Road (SE)	724	181	618	1175	0.616	721	440	1.0	1.6	8.017	A
4 - B2112 Wivelsfield Road (SW)	557	139	810	1159	0.481	556	529	0.6	0.9	6.096	A
5 - B2272 (NW)	428	107	809	1144	0.374	427	557	0.4	0.6	5.207	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	690	173	574	1195	0.578	688	935	0.8	1.4	7.252	A
2 - Caxton Way (NE)	132	33	1162	626	0.211	132	100	0.2	0.3	7.274	A
3 - B2272 Franklynn Road (SE)	886	222	756	1094	0.810	877	538	1.6	4.0	16.177	C
4 - B2112 Wivelsfield Road (SW)	683	171	986	1047	0.652	679	647	0.9	1.9	9.907	A
5 - B2272 (NW)	524	131	986	1035	0.506	522	678	0.6	1.0	7.268	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	690	173	576	1194	0.578	690	942	1.4	1.4	7.330	A
2 - Caxton Way (NE)	132	33	1166	624	0.212	132	100	0.3	0.3	7.321	A
3 - B2272 Franklynn Road (SE)	886	222	759	1092	0.811	886	539	4.0	4.2	17.509	C
4 - B2112 Wivelsfield Road (SW)	683	171	995	1041	0.656	682	650	1.9	1.9	10.247	B
5 - B2272 (NW)	524	131	994	1030	0.509	524	683	1.0	1.1	7.378	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	564	141	472	1255	0.449	566	777	1.4	0.8	5.374	A
2 - Caxton Way (NE)	108	27	956	741	0.146	108	82	0.3	0.2	5.691	A
3 - B2272 Franklyn Road (SE)	724	181	622	1173	0.617	734	442	4.2	1.7	8.506	A
4 - B2112 Wivelsfield Road (SW)	557	139	823	1151	0.484	561	533	1.9	1.0	6.283	A
5 - B2272 (NW)	428	107	820	1138	0.376	430	564	1.1	0.6	5.292	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	472	118	395	1301	0.363	473	647	0.8	0.6	4.465	A
2 - Caxton Way (NE)	90	23	799	829	0.109	91	69	0.2	0.1	4.878	A
3 - B2272 Franklyn Road (SE)	606	152	520	1232	0.492	609	370	1.7	1.0	5.886	A
4 - B2112 Wivelsfield Road (SW)	467	117	683	1239	0.377	468	445	1.0	0.6	4.785	A
5 - B2272 (NW)	358	90	682	1223	0.293	359	469	0.6	0.4	4.333	A

2028 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	5 - B2272 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2112 / B2272 / Caxton Way	Standard Roundabout		1, 2, 3, 4, 5	12.01	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.01	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
D6	2028 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2112 (N)		ONE HOUR	✓	791	100.000
2 - Caxton Way (NE)		ONE HOUR	✓	94	100.000
3 - B2272 Franklynn Road (SE)		ONE HOUR	✓	576	100.000
4 - B2112 Wivelsfield Road (SW)		ONE HOUR	✓	672	100.000
5 - B2272 (NW)		ONE HOUR	✓	641	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklynn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
From	1 - B2112 (N)	3	25	291	418	54
	2 - Caxton Way (NE)	27	0	15	18	34
	3 - B2272 Franklynn Road (SE)	237	10	3	34	292
	4 - B2112 Wivelsfield Road (SW)	318	26	122	14	192
	5 - B2272 (NW)	70	24	318	219	10

Proportions

	To		
		1 - B2112 (N)	2 - Caxton Way (NE)
From	1 - B2112 (N)	0.00	0.03
	2 - Caxton Way (NE)	0.29	0.00
	3 - B2272 Franklynn Road (SE)	0.41	0.02
	4 - B2112 Wivelsfield Road (SW)	0.47	0.04
	5 - B2272 (NW)	0.11	0.04

Vehicle Mix

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

Heavy Vehicle %

From	To					
		1 - B2112 (N)	2 - Caxton Way (NE)	3 - B2272 Franklyn Road (SE)	4 - B2112 Wivelsfield Road (SW)	5 - B2272 (NW)
	1 - B2112 (N)	0	4	0	1	4
	2 - Caxton Way (NE)	0	0	0	0	0
	3 - B2272 Franklyn Road (SE)	1	0	0	6	3
	4 - B2112 Wivelsfield Road (SW)	1	0	1	0	1
	5 - B2272 (NW)	2	0	2	1	11

Average PCU Per Veh

From	To		
		1 - B2112 (N)	2 - Caxton Way (NE)
	1 - B2112 (N)	1.000	1.04
	2 - Caxton Way (NE)	1.000	1.00
	3 - B2272 Franklyn Road (SE)	1.010	1.00
	4 - B2112 Wivelsfield Road (SW)	1.010	1.00
	5 - B2272 (NW)	1.020	1.00

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2112 (N)	16:45-17:00	596	596
	17:00-17:15	711	711
	17:15-17:30	871	871
	17:30-17:45	871	871
	17:45-18:00	711	711
	18:00-18:15	596	596
2 - Caxton Way (NE)	16:45-17:00	71	71
	17:00-17:15	85	85
	17:15-17:30	103	103
	17:30-17:45	103	103
	17:45-18:00	85	85
	18:00-18:15	71	71
3 - B2272 Franklyn Road (SE)	16:45-17:00	434	434
	17:00-17:15	518	518
	17:15-17:30	634	634
	17:30-17:45	634	634
	17:45-18:00	518	518
	18:00-18:15	434	434
4 - B2112 Wivelsfield Road (SW)	16:45-17:00	506	506
	17:00-17:15	604	604
	17:15-17:30	740	740
	17:30-17:45	740	740
	17:45-18:00	604	604
	18:00-18:15	506	506
5 - B2272 (NW)	16:45-17:00	483	483
	17:00-17:15	576	576
	17:15-17:30	706	706
	17:30-17:45	706	706
	17:45-18:00	576	576
	18:00-18:15	483	483

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2112 (N)	0.83	20.04	4.6	C	726	1089
2 - Caxton Way (NE)	0.27	12.90	0.4	B	86	129
3 - B2272 Franklynn Road (SE)	0.62	9.45	1.6	A	529	793
4 - B2112 Wivelsfield Road (SW)	0.61	7.81	1.6	A	617	925
5 - B2272 (NW)	0.63	8.67	1.7	A	588	882

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	596	149	559	1204	0.495	592	491	0.0	1.0	5.932	A
2 - Caxton Way (NE)	71	18	1087	668	0.106	70	64	0.0	0.1	6.023	A
3 - B2272 Franklynn Road (SE)	434	108	596	1187	0.365	431	561	0.0	0.6	4.855	A
4 - B2112 Wivelsfield Road (SW)	506	126	502	1355	0.373	504	526	0.0	0.6	4.255	A
5 - B2272 (NW)	483	121	569	1293	0.373	480	436	0.0	0.6	4.494	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	711	178	669	1139	0.625	708	588	1.0	1.6	8.392	A
2 - Caxton Way (NE)	85	21	1302	548	0.154	84	76	0.1	0.2	7.759	A
3 - B2272 Franklynn Road (SE)	518	129	714	1118	0.463	517	672	0.6	0.9	6.108	A
4 - B2112 Wivelsfield Road (SW)	604	151	601	1292	0.468	603	630	0.6	0.9	5.265	A
5 - B2272 (NW)	576	144	682	1223	0.471	575	522	0.6	0.9	5.639	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	871	218	818	1051	0.829	860	718	1.6	4.4	18.097	C
2 - Caxton Way (NE)	103	26	1585	390	0.266	103	93	0.2	0.4	12.525	B
3 - B2272 Franklynn Road (SE)	634	159	869	1028	0.617	631	819	0.9	1.6	9.220	A
4 - B2112 Wivelsfield Road (SW)	740	185	734	1207	0.613	737	767	0.9	1.6	7.681	A
5 - B2272 (NW)	706	176	833	1130	0.625	703	637	0.9	1.7	8.517	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	871	218	821	1049	0.831	870	721	4.4	4.6	20.039	C
2 - Caxton Way (NE)	103	26	1598	382	0.271	103	94	0.4	0.4	12.898	B
3 - B2272 Franklynn Road (SE)	634	159	877	1023	0.620	634	824	1.6	1.6	9.454	A
4 - B2112 Wivelsfield Road (SW)	740	185	737	1205	0.614	740	773	1.6	1.6	7.807	A
5 - B2272 (NW)	706	176	837	1128	0.626	706	641	1.7	1.7	8.674	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	711	178	674	1136	0.626	723	592	4.6	1.7	9.029	A
2 - Caxton Way (NE)	85	21	1320	538	0.157	85	77	0.4	0.2	7.966	A
3 - B2272 Franklyn Road (SE)	518	129	725	1112	0.466	521	680	1.6	0.9	6.257	A
4 - B2112 Wivelsfield Road (SW)	604	151	606	1288	0.469	607	640	1.6	0.9	5.354	A
5 - B2272 (NW)	576	144	687	1220	0.472	579	527	1.7	0.9	5.741	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2112 (N)	596	149	563	1202	0.496	598	494	1.7	1.0	6.053	A
2 - Caxton Way (NE)	71	18	1097	662	0.107	71	64	0.2	0.1	6.092	A
3 - B2272 Franklyn Road (SE)	434	108	602	1184	0.366	435	566	0.9	0.6	4.925	A
4 - B2112 Wivelsfield Road (SW)	506	126	506	1352	0.374	507	531	0.9	0.6	4.304	A
5 - B2272 (NW)	483	121	574	1290	0.374	484	439	0.9	0.6	4.548	A

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.1.1.1905											
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Filename: J5 - A272_Parkfield Way_Isaac's Lane Priority Roundabout.j10

Path: J:\332611520 - Lunces Hill, Haywards Heath\4_Resource\JCA\J5 - A272_Parkfield Way_Isaac's Lane Priority Roundabout

Report generation date: 21/11/2024 12:20:39

- »2024 Observed, AM
- »2024 Observed, PM
- »2028 Do Minimum, AM
- »2028 Do Minimum, PM
- »2028 Do Something, AM
- »2028 Do Something, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Observed											
1 - Isaac's Lane (N)	D1	0.7	3.71	0.40	A	4.60	D2	1.4	5.29	0.59	A	4.75
2 - Parkfield Way (E)		0.3	4.49	0.24	A			0.2	4.93	0.20	A	
3 - A272 Traunstein Way (SE)		1.1	5.56	0.52	A			0.8	4.47	0.43	A	
4 - Isaac's Lane (W)		0.5	4.45	0.33	A			0.4	3.81	0.31	A	
	2028 Do Minimum											
1 - Isaac's Lane (N)	D3	1.0	4.32	0.49	A	6.12	D4	2.8	8.41	0.74	A	6.75
2 - Parkfield Way (E)		0.4	5.06	0.27	A			0.3	6.19	0.25	A	
3 - A272 Traunstein Way (SE)		2.1	8.35	0.68	A			1.2	5.62	0.54	A	
4 - Isaac's Lane (W)		0.7	5.43	0.39	A			0.5	4.35	0.34	A	
	2028 Do Something											
1 - Isaac's Lane (N)	D5	1.0	4.35	0.49	A	6.35	D6	3.0	8.86	0.75	A	7.01
2 - Parkfield Way (E)		0.4	5.09	0.28	A			0.3	6.33	0.25	A	
3 - A272 Traunstein Way (SE)		2.3	8.81	0.70	A			1.2	5.70	0.55	A	
4 - Isaac's Lane (W)		0.7	5.55	0.40	A			0.5	4.38	0.35	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J5 - A272 / Parkfield Way / Isaac's Lane Priority Roundabout
Location	Haywards Heath
Site number	
Date	06/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\bhaydon
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Do Something	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

2024 Observed, 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	A272 / Parkfield Way / Isaac's Lane	Standard Roundabout		1, 2, 3, 4	4.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.60	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Isaac's Lane (N)		
2	Parkfield Way (E)		
3	A272 Traunstein Way (SE)		
4	Isaac's Lane (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Isaac's Lane (N)	3.81	7.83	10.4	29.4	50.7	15.7		
2 - Parkfield Way (E)	2.77	6.35	12.7	21.5	50.7	18.6		
3 - A272 Traunstein Way (SE)	3.74	7.36	7.8	45.8	50.7	18.8		
4 - Isaac's Lane (W)	3.68	7.15	10.4	45.5	50.7	17.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Isaac's Lane (N)	0.645	1810
2 - Parkfield Way (E)	0.574	1471
3 - A272 Traunstein Way (SE)	0.621	1681
4 - Isaac's Lane (W)	0.633	1737

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	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Isaac's Lane (N)		ONE HOUR	✓	623	100.000
2 - Parkfield Way (E)		ONE HOUR	✓	235	100.000
3 - A272 Traunstein Way (SE)		ONE HOUR	✓	660	100.000
4 - Isaac's Lane (W)		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	95	295	233
	2 - Parkfield Way (E)	165	0	40	30
	3 - A272 Traunstein Way (SE)	503	23	0	134
	4 - Isaac's Lane (W)	243	18	121	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	4	4	4
	2 - Parkfield Way (E)	0	0	0	0
	3 - A272 Traunstein Way (SE)	2	5	0	3
	4 - Isaac's Lane (W)	3	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Isaac's Lane (N)	0.40	3.71	0.7	A	572	858
2 - Parkfield Way (E)	0.24	4.49	0.3	A	216	323
3 - A272 Traunstein Way (SE)	0.52	5.56	1.1	A	606	908
4 - Isaac's Lane (W)	0.33	4.45	0.5	A	351	526

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	469	117	122	1731	0.271	467	683	0.0	0.4	2.958	A
2 - Parkfield Way (E)	177	44	487	1191	0.149	176	102	0.0	0.2	3.545	A
3 - A272 Traunstein Way (SE)	497	124	321	1482	0.335	495	342	0.0	0.5	3.722	A
4 - Isaac's Lane (W)	288	72	518	1409	0.204	287	298	0.0	0.3	3.304	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	560	140	145	1716	0.326	560	818	0.4	0.5	3.235	A
2 - Parkfield Way (E)	211	53	583	1136	0.186	211	122	0.2	0.2	3.891	A
3 - A272 Traunstein Way (SE)	593	148	384	1443	0.411	593	410	0.5	0.7	4.328	A
4 - Isaac's Lane (W)	343	86	620	1345	0.255	343	357	0.3	0.4	3.708	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	686	171	178	1695	0.405	685	1001	0.5	0.7	3.703	A
2 - Parkfield Way (E)	259	65	714	1061	0.244	258	150	0.2	0.3	4.484	A
3 - A272 Traunstein Way (SE)	727	182	471	1389	0.523	725	501	0.7	1.1	5.532	A
4 - Isaac's Lane (W)	421	105	759	1257	0.335	420	436	0.4	0.5	4.431	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	686	171	178	1695	0.405	686	1003	0.7	0.7	3.710	A
2 - Parkfield Way (E)	259	65	715	1060	0.244	259	150	0.3	0.3	4.490	A
3 - A272 Traunstein Way (SE)	727	182	471	1389	0.523	727	502	1.1	1.1	5.561	A
4 - Isaac's Lane (W)	421	105	761	1256	0.335	421	437	0.5	0.5	4.445	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	560	140	146	1716	0.326	561	821	0.7	0.5	3.243	A
2 - Parkfield Way (E)	211	53	584	1135	0.186	212	122	0.3	0.2	3.899	A
3 - A272 Traunstein Way (SE)	593	148	385	1442	0.411	595	411	1.1	0.7	4.356	A
4 - Isaac's Lane (W)	343	86	623	1343	0.256	344	358	0.5	0.4	3.721	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	469	117	122	1731	0.271	470	687	0.5	0.4	2.970	A
2 - Parkfield Way (E)	177	44	489	1190	0.149	177	103	0.2	0.2	3.557	A
3 - A272 Traunstein Way (SE)	497	124	323	1481	0.335	498	344	0.7	0.5	3.747	A
4 - Isaac's Lane (W)	288	72	521	1408	0.204	288	299	0.4	0.3	3.317	A

2024 Observed, 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	A272 / Parkfield Way / Isaac's Lane	Standard Roundabout		1, 2, 3, 4	4.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.75	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	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Isaac's Lane (N)		ONE HOUR	✓	882	100.000
2 - Parkfield Way (E)		ONE HOUR	✓	165	100.000
3 - A272 Traunstein Way (SE)		ONE HOUR	✓	551	100.000
4 - Isaac's Lane (W)		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	138	490	254
	2 - Parkfield Way (E)	101	0	35	29
	3 - A272 Traunstein Way (SE)	404	37	0	110
	4 - Isaac's Lane (W)	197	42	139	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	0	1	0
	2 - Parkfield Way (E)	0	0	0	0
	3 - A272 Traunstein Way (SE)	1	0	0	1
	4 - Isaac's Lane (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Isaac's Lane (N)	0.59	5.29	1.4	A	809	1214
2 - Parkfield Way (E)	0.20	4.93	0.2	A	151	227
3 - A272 Traunstein Way (SE)	0.43	4.47	0.8	A	506	758
4 - Isaac's Lane (W)	0.31	3.81	0.4	A	347	520

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	664	166	164	1704	0.390	661	527	0.0	0.6	3.462	A
2 - Parkfield Way (E)	124	31	662	1090	0.114	124	163	0.0	0.1	3.722	A
3 - A272 Traunstein Way (SE)	415	104	288	1503	0.276	413	498	0.0	0.4	3.331	A
4 - Isaac's Lane (W)	285	71	407	1480	0.192	284	295	0.0	0.2	3.004	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	793	198	196	1684	0.471	792	630	0.6	0.9	4.056	A
2 - Parkfield Way (E)	148	37	793	1015	0.146	148	195	0.1	0.2	4.150	A
3 - A272 Traunstein Way (SE)	495	124	345	1467	0.338	495	596	0.4	0.5	3.734	A
4 - Isaac's Lane (W)	340	85	487	1429	0.238	340	353	0.2	0.3	3.303	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	971	243	240	1655	0.587	969	772	0.9	1.4	5.259	A
2 - Parkfield Way (E)	182	45	970	913	0.199	181	238	0.2	0.2	4.914	A
3 - A272 Traunstein Way (SE)	607	152	422	1419	0.427	606	730	0.5	0.7	4.462	A
4 - Isaac's Lane (W)	416	104	596	1360	0.306	416	432	0.3	0.4	3.809	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	971	243	240	1655	0.587	971	773	1.4	1.4	5.292	A
2 - Parkfield Way (E)	182	45	972	912	0.199	182	239	0.2	0.2	4.926	A
3 - A272 Traunstein Way (SE)	607	152	423	1419	0.428	607	731	0.7	0.8	4.473	A
4 - Isaac's Lane (W)	416	104	597	1360	0.306	416	433	0.4	0.4	3.814	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	793	198	196	1683	0.471	795	632	1.4	0.9	4.085	A
2 - Parkfield Way (E)	148	37	796	1014	0.146	149	196	0.2	0.2	4.162	A
3 - A272 Traunstein Way (SE)	495	124	346	1467	0.338	496	598	0.8	0.5	3.750	A
4 - Isaac's Lane (W)	340	85	488	1428	0.238	340	354	0.4	0.3	3.309	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	664	166	164	1704	0.390	665	529	0.9	0.6	3.487	A
2 - Parkfield Way (E)	124	31	666	1088	0.114	124	164	0.2	0.1	3.737	A
3 - A272 Traunstein Way (SE)	415	104	290	1502	0.276	415	501	0.5	0.4	3.345	A
4 - Isaac's Lane (W)	285	71	409	1479	0.192	285	296	0.3	0.2	3.017	A

2028 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	A272 / Parkfield Way / Isaac's Lane	Standard Roundabout		1, 2, 3, 4	6.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.12	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
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Isaac's Lane (N)		ONE HOUR	✓	747	100.000
2 - Parkfield Way (E)		ONE HOUR	✓	245	100.000
3 - A272 Traunstein Way (SE)		ONE HOUR	✓	850	100.000
4 - Isaac's Lane (W)		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	99	405	243
	2 - Parkfield Way (E)	172	0	42	31
	3 - A272 Traunstein Way (SE)	686	24	0	140
	4 - Isaac's Lane (W)	254	19	126	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	4	4	4
	2 - Parkfield Way (E)	0	0	0	0
	3 - A272 Traunstein Way (SE)	2	5	0	3
	4 - Isaac's Lane (W)	3	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Isaac's Lane (N)	0.49	4.32	1.0	A	685	1028
2 - Parkfield Way (E)	0.27	5.06	0.4	A	225	337
3 - A272 Traunstein Way (SE)	0.68	8.35	2.1	A	780	1170
4 - Isaac's Lane (W)	0.39	5.43	0.7	A	366	549

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	562	141	127	1728	0.325	560	833	0.0	0.5	3.200	A
2 - Parkfield Way (E)	184	46	581	1137	0.162	184	106	0.0	0.2	3.771	A
3 - A272 Traunstein Way (SE)	640	160	334	1474	0.434	637	430	0.0	0.8	4.383	A
4 - Isaac's Lane (W)	300	75	661	1319	0.228	299	310	0.0	0.3	3.636	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	672	168	152	1712	0.392	671	998	0.5	0.7	3.594	A
2 - Parkfield Way (E)	220	55	695	1072	0.206	220	128	0.2	0.3	4.226	A
3 - A272 Traunstein Way (SE)	764	191	401	1433	0.533	763	515	0.8	1.2	5.481	A
4 - Isaac's Lane (W)	359	90	791	1237	0.290	358	372	0.3	0.4	4.227	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	822	206	186	1690	0.487	821	1220	0.7	1.0	4.303	A
2 - Parkfield Way (E)	270	67	851	982	0.275	269	156	0.3	0.4	5.047	A
3 - A272 Traunstein Way (SE)	936	234	490	1377	0.680	932	630	1.2	2.1	8.202	A
4 - Isaac's Lane (W)	439	110	968	1125	0.390	438	455	0.4	0.7	5.400	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	822	206	186	1690	0.487	822	1224	1.0	1.0	4.316	A
2 - Parkfield Way (E)	270	67	852	981	0.275	270	156	0.4	0.4	5.058	A
3 - A272 Traunstein Way (SE)	936	234	491	1376	0.680	936	631	2.1	2.1	8.345	A
4 - Isaac's Lane (W)	439	110	971	1123	0.391	439	456	0.7	0.7	5.432	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	672	168	152	1712	0.392	673	1004	1.0	0.7	3.610	A
2 - Parkfield Way (E)	220	55	697	1070	0.206	221	128	0.4	0.3	4.239	A
3 - A272 Traunstein Way (SE)	764	191	402	1432	0.534	768	516	2.1	1.2	5.576	A
4 - Isaac's Lane (W)	359	90	796	1233	0.291	360	373	0.7	0.4	4.256	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	562	141	127	1728	0.326	563	839	0.7	0.5	3.216	A
2 - Parkfield Way (E)	184	46	583	1136	0.162	185	107	0.3	0.2	3.788	A
3 - A272 Traunstein Way (SE)	640	160	336	1473	0.435	641	432	1.2	0.8	4.436	A
4 - Isaac's Lane (W)	300	75	666	1316	0.228	301	312	0.4	0.3	3.661	A

2028 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	A272 / Parkfield Way / Isaac's Lane	Standard Roundabout		1, 2, 3, 4	6.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.75	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	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Isaac's Lane (N)		ONE HOUR	✓	1106	100.000
2 - Parkfield Way (E)		ONE HOUR	✓	172	100.000
3 - A272 Traunstein Way (SE)		ONE HOUR	✓	692	100.000
4 - Isaac's Lane (W)		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	144	697	265
	2 - Parkfield Way (E)	105	0	37	30
	3 - A272 Traunstein Way (SE)	538	39	0	115
	4 - Isaac's Lane (W)	206	44	145	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	0	1	0
	2 - Parkfield Way (E)	0	0	0	0
	3 - A272 Traunstein Way (SE)	1	0	0	1
	4 - Isaac's Lane (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Isaac's Lane (N)	0.74	8.41	2.8	A	1015	1522
2 - Parkfield Way (E)	0.25	6.19	0.3	A	158	237
3 - A272 Traunstein Way (SE)	0.54	5.62	1.2	A	635	952
4 - Isaac's Lane (W)	0.34	4.35	0.5	A	362	544

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	833	208	171	1700	0.490	829	637	0.0	1.0	4.142	A
2 - Parkfield Way (E)	129	32	830	994	0.130	129	170	0.0	0.1	4.157	A
3 - A272 Traunstein Way (SE)	521	130	300	1495	0.348	519	659	0.0	0.5	3.714	A
4 - Isaac's Lane (W)	297	74	511	1414	0.210	296	307	0.0	0.3	3.218	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	994	249	205	1678	0.593	992	762	1.0	1.4	5.270	A
2 - Parkfield Way (E)	155	39	993	900	0.172	154	204	0.1	0.2	4.826	A
3 - A272 Traunstein Way (SE)	622	156	359	1459	0.427	621	789	0.5	0.7	4.335	A
4 - Isaac's Lane (W)	355	89	612	1350	0.263	355	368	0.3	0.4	3.617	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	1218	304	251	1648	0.739	1212	933	1.4	2.8	8.216	A
2 - Parkfield Way (E)	189	47	1214	773	0.245	189	249	0.2	0.3	6.153	A
3 - A272 Traunstein Way (SE)	762	190	439	1409	0.541	760	964	0.7	1.2	5.587	A
4 - Isaac's Lane (W)	435	109	749	1263	0.344	434	450	0.4	0.5	4.338	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	1218	304	251	1648	0.739	1218	935	2.8	2.8	8.407	A
2 - Parkfield Way (E)	189	47	1219	771	0.246	189	250	0.3	0.3	6.191	A
3 - A272 Traunstein Way (SE)	762	190	440	1408	0.541	762	968	1.2	1.2	5.624	A
4 - Isaac's Lane (W)	435	109	751	1262	0.345	435	451	0.5	0.5	4.351	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	994	249	205	1677	0.593	1000	765	2.8	1.5	5.384	A
2 - Parkfield Way (E)	155	39	1000	896	0.172	155	205	0.3	0.2	4.858	A
3 - A272 Traunstein Way (SE)	622	156	361	1457	0.427	624	794	1.2	0.8	4.369	A
4 - Isaac's Lane (W)	355	89	615	1348	0.263	356	370	0.5	0.4	3.628	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	833	208	172	1699	0.490	835	640	1.5	1.0	4.202	A
2 - Parkfield Way (E)	129	32	835	991	0.131	130	171	0.2	0.2	4.182	A
3 - A272 Traunstein Way (SE)	521	130	302	1494	0.349	522	663	0.8	0.5	3.740	A
4 - Isaac's Lane (W)	297	74	514	1412	0.211	298	309	0.4	0.3	3.231	A

2028 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	A272 / Parkfield Way / Isaac's Lane	Standard Roundabout		1, 2, 3, 4	6.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.35	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
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Isaac's Lane (N)		ONE HOUR	✓	753	100.000
2 - Parkfield Way (E)		ONE HOUR	✓	245	100.000
3 - A272 Traunstein Way (SE)		ONE HOUR	✓	871	100.000
4 - Isaac's Lane (W)		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	99	411	243
	2 - Parkfield Way (E)	172	0	42	31
	3 - A272 Traunstein Way (SE)	707	24	0	140
	4 - Isaac's Lane (W)	254	19	126	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	4	4	4
	2 - Parkfield Way (E)	0	0	0	0
	3 - A272 Traunstein Way (SE)	2	5	0	3
	4 - Isaac's Lane (W)	3	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Isaac's Lane (N)	0.49	4.35	1.0	A	691	1036
2 - Parkfield Way (E)	0.28	5.09	0.4	A	225	337
3 - A272 Traunstein Way (SE)	0.70	8.81	2.3	A	799	1199
4 - Isaac's Lane (W)	0.40	5.55	0.7	A	366	549

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	567	142	127	1728	0.328	565	849	0.0	0.5	3.213	A
2 - Parkfield Way (E)	184	46	585	1135	0.163	184	106	0.0	0.2	3.781	A
3 - A272 Traunstein Way (SE)	656	164	334	1474	0.445	652	434	0.0	0.8	4.461	A
4 - Isaac's Lane (W)	300	75	677	1309	0.229	299	310	0.0	0.3	3.671	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	677	169	152	1712	0.395	676	1017	0.5	0.7	3.613	A
2 - Parkfield Way (E)	220	55	700	1068	0.206	220	127	0.2	0.3	4.242	A
3 - A272 Traunstein Way (SE)	783	196	401	1433	0.547	781	520	0.8	1.2	5.638	A
4 - Isaac's Lane (W)	359	90	810	1225	0.293	358	372	0.3	0.4	4.285	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	829	207	186	1690	0.491	828	1243	0.7	1.0	4.335	A
2 - Parkfield Way (E)	270	67	857	978	0.276	269	156	0.3	0.4	5.074	A
3 - A272 Traunstein Way (SE)	959	240	490	1377	0.696	955	636	1.2	2.3	8.630	A
4 - Isaac's Lane (W)	439	110	990	1111	0.396	438	455	0.4	0.7	5.516	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	829	207	186	1690	0.491	829	1247	1.0	1.0	4.349	A
2 - Parkfield Way (E)	270	67	859	978	0.276	270	156	0.4	0.4	5.085	A
3 - A272 Traunstein Way (SE)	959	240	491	1376	0.697	959	637	2.3	2.3	8.805	A
4 - Isaac's Lane (W)	439	110	994	1108	0.396	439	456	0.7	0.7	5.551	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	677	169	152	1712	0.396	678	1023	1.0	0.7	3.626	A
2 - Parkfield Way (E)	220	55	703	1067	0.206	221	128	0.4	0.3	4.254	A
3 - A272 Traunstein Way (SE)	783	196	402	1432	0.547	787	522	2.3	1.3	5.745	A
4 - Isaac's Lane (W)	359	90	816	1221	0.294	360	373	0.7	0.4	4.315	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	567	142	127	1728	0.328	568	855	0.7	0.5	3.228	A
2 - Parkfield Way (E)	184	46	588	1133	0.163	185	107	0.3	0.2	3.796	A
3 - A272 Traunstein Way (SE)	656	164	336	1473	0.445	657	436	1.3	0.8	4.523	A
4 - Isaac's Lane (W)	300	75	681	1306	0.230	301	312	0.4	0.3	3.695	A

2028 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	A272 / Parkfield Way / Isaac's Lane	Standard Roundabout		1, 2, 3, 4	7.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.01	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	2028 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Isaac's Lane (N)		ONE HOUR	✓	1126	100.000
2 - Parkfield Way (E)		ONE HOUR	✓	172	100.000
3 - A272 Traunstein Way (SE)		ONE HOUR	✓	700	100.000
4 - Isaac's Lane (W)		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	144	717	265
	2 - Parkfield Way (E)	105	0	37	30
	3 - A272 Traunstein Way (SE)	546	39	0	115
	4 - Isaac's Lane (W)	206	44	145	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Isaac's Lane (N)	2 - Parkfield Way (E)	3 - A272 Traunstein Way (SE)	4 - Isaac's Lane (W)
	1 - Isaac's Lane (N)	0	0	1	0
	2 - Parkfield Way (E)	0	0	0	0
	3 - A272 Traunstein Way (SE)	1	0	0	1
	4 - Isaac's Lane (W)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Isaac's Lane (N)	0.75	8.86	3.0	A	1033	1550
2 - Parkfield Way (E)	0.25	6.33	0.3	A	158	237
3 - A272 Traunstein Way (SE)	0.55	5.70	1.2	A	642	963
4 - Isaac's Lane (W)	0.35	4.38	0.5	A	362	544

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	848	212	171	1700	0.499	844	643	0.0	1.0	4.214	A
2 - Parkfield Way (E)	129	32	845	986	0.131	129	170	0.0	0.2	4.199	A
3 - A272 Traunstein Way (SE)	527	132	300	1495	0.352	525	674	0.0	0.5	3.737	A
4 - Isaac's Lane (W)	297	74	517	1410	0.211	296	307	0.0	0.3	3.229	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	1012	253	205	1678	0.603	1010	769	1.0	1.5	5.427	A
2 - Parkfield Way (E)	155	39	1011	890	0.174	154	204	0.2	0.2	4.893	A
3 - A272 Traunstein Way (SE)	629	157	359	1459	0.431	628	807	0.5	0.8	4.373	A
4 - Isaac's Lane (W)	355	89	619	1345	0.264	355	368	0.3	0.4	3.634	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	1240	310	251	1648	0.752	1234	942	1.5	2.9	8.631	A
2 - Parkfield Way (E)	189	47	1236	761	0.249	189	249	0.2	0.3	6.286	A
3 - A272 Traunstein Way (SE)	771	193	439	1409	0.547	769	986	0.8	1.2	5.661	A
4 - Isaac's Lane (W)	435	109	758	1258	0.346	434	450	0.4	0.5	4.368	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	1240	310	251	1648	0.752	1240	944	2.9	3.0	8.858	A
2 - Parkfield Way (E)	189	47	1241	758	0.250	189	250	0.3	0.3	6.328	A
3 - A272 Traunstein Way (SE)	771	193	440	1408	0.547	771	990	1.2	1.2	5.702	A
4 - Isaac's Lane (W)	435	109	760	1257	0.346	435	451	0.5	0.5	4.380	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	1012	253	205	1677	0.603	1018	772	3.0	1.6	5.541	A
2 - Parkfield Way (E)	155	39	1018	886	0.175	155	205	0.3	0.2	4.931	A
3 - A272 Traunstein Way (SE)	629	157	361	1457	0.432	631	812	1.2	0.8	4.410	A
4 - Isaac's Lane (W)	355	89	622	1344	0.264	356	370	0.5	0.4	3.645	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Isaac's Lane (N)	848	212	172	1699	0.499	850	646	1.6	1.0	4.278	A
2 - Parkfield Way (E)	129	32	850	982	0.132	130	171	0.2	0.2	4.223	A
3 - A272 Traunstein Way (SE)	527	132	302	1494	0.353	528	678	0.8	0.6	3.763	A
4 - Isaac's Lane (W)	297	74	520	1408	0.211	298	309	0.4	0.3	3.242	A

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.1.1.1905											
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Filename: J6 - B2272_Isaac's Lane_Tylers Green Priority Roundabout (DBS Update).j10

Path: J:\332611520 - Lunces Hill, Haywards Heath\4_Resource\JCA\J6 - B2272_Isaac's Lane_Tylers Green Priority Roundabout

Report generation date: 22/11/2024 21:47:03

- »2024 Observed, AM
- »2024 Observed, PM
- »2028 Do Minimum, AM
- »2028 Do Minimum, PM
- »2028 Do Something, AM
- »2028 Do Something, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Observed											
1 - B2272 Butler's Green Road (E)	D1	1.6	5.54	0.61	A	6.16	D2	2.6	8.13	0.73	A	7.30
2 - Isaac's Lane (S)		1.3	4.57	0.56	A			0.7	3.45	0.42	A	
3 - Tylers Green (NW)		2.4	8.36	0.69	A			2.8	8.99	0.74	A	
	2028 Do Minimum											
1 - B2272 Butler's Green Road (E)	D3	2.1	6.83	0.67	A	8.71	D4	4.9	14.68	0.84	B	15.65
2 - Isaac's Lane (S)		2.0	6.09	0.66	A			1.2	4.38	0.54	A	
3 - Tylers Green (NW)		4.2	13.10	0.81	B			8.9	24.24	0.91	C	
	2028 Do Something											
1 - B2272 Butler's Green Road (E)	D5	2.1	6.89	0.67	A	8.93	D6	5.1	15.54	0.84	C	17.33
2 - Isaac's Lane (S)		2.1	6.33	0.68	A			1.2	4.43	0.54	A	
3 - Tylers Green (NW)		4.3	13.45	0.81	B			10.3	27.68	0.92	D	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J6 - B2272 / Isaac's Lane / Tylers Green Priority Roundabout
Location	Haywards Heath
Site number	
Date	06/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\bhaydon
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Do Something	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

2024 Observed, 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	B2272 / Isaac's Lane / Tylers Green	Standard Roundabout		1, 2, 3	6.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.16	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2272 Butler's Green Road (E)		
2	Isaac's Lane (S)		
3	Tylers Green (NW)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - B2272 Butler's Green Road (E)	3.44	7.52	28.0	29.8	49.5	24.9		
2 - Isaac's Lane (S)	6.29	7.74	25.3	38.1	49.5	29.8		
3 - Tylers Green (NW)	3.78	7.17	18.8	22.4	49.5	34.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2272 Butler's Green Road (E)	0.667	1948
2 - Isaac's Lane (S)	0.738	2331
3 - Tylers Green (NW)	0.623	1779

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	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road (E)		ONE HOUR	✓	954	100.000
2 - Isaac's Lane (S)		ONE HOUR	✓	918	100.000
3 - Tylers Green (NW)		ONE HOUR	✓	938	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	15	319	620
	2 - Isaac's Lane (S)	407	5	506
	3 - Tylers Green (NW)	641	297	0

Proportions

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0.02	0.33	0.65
	2 - Isaac's Lane (S)	0.44	0.01	0.55
	3 - Tylers Green (NW)	0.68	0.32	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0	4	4
	2 - Isaac's Lane (S)	1	0	3
	3 - Tylers Green (NW)	6	4	0

Average PCU Per Veh

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	1.000	1.040	1.040
	2 - Isaac's Lane (S)	1.010	1.000	1.030
	3 - Tylers Green (NW)	1.060	1.040	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2272 Butler's Green Road (E)	07:45-08:00	718	718
	08:00-08:15	858	858
	08:15-08:30	1050	1050
	08:30-08:45	1050	1050
	08:45-09:00	858	858
	09:00-09:15	718	718
2 - Isaac's Lane (S)	07:45-08:00	691	691
	08:00-08:15	825	825
	08:15-08:30	1011	1011
	08:30-08:45	1011	1011
	08:45-09:00	825	825
	09:00-09:15	691	691
3 - Tylers Green (NW)	07:45-08:00	706	706
	08:00-08:15	843	843
	08:15-08:30	1033	1033
	08:30-08:45	1033	1033
	08:45-09:00	843	843
	09:00-09:15	706	706

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2272 Butler's Green Road (E)	0.61	5.54	1.6	A	875	1313
2 - Isaac's Lane (S)	0.56	4.57	1.3	A	842	1264
3 - Tylers Green (NW)	0.69	8.36	2.4	A	861	1291

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	718	180	226	1797	0.400	715	797	0.0	0.7	3.451	A
2 - Isaac's Lane (S)	691	173	476	1980	0.349	689	466	0.0	0.5	2.841	A
3 - Tylers Green (NW)	706	177	320	1579	0.447	703	845	0.0	0.8	4.311	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	858	214	271	1767	0.485	856	954	0.7	1.0	4.103	A
2 - Isaac's Lane (S)	825	206	570	1911	0.432	824	557	0.5	0.8	3.379	A
3 - Tylers Green (NW)	843	211	383	1540	0.548	842	1011	0.8	1.3	5.417	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1050	263	331	1727	0.608	1048	1167	1.0	1.6	5.489	A
2 - Isaac's Lane (S)	1011	253	698	1817	0.556	1009	682	0.8	1.3	4.537	A
3 - Tylers Green (NW)	1033	258	469	1487	0.695	1028	1237	1.3	2.3	8.202	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1050	263	332	1726	0.608	1050	1170	1.6	1.6	5.535	A
2 - Isaac's Lane (S)	1011	253	699	1816	0.557	1011	684	1.3	1.3	4.565	A
3 - Tylers Green (NW)	1033	258	470	1486	0.695	1033	1240	2.3	2.4	8.357	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	858	214	273	1766	0.486	860	959	1.6	1.0	4.142	A
2 - Isaac's Lane (S)	825	206	572	1909	0.432	827	560	1.3	0.8	3.405	A
3 - Tylers Green (NW)	843	211	385	1539	0.548	848	1015	2.4	1.3	5.519	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	718	180	228	1796	0.400	719	802	1.0	0.7	3.481	A
2 - Isaac's Lane (S)	691	173	479	1978	0.349	692	468	0.8	0.6	2.859	A
3 - Tylers Green (NW)	706	177	322	1578	0.447	708	849	1.3	0.9	4.366	A

2024 Observed, 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	B2272 / Isaac's Lane / Tylers Green	Standard Roundabout		1, 2, 3	7.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.30	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	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road (E)		ONE HOUR	✓	1077	100.000
2 - Isaac's Lane (S)		ONE HOUR	✓	694	100.000
3 - Tylers Green (NW)		ONE HOUR	✓	1046	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	5	442	630
	2 - Isaac's Lane (S)	320	1	373
	3 - Tylers Green (NW)	615	428	3

Proportions

	To			
From		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0.00	0.41	0.58
	2 - Isaac's Lane (S)	0.46	0.00	0.54
	3 - Tylers Green (NW)	0.59	0.41	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0	0	1
	2 - Isaac's Lane (S)	0	0	1
	3 - Tylers Green (NW)	1	1	0

Average PCU Per Veh

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	1.000	1.000	1.010
	2 - Isaac's Lane (S)	1.000	1.000	1.010
	3 - Tylers Green (NW)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2272 Butler's Green Road (E)	16:45-17:00	811	811
	17:00-17:15	968	968
	17:15-17:30	1186	1186
	17:30-17:45	1186	1186
	17:45-18:00	968	968
	18:00-18:15	811	811
2 - Isaac's Lane (S)	16:45-17:00	522	522
	17:00-17:15	624	624
	17:15-17:30	764	764
	17:30-17:45	764	764
	17:45-18:00	624	624
	18:00-18:15	522	522
3 - Tylers Green (NW)	16:45-17:00	787	787
	17:00-17:15	940	940
	17:15-17:30	1152	1152
	17:30-17:45	1152	1152
	17:45-18:00	940	940
	18:00-18:15	787	787

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2272 Butler's Green Road (E)	0.73	8.13	2.6	A	988	1482
2 - Isaac's Lane (S)	0.42	3.45	0.7	A	637	955
3 - Tylers Green (NW)	0.74	8.99	2.8	A	960	1440

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	811	203	324	1732	0.468	807	705	0.0	0.9	3.901	A
2 - Isaac's Lane (S)	522	131	478	1979	0.264	521	653	0.0	0.4	2.481	A
3 - Tylers Green (NW)	787	197	245	1626	0.484	784	755	0.0	0.9	4.296	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	968	242	388	1689	0.573	966	844	0.9	1.3	4.994	A
2 - Isaac's Lane (S)	624	156	572	1909	0.327	623	781	0.4	0.5	2.813	A
3 - Tylers Green (NW)	940	235	293	1596	0.589	938	903	0.9	1.4	5.508	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1186	296	473	1632	0.727	1181	1031	1.3	2.6	7.934	A
2 - Isaac's Lane (S)	764	191	699	1815	0.421	763	955	0.5	0.7	3.436	A
3 - Tylers Green (NW)	1152	288	358	1556	0.740	1146	1104	1.4	2.8	8.768	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1186	296	476	1631	0.727	1186	1035	2.6	2.6	8.127	A
2 - Isaac's Lane (S)	764	191	702	1813	0.421	764	959	0.7	0.7	3.448	A
3 - Tylers Green (NW)	1152	288	359	1555	0.741	1151	1108	2.8	2.8	8.992	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	968	242	391	1687	0.574	973	849	2.6	1.4	5.107	A
2 - Isaac's Lane (S)	624	156	577	1906	0.327	625	787	0.7	0.5	2.828	A
3 - Tylers Green (NW)	940	235	294	1596	0.589	946	908	2.8	1.5	5.637	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	811	203	326	1730	0.469	813	709	1.4	0.9	3.955	A
2 - Isaac's Lane (S)	522	131	481	1976	0.264	523	657	0.5	0.4	2.492	A
3 - Tylers Green (NW)	787	197	246	1626	0.484	790	759	1.5	1.0	4.359	A

2028 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	B2272 / Isaac's Lane / Tylers Green	Standard Roundabout		1, 2, 3	8.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.71	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
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road (E)		ONE HOUR	✓	997	100.000
2 - Isaac's Lane (S)		ONE HOUR	✓	1079	100.000
3 - Tylers Green (NW)		ONE HOUR	✓	1077	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	16	333	648
	2 - Isaac's Lane (S)	425	5	649
	3 - Tylers Green (NW)	670	407	0

Proportions

	To			
From		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0.02	0.33	0.65
	2 - Isaac's Lane (S)	0.39	0.00	0.60
	3 - Tylers Green (NW)	0.62	0.38	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0	4	4
	2 - Isaac's Lane (S)	1	0	3
	3 - Tylers Green (NW)	6	4	0

Average PCU Per Veh

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	1.000	1.040	1.040
	2 - Isaac's Lane (S)	1.010	1.000	1.030
	3 - Tylers Green (NW)	1.060	1.040	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2272 Butler's Green Road (E)	07:45-08:00	751	751
	08:00-08:15	896	896
	08:15-08:30	1098	1098
	08:30-08:45	1098	1098
	08:45-09:00	896	896
	09:00-09:15	751	751
2 - Isaac's Lane (S)	07:45-08:00	812	812
	08:00-08:15	970	970
	08:15-08:30	1188	1188
	08:30-08:45	1188	1188
	08:45-09:00	970	970
	09:00-09:15	812	812
3 - Tylers Green (NW)	07:45-08:00	811	811
	08:00-08:15	968	968
	08:15-08:30	1186	1186
	08:30-08:45	1186	1186
	08:45-09:00	968	968
	09:00-09:15	811	811

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2272 Butler's Green Road (E)	0.67	6.83	2.1	A	915	1372
2 - Isaac's Lane (S)	0.66	6.09	2.0	A	990	1485
3 - Tylers Green (NW)	0.81	13.10	4.2	B	988	1482

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	751	188	308	1742	0.431	747	832	0.0	0.8	3.751	A
2 - Isaac's Lane (S)	812	203	498	1964	0.414	809	558	0.0	0.7	3.178	A
3 - Tylers Green (NW)	811	203	335	1570	0.516	806	973	0.0	1.1	4.930	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	896	224	369	1702	0.527	895	997	0.8	1.1	4.629	A
2 - Isaac's Lane (S)	970	242	596	1892	0.513	969	668	0.7	1.1	3.980	A
3 - Tylers Green (NW)	968	242	400	1529	0.633	966	1164	1.1	1.8	6.685	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1098	274	450	1648	0.666	1094	1216	1.1	2.0	6.717	A
2 - Isaac's Lane (S)	1188	297	729	1794	0.662	1184	816	1.1	2.0	6.001	A
3 - Tylers Green (NW)	1186	296	490	1474	0.805	1177	1424	1.8	4.1	12.380	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1098	274	453	1645	0.667	1098	1223	2.0	2.1	6.827	A
2 - Isaac's Lane (S)	1188	297	731	1792	0.663	1188	820	2.0	2.0	6.086	A
3 - Tylers Green (NW)	1186	296	491	1473	0.805	1185	1428	4.1	4.2	13.097	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	896	224	374	1699	0.528	900	1006	2.1	1.2	4.706	A
2 - Isaac's Lane (S)	970	242	599	1889	0.513	974	674	2.0	1.1	4.032	A
3 - Tylers Green (NW)	968	242	402	1528	0.634	978	1170	4.2	1.9	6.991	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	751	188	311	1740	0.431	752	839	1.2	0.8	3.793	A
2 - Isaac's Lane (S)	812	203	501	1962	0.414	814	562	1.1	0.7	3.210	A
3 - Tylers Green (NW)	811	203	336	1569	0.517	814	978	1.9	1.1	5.032	A

2028 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	B2272 / Isaac's Lane / Tylers Green	Standard Roundabout		1, 2, 3	15.65	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.65	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
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road (E)		ONE HOUR	✓	1125	100.000
2 - Isaac's Lane (S)		ONE HOUR	✓	876	100.000
3 - Tylers Green (NW)		ONE HOUR	✓	1277	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	5	462	658
	2 - Isaac's Lane (S)	334	1	541
	3 - Tylers Green (NW)	642	632	3

Proportions

	To			
From		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0.00	0.41	0.58
	2 - Isaac's Lane (S)	0.38	0.00	0.62
	3 - Tylers Green (NW)	0.50	0.49	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0	0	1
	2 - Isaac's Lane (S)	0	0	1
	3 - Tylers Green (NW)	1	1	0

Average PCU Per Veh

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	1.000	1.000	1.010
	2 - Isaac's Lane (S)	1.000	1.000	1.010
	3 - Tylers Green (NW)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2272 Butler's Green Road (E)	16:45-17:00	847	847
	17:00-17:15	1011	1011
	17:15-17:30	1239	1239
	17:30-17:45	1239	1239
	17:45-18:00	1011	1011
	18:00-18:15	847	847
2 - Isaac's Lane (S)	16:45-17:00	659	659
	17:00-17:15	788	788
	17:15-17:30	964	964
	17:30-17:45	964	964
	17:45-18:00	788	788
	18:00-18:15	659	659
3 - Tylers Green (NW)	16:45-17:00	961	961
	17:00-17:15	1148	1148
	17:15-17:30	1406	1406
	17:30-17:45	1406	1406
	17:45-18:00	1148	1148
	18:00-18:15	961	961

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2272 Butler's Green Road (E)	0.84	14.68	4.9	B	1032	1548
2 - Isaac's Lane (S)	0.54	4.38	1.2	A	804	1206
3 - Tylers Green (NW)	0.91	24.24	8.9	C	1172	1758

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	847	212	476	1630	0.519	843	735	0.0	1.1	4.572	A
2 - Isaac's Lane (S)	659	165	499	1963	0.336	657	820	0.0	0.5	2.770	A
3 - Tylers Green (NW)	961	240	255	1620	0.594	956	901	0.0	1.5	5.428	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1011	253	570	1568	0.645	1008	879	1.1	1.8	6.438	A
2 - Isaac's Lane (S)	788	197	597	1891	0.416	787	981	0.5	0.7	3.279	A
3 - Tylers Green (NW)	1148	287	305	1589	0.723	1144	1078	1.5	2.6	8.090	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1239	310	689	1488	0.832	1227	1068	1.8	4.6	13.351	B
2 - Isaac's Lane (S)	964	241	727	1795	0.537	963	1190	0.7	1.2	4.342	A
3 - Tylers Green (NW)	1406	352	374	1546	0.909	1384	1316	2.6	8.1	20.117	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1239	310	699	1482	0.836	1238	1078	4.6	4.9	14.676	B
2 - Isaac's Lane (S)	964	241	733	1791	0.539	964	1204	1.2	1.2	4.382	A
3 - Tylers Green (NW)	1406	352	374	1546	0.910	1403	1323	8.1	8.9	24.235	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1011	253	584	1558	0.649	1023	895	4.9	1.9	6.910	A
2 - Isaac's Lane (S)	788	197	606	1884	0.418	789	1002	1.2	0.7	3.314	A
3 - Tylers Green (NW)	1148	287	306	1588	0.723	1173	1089	8.9	2.7	9.246	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	847	212	481	1627	0.521	850	741	1.9	1.1	4.680	A
2 - Isaac's Lane (S)	659	165	503	1960	0.336	660	828	0.7	0.5	2.788	A
3 - Tylers Green (NW)	961	240	256	1619	0.594	966	907	2.7	1.5	5.611	A

2028 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	B2272 / Isaac's Lane / Tylers Green	Standard Roundabout		1, 2, 3	8.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.93	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
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road (E)		ONE HOUR	✓	997	100.000
2 - Isaac's Lane (S)		ONE HOUR	✓	1100	100.000
3 - Tylers Green (NW)		ONE HOUR	✓	1084	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	16	333	648
	2 - Isaac's Lane (S)	425	5	670
	3 - Tylers Green (NW)	670	414	0

Proportions

	To			
From		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0.02	0.33	0.65
	2 - Isaac's Lane (S)	0.39	0.00	0.61
	3 - Tylers Green (NW)	0.62	0.38	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0	4	4
	2 - Isaac's Lane (S)	1	0	3
	3 - Tylers Green (NW)	6	4	0

Average PCU Per Veh

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	1.000	1.040	1.040
	2 - Isaac's Lane (S)	1.010	1.000	1.030
	3 - Tylers Green (NW)	1.060	1.040	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2272 Butler's Green Road (E)	07:45-08:00	751	751
	08:00-08:15	896	896
	08:15-08:30	1098	1098
	08:30-08:45	1098	1098
	08:45-09:00	896	896
	09:00-09:15	751	751
2 - Isaac's Lane (S)	07:45-08:00	828	828
	08:00-08:15	989	989
	08:15-08:30	1211	1211
	08:30-08:45	1211	1211
	08:45-09:00	989	989
	09:00-09:15	828	828
3 - Tylers Green (NW)	07:45-08:00	816	816
	08:00-08:15	974	974
	08:15-08:30	1194	1194
	08:30-08:45	1194	1194
	08:45-09:00	974	974
	09:00-09:15	816	816

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2272 Butler's Green Road (E)	0.67	6.89	2.1	A	915	1372
2 - Isaac's Lane (S)	0.68	6.33	2.1	A	1009	1514
3 - Tylers Green (NW)	0.81	13.45	4.3	B	995	1492

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	751	188	314	1739	0.432	747	832	0.0	0.8	3.751	A
2 - Isaac's Lane (S)	828	207	498	1964	0.422	825	563	0.0	0.7	3.222	A
3 - Tylers Green (NW)	816	204	335	1570	0.520	812	988	0.0	1.1	4.964	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	896	224	376	1697	0.528	895	996	0.8	1.2	4.653	A
2 - Isaac's Lane (S)	989	247	596	1892	0.523	987	674	0.7	1.1	4.062	A
3 - Tylers Green (NW)	974	244	400	1529	0.637	972	1183	1.1	1.8	6.758	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1098	274	458	1643	0.668	1094	1216	1.2	2.0	6.777	A
2 - Isaac's Lane (S)	1211	303	729	1794	0.675	1207	823	1.1	2.1	6.232	A
3 - Tylers Green (NW)	1194	298	489	1474	0.810	1184	1446	1.8	4.2	12.667	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1098	274	461	1640	0.669	1098	1223	2.0	2.1	6.891	A
2 - Isaac's Lane (S)	1211	303	731	1792	0.676	1211	828	2.1	2.1	6.329	A
3 - Tylers Green (NW)	1194	298	491	1473	0.810	1193	1451	4.2	4.3	13.449	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	896	224	380	1694	0.529	900	1006	2.1	1.2	4.732	A
2 - Isaac's Lane (S)	989	247	599	1889	0.523	993	681	2.1	1.1	4.121	A
3 - Tylers Green (NW)	974	244	403	1528	0.638	984	1190	4.3	1.9	7.087	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	751	188	317	1737	0.432	752	839	1.2	0.8	3.804	A
2 - Isaac's Lane (S)	828	207	501	1962	0.422	830	568	1.1	0.8	3.255	A
3 - Tylers Green (NW)	816	204	336	1569	0.520	819	994	1.9	1.2	5.070	A

2028 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	B2272 / Isaac's Lane / Tylers Green	Standard Roundabout		1, 2, 3	17.33	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.33	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
D6	2028 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2272 Butler's Green Road (E)		ONE HOUR	✓	1125	100.000
2 - Isaac's Lane (S)		ONE HOUR	✓	884	100.000
3 - Tylers Green (NW)		ONE HOUR	✓	1297	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	5	462	658
	2 - Isaac's Lane (S)	334	1	549
	3 - Tylers Green (NW)	642	652	3

Proportions

	To			
From		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0.00	0.41	0.58
	2 - Isaac's Lane (S)	0.38	0.00	0.62
	3 - Tylers Green (NW)	0.49	0.50	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	0	0	1
	2 - Isaac's Lane (S)	0	0	1
	3 - Tylers Green (NW)	1	1	0

Average PCU Per Veh

From	To			
		1 - B2272 Butler's Green Road (E)	2 - Isaac's Lane (S)	3 - Tylers Green (NW)
	1 - B2272 Butler's Green Road (E)	1.000	1.000	1.010
	2 - Isaac's Lane (S)	1.000	1.000	1.010
	3 - Tylers Green (NW)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - B2272 Butler's Green Road (E)	16:45-17:00	847	847
	17:00-17:15	1011	1011
	17:15-17:30	1239	1239
	17:30-17:45	1239	1239
	17:45-18:00	1011	1011
	18:00-18:15	847	847
2 - Isaac's Lane (S)	16:45-17:00	666	666
	17:00-17:15	795	795
	17:15-17:30	973	973
	17:30-17:45	973	973
	17:45-18:00	795	795
	18:00-18:15	666	666
3 - Tylers Green (NW)	16:45-17:00	976	976
	17:00-17:15	1166	1166
	17:15-17:30	1428	1428
	17:30-17:45	1428	1428
	17:45-18:00	1166	1166
	18:00-18:15	976	976

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B2272 Butler's Green Road (E)	0.84	15.54	5.1	C	1032	1548
2 - Isaac's Lane (S)	0.54	4.43	1.2	A	811	1217
3 - Tylers Green (NW)	0.92	27.68	10.3	D	1190	1785

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	847	212	491	1621	0.523	843	735	0.0	1.1	4.629	A
2 - Isaac's Lane (S)	666	166	499	1963	0.339	663	835	0.0	0.5	2.781	A
3 - Tylers Green (NW)	976	244	255	1620	0.603	970	907	0.0	1.5	5.548	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1011	253	587	1556	0.650	1008	879	1.1	1.8	6.576	A
2 - Isaac's Lane (S)	795	199	597	1891	0.420	794	999	0.5	0.7	3.302	A
3 - Tylers Green (NW)	1166	291	305	1589	0.734	1161	1085	1.5	2.7	8.412	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1239	310	709	1475	0.840	1227	1067	1.8	4.8	13.967	B
2 - Isaac's Lane (S)	973	243	726	1796	0.542	971	1210	0.7	1.2	4.385	A
3 - Tylers Green (NW)	1428	357	374	1546	0.924	1402	1324	2.7	9.2	22.113	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1239	310	720	1468	0.844	1237	1078	4.8	5.1	15.537	C
2 - Isaac's Lane (S)	973	243	733	1791	0.543	973	1225	1.2	1.2	4.429	A
3 - Tylers Green (NW)	1428	357	374	1546	0.924	1423	1331	9.2	10.3	27.684	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	1011	253	605	1545	0.655	1024	897	5.1	1.9	7.122	A
2 - Isaac's Lane (S)	795	199	606	1884	0.422	797	1022	1.2	0.7	3.335	A
3 - Tylers Green (NW)	1166	291	306	1588	0.734	1196	1096	10.3	2.9	9.920	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2272 Butler's Green Road (E)	847	212	497	1617	0.524	850	742	1.9	1.1	4.746	A
2 - Isaac's Lane (S)	666	166	503	1960	0.340	666	843	0.7	0.5	2.801	A
3 - Tylers Green (NW)	976	244	256	1619	0.603	982	913	2.9	1.6	5.753	A

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.1.1.1905											
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Filename: J7 - A272_Broad Street_Tylers Green Priority Roundabout (DBS Update).j10

Path: J:\332611520 - Lunces Hill, Haywards Heath\4_Resource\JCA\J7 - A272_Broad Street_Tylers Green Priority Roundabout

Report generation date: 22/11/2024 21:55:14

- »2024 Observed, AM
- »2024 Observed, PM
- »2028 Do Minimum, AM
- »2028 Do Minimum, PM
- »2028 Do Something, AM
- »2028 Do Something, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Observed											
1 - Tylers Green (SE)	D1	6.4	19.28	0.87	C	12.15	D2	3.4	11.13	0.77	B	7.30
2 - A272 (SW)		0.7	4.21	0.40	A			0.6	3.61	0.39	A	
3 - Broad Street (NW)		0.5	3.54	0.31	A			0.5	3.73	0.35	A	
	2028 Do Minimum											
1 - Tylers Green (SE)	D3	51.6	113.89	1.05	F	64.63	D4	59.4	126.88	1.06	F	67.02
2 - A272 (SW)		0.9	4.96	0.45	A			1.0	4.85	0.49	A	
3 - Broad Street (NW)		0.7	4.08	0.39	A			1.1	5.27	0.53	A	
	2028 Do Something											
1 - Tylers Green (SE)	D5	61.5	131.75	1.07	F	74.74	D6	63.3	133.87	1.07	F	70.35
2 - A272 (SW)		0.9	5.01	0.46	A			1.0	4.88	0.49	A	
3 - Broad Street (NW)		0.7	4.11	0.40	A			1.2	5.43	0.54	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J7 - A272 / Broad Street / Tylers Green Priority Roundabout
Location	
Site number	
Date	06/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\bhaydon
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Do Something	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

2024 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A272 (SW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / Broad Street / Tylers Green	Standard Roundabout		1, 2, 3	12.15	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.15	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Tylers Green (SE)		
2	A272 (SW)		
3	Broad Street (NW)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Tylers Green (SE)	3.79	6.85	6.9	18.3	33.0	43.0		
2 - A272 (SW)	3.91	6.81	31.0	36.6	33.0	15.2		
3 - Broad Street (NW)	3.78	7.13	25.8	19.5	33.0	13.2		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Tylers Green (SE)	0.589	1456
2 - A272 (SW)	0.738	1999
3 - Broad Street (NW)	0.726	1967

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	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tylers Green (SE)		ONE HOUR	✓	1135	100.000
2 - A272 (SW)		ONE HOUR	✓	540	100.000
3 - Broad Street (NW)		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
	1 - Tylers Green (SE)	3	525	607
	2 - A272 (SW)	518	0	22
	3 - Broad Street (NW)	414	27	1

Proportions

	To			
From		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
	1 - Tylers Green (SE)	0.00	0.46	0.53
	2 - A272 (SW)	0.96	0.00	0.04
	3 - Broad Street (NW)	0.94	0.06	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
	1 - Tylers Green (SE)	0	4	3
	2 - A272 (SW)	6	0	10
	3 - Broad Street (NW)	4	13	0

Average PCU Per Veh

	To			
From		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
	1 - Tylers Green (SE)	1.000	1.040	1.030
	2 - A272 (SW)	1.060	1.000	1.100
	3 - Broad Street (NW)	1.040	1.130	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tylers Green (SE)	07:45-08:00	854	854
	08:00-08:15	1020	1020
	08:15-08:30	1250	1250
	08:30-08:45	1250	1250
	08:45-09:00	1020	1020
	09:00-09:15	854	854
2 - A272 (SW)	07:45-08:00	407	407
	08:00-08:15	485	485
	08:15-08:30	595	595
	08:30-08:45	595	595
	08:45-09:00	485	485
	09:00-09:15	407	407
3 - Broad Street (NW)	07:45-08:00	333	333
	08:00-08:15	397	397
	08:15-08:30	487	487
	08:30-08:45	487	487
	08:45-09:00	397	397
	09:00-09:15	333	333

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tylers Green (SE)	0.87	19.28	6.4	C	1041	1562
2 - A272 (SW)	0.40	4.21	0.7	A	496	743
3 - Broad Street (NW)	0.31	3.54	0.5	A	406	608

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	854	214	21	1443	0.592	849	702	0.0	1.5	6.202	A
2 - A272 (SW)	407	102	457	1662	0.245	405	413	0.0	0.3	3.039	A
3 - Broad Street (NW)	333	83	391	1683	0.198	332	471	0.0	0.3	2.783	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1020	255	25	1441	0.708	1017	840	1.5	2.4	8.694	A
2 - A272 (SW)	485	121	547	1595	0.304	485	494	0.3	0.5	3.440	A
3 - Broad Street (NW)	397	99	468	1627	0.244	397	564	0.3	0.3	3.058	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1250	312	31	1438	0.869	1235	1028	2.4	6.0	17.283	C
2 - A272 (SW)	595	149	665	1508	0.394	594	601	0.5	0.7	4.174	A
3 - Broad Street (NW)	487	122	573	1551	0.314	486	686	0.3	0.5	3.531	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1250	312	31	1438	0.869	1248	1029	6.0	6.4	19.278	C
2 - A272 (SW)	595	149	672	1503	0.396	595	607	0.7	0.7	4.206	A
3 - Broad Street (NW)	487	122	574	1550	0.314	487	693	0.5	0.5	3.536	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1020	255	25	1441	0.708	1036	842	6.4	2.6	9.509	A
2 - A272 (SW)	485	121	557	1588	0.306	486	503	0.7	0.5	3.472	A
3 - Broad Street (NW)	397	99	469	1626	0.244	398	575	0.5	0.3	3.063	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	854	214	21	1443	0.592	859	705	2.6	1.5	6.417	A
2 - A272 (SW)	407	102	462	1658	0.245	407	418	0.5	0.3	3.056	A
3 - Broad Street (NW)	333	83	393	1682	0.198	333	477	0.3	0.3	2.789	A

2024 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A272 (SW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / Broad Street / Tylers Green	Standard Roundabout		1, 2, 3	7.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.30	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	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tylers Green (SE)		ONE HOUR	✓	1018	100.000
2 - A272 (SW)		ONE HOUR	✓	589	100.000
3 - Broad Street (NW)		ONE HOUR	✓	483	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	4	595	419
	2 - A272 (SW)	572	0	17
	3 - Broad Street (NW)	471	11	1

Proportions

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	0.00	0.58	0.41
	2 - A272 (SW)	0.97	0.00	0.03
	3 - Broad Street (NW)	0.98	0.02	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	0	2	1
	2 - A272 (SW)	1	0	0
	3 - Broad Street (NW)	1	0	0

Average PCU Per Veh

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	1.000	1.020	1.010
	2 - A272 (SW)	1.010	1.000	1.000
	3 - Broad Street (NW)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tylers Green (SE)	16:45-17:00	766	766
	17:00-17:15	915	915
	17:15-17:30	1121	1121
	17:30-17:45	1121	1121
	17:45-18:00	915	915
	18:00-18:15	766	766
2 - A272 (SW)	16:45-17:00	443	443
	17:00-17:15	529	529
	17:15-17:30	649	649
	17:30-17:45	649	649
	17:45-18:00	529	529
	18:00-18:15	443	443
3 - Broad Street (NW)	16:45-17:00	364	364
	17:00-17:15	434	434
	17:15-17:30	532	532
	17:30-17:45	532	532
	17:45-18:00	434	434
	18:00-18:15	364	364

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tylers Green (SE)	0.77	11.13	3.4	B	934	1401
2 - A272 (SW)	0.39	3.61	0.6	A	540	811
3 - Broad Street (NW)	0.35	3.73	0.5	A	443	665

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	766	192	9	1450	0.528	762	786	0.0	1.1	5.278	A
2 - A272 (SW)	443	111	317	1765	0.251	442	454	0.0	0.3	2.746	A
3 - Broad Street (NW)	364	91	432	1653	0.220	362	327	0.0	0.3	2.814	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	915	229	11	1449	0.631	913	940	1.1	1.7	6.784	A
2 - A272 (SW)	529	132	380	1718	0.308	529	543	0.3	0.4	3.056	A
3 - Broad Street (NW)	434	109	517	1591	0.273	434	392	0.3	0.4	3.141	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1121	280	13	1448	0.774	1114	1151	1.7	3.3	10.754	B
2 - A272 (SW)	649	162	464	1656	0.392	648	663	0.4	0.6	3.600	A
3 - Broad Street (NW)	532	133	633	1507	0.353	531	478	0.4	0.5	3.724	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1121	280	13	1448	0.774	1121	1153	3.3	3.4	11.134	B
2 - A272 (SW)	649	162	467	1654	0.392	648	667	0.6	0.6	3.612	A
3 - Broad Street (NW)	532	133	634	1506	0.353	532	481	0.5	0.5	3.729	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	915	229	11	1449	0.631	922	943	3.4	1.8	7.009	A
2 - A272 (SW)	529	132	384	1716	0.309	530	549	0.6	0.5	3.067	A
3 - Broad Street (NW)	434	109	519	1590	0.273	435	396	0.5	0.4	3.147	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	766	192	9	1450	0.528	769	789	1.8	1.2	5.386	A
2 - A272 (SW)	443	111	320	1763	0.252	444	458	0.5	0.3	2.759	A
3 - Broad Street (NW)	364	91	434	1652	0.220	364	330	0.4	0.3	2.825	A

2028 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A272 (SW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / Broad Street / Tylers Green	Standard Roundabout		1, 2, 3	64.63	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	64.63	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	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tylers Green (SE)		ONE HOUR	✓	1370	100.000
2 - A272 (SW)		ONE HOUR	✓	580	100.000
3 - Broad Street (NW)		ONE HOUR	✓	543	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	3	603	764
	2 - A272 (SW)	557	0	23
	3 - Broad Street (NW)	514	28	1

Proportions

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	0.00	0.44	0.56
	2 - A272 (SW)	0.96	0.00	0.04
	3 - Broad Street (NW)	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	0	4	3
	2 - A272 (SW)	6	0	10
	3 - Broad Street (NW)	4	13	0

Average PCU Per Veh

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	1.000	1.040	1.030
	2 - A272 (SW)	1.060	1.000	1.100
	3 - Broad Street (NW)	1.040	1.130	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tylers Green (SE)	07:45-08:00	1031	1031
	08:00-08:15	1232	1232
	08:15-08:30	1508	1508
	08:30-08:45	1508	1508
	08:45-09:00	1232	1232
	09:00-09:15	1031	1031
2 - A272 (SW)	07:45-08:00	437	437
	08:00-08:15	521	521
	08:15-08:30	639	639
	08:30-08:45	639	639
	08:45-09:00	521	521
	09:00-09:15	437	437
3 - Broad Street (NW)	07:45-08:00	409	409
	08:00-08:15	488	488
	08:15-08:30	598	598
	08:30-08:45	598	598
	08:45-09:00	488	488
	09:00-09:15	409	409

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tylers Green (SE)	1.05	113.89	51.6	F	1257	1886
2 - A272 (SW)	0.45	4.96	0.9	A	532	798
3 - Broad Street (NW)	0.39	4.08	0.7	A	498	747

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1031	258	22	1443	0.715	1021	806	0.0	2.5	8.640	A
2 - A272 (SW)	437	109	573	1576	0.277	435	471	0.0	0.4	3.344	A
3 - Broad Street (NW)	409	102	420	1662	0.246	407	588	0.0	0.3	2.994	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1232	308	26	1440	0.855	1220	964	2.5	5.5	16.056	C
2 - A272 (SW)	521	130	684	1494	0.349	521	562	0.4	0.6	3.923	A
3 - Broad Street (NW)	488	122	503	1602	0.305	488	702	0.3	0.5	3.372	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1508	377	32	1437	1.050	1405	1180	5.5	31.4	58.530	F
2 - A272 (SW)	639	160	787	1418	0.450	637	649	0.6	0.9	4.890	A
3 - Broad Street (NW)	598	149	615	1520	0.393	597	810	0.5	0.7	4.069	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1508	377	32	1437	1.050	1428	1182	31.4	51.6	113.889	F
2 - A272 (SW)	639	160	800	1408	0.453	639	659	0.9	0.9	4.964	A
3 - Broad Street (NW)	598	149	616	1519	0.394	598	823	0.7	0.7	4.079	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1232	308	26	1440	0.855	1404	968	51.6	8.6	80.774	F
2 - A272 (SW)	521	130	787	1418	0.368	522	643	0.9	0.6	4.270	A
3 - Broad Street (NW)	488	122	505	1600	0.305	489	804	0.7	0.5	3.387	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1031	258	22	1443	0.715	1055	810	8.6	2.7	10.150	B
2 - A272 (SW)	437	109	591	1562	0.279	437	486	0.6	0.4	3.398	A
3 - Broad Street (NW)	409	102	422	1660	0.246	409	607	0.5	0.3	3.005	A

2028 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A272 (SW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / Broad Street / Tylers Green	Standard Roundabout		1, 2, 3	67.02	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	67.02	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	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tylers Green (SE)		ONE HOUR	✓	1397	100.000
2 - A272 (SW)		ONE HOUR	✓	655	100.000
3 - Broad Street (NW)		ONE HOUR	✓	695	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	4	705	688
	2 - A272 (SW)	637	0	18
	3 - Broad Street (NW)	683	11	1

Proportions

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	0.00	0.50	0.49
	2 - A272 (SW)	0.97	0.00	0.03
	3 - Broad Street (NW)	0.98	0.02	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	0	2	1
	2 - A272 (SW)	1	0	0
	3 - Broad Street (NW)	1	0	0

Average PCU Per Veh

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	1.000	1.020	1.010
	2 - A272 (SW)	1.010	1.000	1.000
	3 - Broad Street (NW)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tylers Green (SE)	16:45-17:00	1052	1052
	17:00-17:15	1256	1256
	17:15-17:30	1538	1538
	17:30-17:45	1538	1538
	17:45-18:00	1256	1256
	18:00-18:15	1052	1052
2 - A272 (SW)	16:45-17:00	493	493
	17:00-17:15	589	589
	17:15-17:30	721	721
	17:30-17:45	721	721
	17:45-18:00	589	589
	18:00-18:15	493	493
3 - Broad Street (NW)	16:45-17:00	523	523
	17:00-17:15	625	625
	17:15-17:30	765	765
	17:30-17:45	765	765
	17:45-18:00	625	625
	18:00-18:15	523	523

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tylers Green (SE)	1.06	126.88	59.4	F	1282	1923
2 - A272 (SW)	0.49	4.85	1.0	A	601	902
3 - Broad Street (NW)	0.53	5.27	1.1	A	638	957

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1052	263	9	1450	0.725	1041	993	0.0	2.6	8.726	A
2 - A272 (SW)	493	123	517	1618	0.305	491	534	0.0	0.4	3.224	A
3 - Broad Street (NW)	523	131	481	1618	0.323	521	527	0.0	0.5	3.310	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1256	314	11	1449	0.866	1243	1189	2.6	5.8	16.713	C
2 - A272 (SW)	589	147	617	1544	0.381	588	637	0.4	0.6	3.802	A
3 - Broad Street (NW)	625	156	576	1549	0.403	624	629	0.5	0.7	3.927	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1538	385	13	1448	1.062	1421	1454	5.8	35.2	62.983	F
2 - A272 (SW)	721	180	705	1479	0.488	720	729	0.6	1.0	4.781	A
3 - Broad Street (NW)	765	191	704	1455	0.526	763	721	0.7	1.1	5.241	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1538	385	13	1448	1.062	1441	1457	35.2	59.4	126.883	F
2 - A272 (SW)	721	180	715	1471	0.490	721	739	1.0	1.0	4.845	A
3 - Broad Street (NW)	765	191	705	1455	0.526	765	731	1.1	1.1	5.273	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1256	314	11	1449	0.866	1425	1194	59.4	17.1	101.154	F
2 - A272 (SW)	589	147	707	1477	0.399	590	729	1.0	0.7	4.103	A
3 - Broad Street (NW)	625	156	578	1547	0.404	626	719	1.1	0.7	3.957	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1052	263	9	1450	0.725	1109	999	17.1	2.8	12.432	B
2 - A272 (SW)	493	123	550	1593	0.310	494	568	0.7	0.5	3.312	A
3 - Broad Street (NW)	523	131	484	1616	0.324	524	560	0.7	0.5	3.334	A

2028 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A272 (SW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / Broad Street / Tylers Green	Standard Roundabout		1, 2, 3	74.74	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	74.74	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	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tylers Green (SE)		ONE HOUR	✓	1391	100.000
2 - A272 (SW)		ONE HOUR	✓	581	100.000
3 - Broad Street (NW)		ONE HOUR	✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
	From			
	1 - Tylers Green (SE)	3	607	781
	2 - A272 (SW)	558	0	23
	3 - Broad Street (NW)	520	28	1

Proportions

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
	From			
	1 - Tylers Green (SE)	0.00	0.44	0.56
	2 - A272 (SW)	0.96	0.00	0.04
	3 - Broad Street (NW)	0.95	0.05	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
	From			
	1 - Tylers Green (SE)	0	4	3
	2 - A272 (SW)	6	0	10
	3 - Broad Street (NW)	4	13	0

Average PCU Per Veh

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
	From			
	1 - Tylers Green (SE)	1.000	1.040	1.030
	2 - A272 (SW)	1.060	1.000	1.100
	3 - Broad Street (NW)	1.040	1.130	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tylers Green (SE)	07:45-08:00	1047	1047
	08:00-08:15	1250	1250
	08:15-08:30	1532	1532
	08:30-08:45	1532	1532
	08:45-09:00	1250	1250
	09:00-09:15	1047	1047
2 - A272 (SW)	07:45-08:00	437	437
	08:00-08:15	522	522
	08:15-08:30	640	640
	08:30-08:45	640	640
	08:45-09:00	522	522
	09:00-09:15	437	437
3 - Broad Street (NW)	07:45-08:00	413	413
	08:00-08:15	494	494
	08:15-08:30	604	604
	08:30-08:45	604	604
	08:45-09:00	494	494
	09:00-09:15	413	413

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tylers Green (SE)	1.07	131.75	61.5	F	1276	1915
2 - A272 (SW)	0.46	5.01	0.9	A	533	800
3 - Broad Street (NW)	0.40	4.11	0.7	A	504	756

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1047	262	22	1443	0.726	1037	811	0.0	2.6	8.946	A
2 - A272 (SW)	437	109	585	1567	0.279	436	473	0.0	0.4	3.373	A
3 - Broad Street (NW)	413	103	421	1661	0.249	412	600	0.0	0.3	3.006	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1250	313	26	1440	0.868	1237	971	2.6	6.0	17.252	C
2 - A272 (SW)	522	131	698	1484	0.352	522	565	0.4	0.6	3.970	A
3 - Broad Street (NW)	494	123	504	1601	0.308	493	716	0.3	0.5	3.390	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1532	383	32	1437	1.066	1411	1188	6.0	36.2	65.063	F
2 - A272 (SW)	640	160	796	1411	0.453	638	646	0.6	0.9	4.938	A
3 - Broad Street (NW)	604	151	616	1519	0.398	604	818	0.5	0.7	4.102	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1532	383	32	1437	1.066	1431	1190	36.2	61.5	131.746	F
2 - A272 (SW)	640	160	807	1403	0.456	640	655	0.9	0.9	5.005	A
3 - Broad Street (NW)	604	151	617	1518	0.398	604	830	0.7	0.7	4.112	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1250	313	26	1440	0.868	1417	974	61.5	19.9	107.649	F
2 - A272 (SW)	522	131	799	1409	0.371	523	643	0.9	0.6	4.321	A
3 - Broad Street (NW)	494	123	506	1600	0.309	494	817	0.7	0.5	3.403	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1047	262	22	1443	0.726	1116	815	19.9	2.9	13.697	B
2 - A272 (SW)	437	109	629	1534	0.285	438	508	0.6	0.4	3.488	A
3 - Broad Street (NW)	413	103	423	1659	0.249	414	644	0.5	0.3	3.020	A

2028 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A272 (SW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / Broad Street / Tylers Green	Standard Roundabout		1, 2, 3	70.35	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	70.35	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	2028 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Tylers Green (SE)		ONE HOUR	✓	1405	100.000
2 - A272 (SW)		ONE HOUR	✓	658	100.000
3 - Broad Street (NW)		ONE HOUR	✓	711	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	4	706	695
	2 - A272 (SW)	640	0	18
	3 - Broad Street (NW)	699	11	1

Proportions

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	0.00	0.50	0.49
	2 - A272 (SW)	0.97	0.00	0.03
	3 - Broad Street (NW)	0.98	0.02	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	0	2	1
	2 - A272 (SW)	1	0	0
	3 - Broad Street (NW)	1	0	0

Average PCU Per Veh

	To			
		1 - Tylers Green (SE)	2 - A272 (SW)	3 - Broad Street (NW)
From	1 - Tylers Green (SE)	1.000	1.020	1.010
	2 - A272 (SW)	1.010	1.000	1.000
	3 - Broad Street (NW)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Tylers Green (SE)	16:45-17:00	1058	1058
	17:00-17:15	1263	1263
	17:15-17:30	1547	1547
	17:30-17:45	1547	1547
	17:45-18:00	1263	1263
	18:00-18:15	1058	1058
2 - A272 (SW)	16:45-17:00	495	495
	17:00-17:15	592	592
	17:15-17:30	724	724
	17:30-17:45	724	724
	17:45-18:00	592	592
	18:00-18:15	495	495
3 - Broad Street (NW)	16:45-17:00	535	535
	17:00-17:15	639	639
	17:15-17:30	783	783
	17:30-17:45	783	783
	17:45-18:00	639	639
	18:00-18:15	535	535

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Tylers Green (SE)	1.07	133.87	63.3	F	1289	1934
2 - A272 (SW)	0.49	4.88	1.0	A	604	906
3 - Broad Street (NW)	0.54	5.43	1.2	A	652	979

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1058	264	9	1450	0.729	1047	1007	0.0	2.6	8.845	A
2 - A272 (SW)	495	124	522	1614	0.307	494	534	0.0	0.4	3.239	A
3 - Broad Street (NW)	535	134	483	1616	0.331	533	532	0.0	0.5	3.352	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1263	316	11	1449	0.871	1250	1206	2.6	6.0	17.191	C
2 - A272 (SW)	592	148	623	1539	0.384	591	638	0.4	0.6	3.830	A
3 - Broad Street (NW)	639	160	578	1547	0.413	638	635	0.5	0.7	3.998	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1547	387	13	1448	1.068	1423	1475	6.0	37.1	65.536	F
2 - A272 (SW)	724	181	709	1476	0.491	723	727	0.6	1.0	4.821	A
3 - Broad Street (NW)	783	196	707	1453	0.539	781	725	0.7	1.2	5.393	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1547	387	13	1448	1.068	1442	1478	37.1	63.3	133.869	F
2 - A272 (SW)	724	181	719	1469	0.493	724	737	1.0	1.0	4.884	A
3 - Broad Street (NW)	783	196	709	1452	0.539	783	734	1.2	1.2	5.430	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1263	316	11	1449	0.871	1427	1211	63.3	22.4	111.931	F
2 - A272 (SW)	592	148	711	1474	0.401	593	727	1.0	0.7	4.129	A
3 - Broad Street (NW)	639	160	581	1545	0.414	641	723	1.2	0.7	4.028	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Tylers Green (SE)	1058	264	9	1450	0.729	1136	1013	22.4	2.9	14.494	B
2 - A272 (SW)	495	124	566	1581	0.313	496	579	0.7	0.5	3.352	A
3 - Broad Street (NW)	535	134	486	1614	0.332	536	576	0.7	0.5	3.374	A

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.1.1.1905											
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Filename: J8 - A272 Rocky Lane_Highbank Priority Roundabout (DBS Update).j10

Path: J:\332611520 - Lunces Hill, Haywards Heath\4_Resource\JCA\J8 - A272 Rocky Lane_Highbank Priority Roundabout

Report generation date: 22/11/2024 22:07:45

- »2024 Observed, AM
- »2024 Observed, PM
- »2028 Do Minimum, AM
- »2028 Do Minimum, PM
- »2028 Do Something, AM
- »2028 Do Something, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Observed											
1 - Highbank (N)	D1	0.1	3.68	0.06	A	7.91	D2	0.0	4.00	0.04	A	7.41
2 - A272 Rocky Lane (E)		3.1	11.55	0.76	B			2.7	10.57	0.74	B	
3 - Rocky Lane (S)		0.5	4.96	0.35	A			0.6	4.85	0.37	A	
4 - A272 (W)		0.7	4.08	0.39	A			1.0	5.02	0.51	A	
	2028 Do Minimum											
1 - Highbank (N)	D3	0.1	4.13	0.06	A	19.66	D4	0.1	4.63	0.05	A	12.81
2 - A272 Rocky Lane (E)		10.8	34.03	0.93	D			6.2	20.81	0.87	C	
3 - Rocky Lane (S)		0.7	6.08	0.40	A			0.7	5.68	0.42	A	
4 - A272 (W)		1.1	5.09	0.51	A			1.8	7.08	0.65	A	
	2028 Do Something											
1 - Highbank (N)	D5	0.1	4.15	0.07	A	23.01	D6	0.1	4.71	0.05	A	13.36
2 - A272 Rocky Lane (E)		13.2	40.45	0.95	E			6.5	21.83	0.88	C	
3 - Rocky Lane (S)		0.7	6.20	0.41	A			0.7	5.73	0.42	A	
4 - A272 (W)		1.1	5.13	0.51	A			2.0	7.39	0.66	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J8 - A272 Rocky Lane / Highbank Priority Roundabout
Location	Haywards Heath
Site number	
Date	06/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\bhaydon
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Do Something	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

2024 Observed, 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	A272 Rocky Lane / Highbank	Standard Roundabout		1, 2, 3, 4	7.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.91	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Highbank (N)		
2	A272 Rocky Lane (E)		
3	Rocky Lane (S)		
4	A272 (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Highbank (N)	3.03	6.33	19.8	14.5	50.8	35.0		
2 - A272 Rocky Lane (E)	3.62	6.44	4.2	28.1	50.8	29.6		
3 - Rocky Lane (S)	2.48	6.64	15.8	50.2	50.8	21.8		
4 - A272 (W)	3.71	6.90	11.3	28.9	50.8	25.6		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Highbank (N)	0.560	1514
2 - A272 Rocky Lane (E)	0.551	1392
3 - Rocky Lane (S)	0.587	1520
4 - A272 (W)	0.610	1682

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	2024 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Highbank (N)		ONE HOUR	✓	53	100.000
2 - A272 Rocky Lane (E)		ONE HOUR	✓	911	100.000
3 - Rocky Lane (S)		ONE HOUR	✓	361	100.000
4 - A272 (W)		ONE HOUR	✓	532	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0	14	10	29
	2 - A272 Rocky Lane (E)	12	0	359	540
	3 - Rocky Lane (S)	5	262	0	94
	4 - A272 (W)	17	437	78	0

Proportions

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0.00	0.26	0.19	0.55
	2 - A272 Rocky Lane (E)	0.01	0.00	0.39	0.59
	3 - Rocky Lane (S)	0.01	0.73	0.00	0.26
	4 - A272 (W)	0.03	0.82	0.15	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0	0	0	0
	2 - A272 Rocky Lane (E)	0	0	3	2
	3 - Rocky Lane (S)	0	3	0	3
	4 - A272 (W)	0	3	3	0

Average PCU Per Veh

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	1.000	1.000	1.000	1.000
	2 - A272 Rocky Lane (E)	1.000	1.000	1.030	1.020
	3 - Rocky Lane (S)	1.000	1.030	1.000	1.030
	4 - A272 (W)	1.000	1.030	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Highbank (N)	07:45-08:00	40	40
	08:00-08:15	48	48
	08:15-08:30	58	58
	08:30-08:45	58	58
	08:45-09:00	48	48
	09:00-09:15	40	40
2 - A272 Rocky Lane (E)	07:45-08:00	686	686
	08:00-08:15	819	819
	08:15-08:30	1003	1003
	08:30-08:45	1003	1003
	08:45-09:00	819	819
	09:00-09:15	686	686
3 - Rocky Lane (S)	07:45-08:00	272	272
	08:00-08:15	325	325
	08:15-08:30	397	397
	08:30-08:45	397	397
	08:45-09:00	325	325
	09:00-09:15	272	272
4 - A272 (W)	07:45-08:00	401	401
	08:00-08:15	478	478
	08:15-08:30	586	586
	08:30-08:45	586	586
	08:45-09:00	478	478
	09:00-09:15	401	401

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Highbank (N)	0.06	3.68	0.1	A	49	73
2 - A272 Rocky Lane (E)	0.76	11.55	3.1	B	836	1254
3 - Rocky Lane (S)	0.35	4.96	0.5	A	331	497
4 - A272 (W)	0.39	4.08	0.7	A	488	732

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	40	10	583	1188	0.034	40	25	0.0	0.0	3.135	A
2 - A272 Rocky Lane (E)	686	171	88	1344	0.510	682	535	0.0	1.1	5.498	A
3 - Rocky Lane (S)	272	68	435	1264	0.215	271	335	0.0	0.3	3.728	A
4 - A272 (W)	401	100	209	1554	0.258	399	496	0.0	0.4	3.202	A

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	48	12	698	1123	0.042	48	31	0.0	0.0	3.346	A
2 - A272 Rocky Lane (E)	819	205	105	1334	0.614	817	640	1.1	1.6	7.096	A
3 - Rocky Lane (S)	325	81	521	1214	0.267	324	401	0.3	0.4	4.165	A
4 - A272 (W)	478	120	251	1529	0.313	478	595	0.4	0.5	3.521	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	58	15	854	1036	0.056	58	37	0.0	0.1	3.682	A
2 - A272 Rocky Lane (E)	1003	251	129	1321	0.759	997	784	1.6	3.1	11.175	B
3 - Rocky Lane (S)	397	99	636	1146	0.347	397	490	0.4	0.5	4.944	A
4 - A272 (W)	586	146	307	1495	0.392	585	726	0.5	0.7	4.067	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	58	15	855	1035	0.056	58	37	0.1	0.1	3.685	A
2 - A272 Rocky Lane (E)	1003	251	129	1321	0.759	1003	785	3.1	3.1	11.554	B
3 - Rocky Lane (S)	397	99	640	1144	0.347	397	492	0.5	0.5	4.965	A
4 - A272 (W)	586	146	307	1495	0.392	586	730	0.7	0.7	4.075	A

08:45 - 09:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	48	12	700	1122	0.042	48	31	0.1	0.0	3.352	A
2 - A272 Rocky Lane (E)	819	205	105	1334	0.614	825	642	3.1	1.7	7.322	A
3 - Rocky Lane (S)	325	81	526	1211	0.268	325	404	0.5	0.4	4.190	A
4 - A272 (W)	478	120	251	1529	0.313	479	600	0.7	0.5	3.531	A

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	40	10	586	1186	0.034	40	26	0.0	0.0	3.143	A
2 - A272 Rocky Lane (E)	686	171	88	1343	0.511	688	537	1.7	1.1	5.644	A
3 - Rocky Lane (S)	272	68	439	1262	0.215	272	338	0.4	0.3	3.745	A
4 - A272 (W)	401	100	210	1554	0.258	401	501	0.5	0.4	3.214	A

2024 Observed, 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	A272 Rocky Lane / Highbank	Standard Roundabout		1, 2, 3, 4	7.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.41	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	2024 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Highbank (N)		ONE HOUR	✓	34	100.000
2 - A272 Rocky Lane (E)		ONE HOUR	✓	866	100.000
3 - Rocky Lane (S)		ONE HOUR	✓	395	100.000
4 - A272 (W)		ONE HOUR	✓	676	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0	12	4	18
	2 - A272 Rocky Lane (E)	19	0	362	485
	3 - Rocky Lane (S)	13	285	1	96
	4 - A272 (W)	25	517	134	0

Proportions

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0.00	0.35	0.12	0.53
	2 - A272 Rocky Lane (E)	0.02	0.00	0.42	0.56
	3 - Rocky Lane (S)	0.03	0.72	0.00	0.24
	4 - A272 (W)	0.04	0.76	0.20	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	0	0	0	0
	2 - A272 Rocky Lane (E)	0	0	1	1
	3 - Rocky Lane (S)	0	1	0	0
	4 - A272 (W)	4	1	0	0

Average PCU Per Veh

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	1.000	1.000	1.000	1.000
	2 - A272 Rocky Lane (E)	1.000	1.000	1.010	1.010
	3 - Rocky Lane (S)	1.000	1.010	1.000	1.000
	4 - A272 (W)	1.040	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Highbank (N)	16:45-17:00	26	26
	17:00-17:15	31	31
	17:15-17:30	37	37
	17:30-17:45	37	37
	17:45-18:00	31	31
	18:00-18:15	26	26
2 - A272 Rocky Lane (E)	16:45-17:00	652	652
	17:00-17:15	779	779
	17:15-17:30	953	953
	17:30-17:45	953	953
	17:45-18:00	779	779
	18:00-18:15	652	652
3 - Rocky Lane (S)	16:45-17:00	297	297
	17:00-17:15	355	355
	17:15-17:30	435	435
	17:30-17:45	435	435
	17:45-18:00	355	355
	18:00-18:15	297	297
4 - A272 (W)	16:45-17:00	509	509
	17:00-17:15	608	608
	17:15-17:30	744	744
	17:30-17:45	744	744
	17:45-18:00	608	608
	18:00-18:15	509	509

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Highbank (N)	0.04	4.00	0.0	A	31	47
2 - A272 Rocky Lane (E)	0.74	10.57	2.7	B	795	1192
3 - Rocky Lane (S)	0.37	4.85	0.6	A	362	544
4 - A272 (W)	0.51	5.02	1.0	A	620	930

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	26	6	703	1121	0.023	26	43	0.0	0.0	3.287	A
2 - A272 Rocky Lane (E)	652	163	118	1327	0.491	648	610	0.0	1.0	5.325	A
3 - Rocky Lane (S)	297	74	391	1290	0.231	296	375	0.0	0.3	3.643	A
4 - A272 (W)	509	127	238	1537	0.331	507	448	0.0	0.5	3.523	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	31	8	841	1043	0.029	31	51	0.0	0.0	3.555	A
2 - A272 Rocky Lane (E)	779	195	141	1314	0.592	777	731	1.0	1.4	6.737	A
3 - Rocky Lane (S)	355	89	468	1245	0.285	355	449	0.3	0.4	4.073	A
4 - A272 (W)	608	152	286	1508	0.403	607	537	0.5	0.7	4.029	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	37	9	1030	937	0.040	37	63	0.0	0.0	3.999	A
2 - A272 Rocky Lane (E)	953	238	173	1297	0.735	948	895	1.4	2.7	10.288	B
3 - Rocky Lane (S)	435	109	572	1184	0.367	434	549	0.4	0.6	4.834	A
4 - A272 (W)	744	186	349	1469	0.507	743	657	0.7	1.0	4.996	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	37	9	1032	936	0.040	37	63	0.0	0.0	4.004	A
2 - A272 Rocky Lane (E)	953	238	173	1297	0.735	953	896	2.7	2.7	10.569	B
3 - Rocky Lane (S)	435	109	575	1182	0.368	435	552	0.6	0.6	4.852	A
4 - A272 (W)	744	186	350	1468	0.507	744	659	1.0	1.0	5.016	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	31	8	844	1041	0.029	31	51	0.0	0.0	3.563	A
2 - A272 Rocky Lane (E)	779	195	141	1314	0.593	784	733	2.7	1.5	6.916	A
3 - Rocky Lane (S)	355	89	472	1242	0.286	356	453	0.6	0.4	4.095	A
4 - A272 (W)	608	152	287	1507	0.403	609	541	1.0	0.7	4.050	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	26	6	706	1118	0.023	26	43	0.0	0.0	3.296	A
2 - A272 Rocky Lane (E)	652	163	118	1327	0.491	654	614	1.5	1.0	5.422	A
3 - Rocky Lane (S)	297	74	394	1288	0.231	298	378	0.4	0.3	3.662	A
4 - A272 (W)	509	127	240	1536	0.331	510	452	0.7	0.5	3.544	A

2028 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	A272 Rocky Lane / Highbank	Standard Roundabout		1, 2, 3, 4	19.66	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.66	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
D3	2028 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Highbank (N)		ONE HOUR	✓	55	100.000
2 - A272 Rocky Lane (E)		ONE HOUR	✓	1113	100.000
3 - Rocky Lane (S)		ONE HOUR	✓	377	100.000
4 - A272 (W)		ONE HOUR	✓	688	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	0	15	10	30
	2 - A272 Rocky Lane (E)	13	0	375	725
	3 - Rocky Lane (S)	5	274	0	98
	4 - A272 (W)	18	588	82	0

Proportions

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	0.00	0.27	0.18	0.55
	2 - A272 Rocky Lane (E)	0.01	0.00	0.34	0.65
	3 - Rocky Lane (S)	0.01	0.73	0.00	0.26
	4 - A272 (W)	0.03	0.85	0.12	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	0	0	0	0
	2 - A272 Rocky Lane (E)	0	0	3	2
	3 - Rocky Lane (S)	0	3	0	3
	4 - A272 (W)	0	3	3	0

Average PCU Per Veh

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	1.000	1.000	1.000	1.000
	2 - A272 Rocky Lane (E)	1.000	1.000	1.030	1.020
	3 - Rocky Lane (S)	1.000	1.030	1.000	1.030
	4 - A272 (W)	1.000	1.030	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Highbank (N)	07:45-08:00	41	41
	08:00-08:15	49	49
	08:15-08:30	61	61
	08:30-08:45	61	61
	08:45-09:00	49	49
	09:00-09:15	41	41
2 - A272 Rocky Lane (E)	07:45-08:00	838	838
	08:00-08:15	1001	1001
	08:15-08:30	1225	1225
	08:30-08:45	1225	1225
	08:45-09:00	1001	1001
	09:00-09:15	838	838
3 - Rocky Lane (S)	07:45-08:00	284	284
	08:00-08:15	339	339
	08:15-08:30	415	415
	08:30-08:45	415	415
	08:45-09:00	339	339
	09:00-09:15	284	284
4 - A272 (W)	07:45-08:00	518	518
	08:00-08:15	618	618
	08:15-08:30	758	758
	08:30-08:45	758	758
	08:45-09:00	618	618
	09:00-09:15	518	518

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Highbank (N)	0.06	4.13	0.1	A	50	76
2 - A272 Rocky Lane (E)	0.93	34.03	10.8	D	1021	1532
3 - Rocky Lane (S)	0.40	6.08	0.7	A	346	519
4 - A272 (W)	0.51	5.09	1.1	A	631	947

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	41	10	708	1118	0.037	41	27	0.0	0.0	3.344	A
2 - A272 Rocky Lane (E)	838	209	91	1341	0.625	831	658	0.0	1.7	7.130	A
3 - Rocky Lane (S)	284	71	574	1183	0.240	283	349	0.0	0.3	4.112	A
4 - A272 (W)	518	129	219	1549	0.334	516	637	0.0	0.5	3.580	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	49	12	848	1039	0.048	49	32	0.0	0.0	3.635	A
2 - A272 Rocky Lane (E)	1001	250	110	1332	0.751	995	787	1.7	3.0	10.789	B
3 - Rocky Lane (S)	339	85	687	1116	0.304	338	418	0.3	0.4	4.763	A
4 - A272 (W)	618	155	262	1522	0.406	618	763	0.5	0.7	4.093	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	61	15	1037	933	0.065	60	39	0.0	0.1	4.124	A
2 - A272 Rocky Lane (E)	1225	306	134	1318	0.930	1199	964	3.0	9.5	26.581	D
3 - Rocky Lane (S)	415	104	828	1033	0.402	414	505	0.4	0.7	5.981	A
4 - A272 (W)	758	189	320	1486	0.510	756	922	0.7	1.1	5.062	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	61	15	1039	932	0.065	61	40	0.1	0.1	4.130	A
2 - A272 Rocky Lane (E)	1225	306	134	1318	0.930	1220	966	9.5	10.8	34.033	D
3 - Rocky Lane (S)	415	104	842	1025	0.405	415	512	0.7	0.7	6.076	A
4 - A272 (W)	758	189	321	1486	0.510	757	936	1.1	1.1	5.086	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	49	12	851	1038	0.048	50	33	0.1	0.1	3.645	A
2 - A272 Rocky Lane (E)	1001	250	110	1331	0.752	1031	790	10.8	3.2	13.376	B
3 - Rocky Lane (S)	339	85	711	1102	0.308	340	430	0.7	0.5	4.869	A
4 - A272 (W)	618	155	264	1521	0.407	620	787	1.1	0.7	4.118	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	41	10	712	1115	0.037	41	27	0.1	0.0	3.351	A
2 - A272 Rocky Lane (E)	838	209	92	1341	0.625	844	661	3.2	1.7	7.493	A
3 - Rocky Lane (S)	284	71	582	1178	0.241	284	354	0.5	0.3	4.153	A
4 - A272 (W)	518	129	220	1548	0.335	519	646	0.7	0.5	3.605	A

2028 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	A272 Rocky Lane / Highbank	Standard Roundabout		1, 2, 3, 4	12.81	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.81	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
D4	2028 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Highbank (N)		ONE HOUR	✓	36	100.000
2 - A272 Rocky Lane (E)		ONE HOUR	✓	1020	100.000
3 - Rocky Lane (S)		ONE HOUR	✓	413	100.000
4 - A272 (W)		ONE HOUR	✓	859	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0	13	4	19
	2 - A272 Rocky Lane (E)	20	0	378	622
	3 - Rocky Lane (S)	14	298	1	100
	4 - A272 (W)	26	693	140	0

Proportions

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0.00	0.36	0.11	0.53
	2 - A272 Rocky Lane (E)	0.02	0.00	0.37	0.61
	3 - Rocky Lane (S)	0.03	0.72	0.00	0.24
	4 - A272 (W)	0.03	0.81	0.16	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	0	0	0	0
	2 - A272 Rocky Lane (E)	0	0	1	1
	3 - Rocky Lane (S)	0	1	0	0
	4 - A272 (W)	4	1	0	0

Average PCU Per Veh

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	1.000	1.000	1.000	1.000
	2 - A272 Rocky Lane (E)	1.000	1.000	1.010	1.010
	3 - Rocky Lane (S)	1.000	1.010	1.000	1.000
	4 - A272 (W)	1.040	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Highbank (N)	16:45-17:00	27	27
	17:00-17:15	32	32
	17:15-17:30	40	40
	17:30-17:45	40	40
	17:45-18:00	32	32
	18:00-18:15	27	27
2 - A272 Rocky Lane (E)	16:45-17:00	768	768
	17:00-17:15	917	917
	17:15-17:30	1123	1123
	17:30-17:45	1123	1123
	17:45-18:00	917	917
	18:00-18:15	768	768
3 - Rocky Lane (S)	16:45-17:00	311	311
	17:00-17:15	371	371
	17:15-17:30	455	455
	17:30-17:45	455	455
	17:45-18:00	371	371
	18:00-18:15	311	311
4 - A272 (W)	16:45-17:00	647	647
	17:00-17:15	772	772
	17:15-17:30	946	946
	17:30-17:45	946	946
	17:45-18:00	772	772
	18:00-18:15	647	647

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Highbank (N)	0.05	4.63	0.1	A	33	50
2 - A272 Rocky Lane (E)	0.87	20.81	6.2	C	936	1404
3 - Rocky Lane (S)	0.42	5.68	0.7	A	379	568
4 - A272 (W)	0.65	7.08	1.8	A	788	1182

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	27	7	848	1039	0.026	27	45	0.0	0.0	3.556	A
2 - A272 Rocky Lane (E)	768	192	123	1324	0.580	762	752	0.0	1.4	6.412	A
3 - Rocky Lane (S)	311	78	494	1229	0.253	310	391	0.0	0.3	3.937	A
4 - A272 (W)	647	162	250	1530	0.423	644	554	0.0	0.7	4.088	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	32	8	1016	945	0.034	32	54	0.0	0.0	3.943	A
2 - A272 Rocky Lane (E)	917	229	147	1311	0.700	913	901	1.4	2.3	9.063	A
3 - Rocky Lane (S)	371	93	592	1172	0.317	371	469	0.3	0.5	4.523	A
4 - A272 (W)	772	193	299	1500	0.515	771	664	0.7	1.1	4.976	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	40	10	1243	818	0.048	40	66	0.0	0.1	4.623	A
2 - A272 Rocky Lane (E)	1123	281	180	1293	0.869	1109	1102	2.3	5.8	18.504	C
3 - Rocky Lane (S)	455	114	719	1097	0.414	454	570	0.5	0.7	5.627	A
4 - A272 (W)	946	236	366	1459	0.648	943	807	1.1	1.8	6.997	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	40	10	1246	816	0.049	40	66	0.1	0.1	4.634	A
2 - A272 Rocky Lane (E)	1123	281	181	1292	0.869	1121	1105	5.8	6.2	20.813	C
3 - Rocky Lane (S)	455	114	727	1093	0.416	455	575	0.7	0.7	5.683	A
4 - A272 (W)	946	236	367	1458	0.649	946	815	1.8	1.8	7.085	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	32	8	1021	942	0.034	32	54	0.1	0.0	3.958	A
2 - A272 Rocky Lane (E)	917	229	148	1310	0.700	932	906	6.2	2.4	9.965	A
3 - Rocky Lane (S)	371	93	604	1165	0.319	372	476	0.7	0.5	4.579	A
4 - A272 (W)	772	193	300	1499	0.515	775	676	1.8	1.1	5.042	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	27	7	854	1036	0.026	27	45	0.0	0.0	3.568	A
2 - A272 Rocky Lane (E)	768	192	124	1324	0.580	772	757	2.4	1.4	6.635	A
3 - Rocky Lane (S)	311	78	500	1226	0.254	311	395	0.5	0.3	3.969	A
4 - A272 (W)	647	162	251	1529	0.423	648	560	1.1	0.7	4.133	A

2028 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	A272 Rocky Lane / Highbank	Standard Roundabout		1, 2, 3, 4	23.01	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.01	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	2028 Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Highbank (N)		ONE HOUR	✓	55	100.000
2 - A272 Rocky Lane (E)		ONE HOUR	✓	1134	100.000
3 - Rocky Lane (S)		ONE HOUR	✓	377	100.000
4 - A272 (W)		ONE HOUR	✓	694	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0	15	10	30
	2 - A272 Rocky Lane (E)	13	0	375	746
	3 - Rocky Lane (S)	5	274	0	98
	4 - A272 (W)	18	594	82	0

Proportions

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0.00	0.27	0.18	0.55
	2 - A272 Rocky Lane (E)	0.01	0.00	0.33	0.66
	3 - Rocky Lane (S)	0.01	0.73	0.00	0.26
	4 - A272 (W)	0.03	0.86	0.12	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	0	0	0	0
	2 - A272 Rocky Lane (E)	0	0	3	2
	3 - Rocky Lane (S)	0	3	0	3
	4 - A272 (W)	0	3	3	0

Average PCU Per Veh

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	1.000	1.000	1.000	1.000
	2 - A272 Rocky Lane (E)	1.000	1.000	1.030	1.020
	3 - Rocky Lane (S)	1.000	1.030	1.000	1.030
	4 - A272 (W)	1.000	1.030	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Highbank (N)	07:45-08:00	41	41
	08:00-08:15	49	49
	08:15-08:30	61	61
	08:30-08:45	61	61
	08:45-09:00	49	49
	09:00-09:15	41	41
2 - A272 Rocky Lane (E)	07:45-08:00	854	854
	08:00-08:15	1019	1019
	08:15-08:30	1249	1249
	08:30-08:45	1249	1249
	08:45-09:00	1019	1019
	09:00-09:15	854	854
3 - Rocky Lane (S)	07:45-08:00	284	284
	08:00-08:15	339	339
	08:15-08:30	415	415
	08:30-08:45	415	415
	08:45-09:00	339	339
	09:00-09:15	284	284
4 - A272 (W)	07:45-08:00	522	522
	08:00-08:15	624	624
	08:15-08:30	764	764
	08:30-08:45	764	764
	08:45-09:00	624	624
	09:00-09:15	522	522

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Highbank (N)	0.07	4.15	0.1	A	50	76
2 - A272 Rocky Lane (E)	0.95	40.45	13.2	E	1041	1561
3 - Rocky Lane (S)	0.41	6.20	0.7	A	346	519
4 - A272 (W)	0.51	5.13	1.1	A	637	955

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	41	10	712	1115	0.037	41	27	0.0	0.0	3.351	A
2 - A272 Rocky Lane (E)	854	213	91	1341	0.636	847	662	0.0	1.8	7.348	A
3 - Rocky Lane (S)	284	71	589	1173	0.242	283	349	0.0	0.3	4.154	A
4 - A272 (W)	522	131	219	1549	0.337	520	653	0.0	0.5	3.596	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	49	12	853	1036	0.048	49	32	0.0	0.0	3.646	A
2 - A272 Rocky Lane (E)	1019	255	110	1332	0.766	1014	793	1.8	3.2	11.384	B
3 - Rocky Lane (S)	339	85	705	1105	0.307	338	418	0.3	0.5	4.831	A
4 - A272 (W)	624	156	262	1522	0.410	623	782	0.5	0.7	4.118	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	61	15	1044	930	0.065	60	39	0.0	0.1	4.142	A
2 - A272 Rocky Lane (E)	1249	312	134	1318	0.947	1217	970	3.2	11.1	29.870	D
3 - Rocky Lane (S)	415	104	848	1022	0.406	414	504	0.5	0.7	6.090	A
4 - A272 (W)	764	191	320	1486	0.514	763	941	0.7	1.1	5.108	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	61	15	1046	928	0.065	61	40	0.1	0.1	4.147	A
2 - A272 Rocky Lane (E)	1249	312	134	1318	0.947	1240	972	11.1	13.2	40.450	E
3 - Rocky Lane (S)	415	104	863	1013	0.410	415	511	0.7	0.7	6.202	A
4 - A272 (W)	764	191	321	1486	0.514	764	957	1.1	1.1	5.132	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	49	12	856	1035	0.048	50	33	0.1	0.1	3.656	A
2 - A272 Rocky Lane (E)	1019	255	110	1331	0.766	1058	796	13.2	3.5	15.148	C
3 - Rocky Lane (S)	339	85	735	1088	0.312	340	433	0.7	0.5	4.962	A
4 - A272 (W)	624	156	264	1521	0.410	625	811	1.1	0.7	4.142	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	41	10	716	1113	0.037	41	27	0.1	0.0	3.362	A
2 - A272 Rocky Lane (E)	854	213	92	1341	0.637	861	666	3.5	1.8	7.768	A
3 - Rocky Lane (S)	284	71	599	1168	0.243	284	354	0.5	0.3	4.198	A
4 - A272 (W)	522	131	220	1548	0.338	523	663	0.7	0.5	3.621	A

2028 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	A272 Rocky Lane / Highbank	Standard Roundabout		1, 2, 3, 4	13.36	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.36	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
D6	2028 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Highbank (N)		ONE HOUR	✓	36	100.000
2 - A272 Rocky Lane (E)		ONE HOUR	✓	1028	100.000
3 - Rocky Lane (S)		ONE HOUR	✓	413	100.000
4 - A272 (W)		ONE HOUR	✓	878	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0	13	4	19
	2 - A272 Rocky Lane (E)	20	0	378	630
	3 - Rocky Lane (S)	14	298	1	100
	4 - A272 (W)	26	712	140	0

Proportions

	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
From	1 - Highbank (N)	0.00	0.36	0.11	0.53
	2 - A272 Rocky Lane (E)	0.02	0.00	0.37	0.61
	3 - Rocky Lane (S)	0.03	0.72	0.00	0.24
	4 - A272 (W)	0.03	0.81	0.16	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	0	0	0	0
	2 - A272 Rocky Lane (E)	0	0	1	1
	3 - Rocky Lane (S)	0	1	0	0
	4 - A272 (W)	4	1	0	0

Average PCU Per Veh

From	To				
		1 - Highbank (N)	2 - A272 Rocky Lane (E)	3 - Rocky Lane (S)	4 - A272 (W)
	1 - Highbank (N)	1.000	1.000	1.000	1.000
	2 - A272 Rocky Lane (E)	1.000	1.000	1.010	1.010
	3 - Rocky Lane (S)	1.000	1.010	1.000	1.000
	4 - A272 (W)	1.040	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Highbank (N)	16:45-17:00	27	27
	17:00-17:15	32	32
	17:15-17:30	40	40
	17:30-17:45	40	40
	17:45-18:00	32	32
	18:00-18:15	27	27
2 - A272 Rocky Lane (E)	16:45-17:00	774	774
	17:00-17:15	924	924
	17:15-17:30	1132	1132
	17:30-17:45	1132	1132
	17:45-18:00	924	924
	18:00-18:15	774	774
3 - Rocky Lane (S)	16:45-17:00	311	311
	17:00-17:15	371	371
	17:15-17:30	455	455
	17:30-17:45	455	455
	17:45-18:00	371	371
	18:00-18:15	311	311
4 - A272 (W)	16:45-17:00	661	661
	17:00-17:15	789	789
	17:15-17:30	967	967
	17:30-17:45	967	967
	17:45-18:00	789	789
	18:00-18:15	661	661

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Highbank (N)	0.05	4.71	0.1	A	33	50
2 - A272 Rocky Lane (E)	0.88	21.83	6.5	C	943	1415
3 - Rocky Lane (S)	0.42	5.73	0.7	A	379	568
4 - A272 (W)	0.66	7.39	2.0	A	806	1209

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	27	7	863	1031	0.026	27	45	0.0	0.0	3.585	A
2 - A272 Rocky Lane (E)	774	193	123	1324	0.584	768	767	0.0	1.4	6.477	A
3 - Rocky Lane (S)	311	78	500	1226	0.254	310	391	0.0	0.3	3.952	A
4 - A272 (W)	661	165	250	1530	0.432	658	560	0.0	0.8	4.154	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	32	8	1033	936	0.035	32	54	0.0	0.0	3.985	A
2 - A272 Rocky Lane (E)	924	231	147	1311	0.705	920	918	1.4	2.3	9.222	A
3 - Rocky Lane (S)	371	93	599	1168	0.318	371	469	0.3	0.5	4.547	A
4 - A272 (W)	789	197	299	1500	0.526	788	671	0.8	1.1	5.094	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	40	10	1263	807	0.049	40	66	0.0	0.1	4.692	A
2 - A272 Rocky Lane (E)	1132	283	180	1293	0.876	1117	1123	2.3	6.1	19.211	C
3 - Rocky Lane (S)	455	114	727	1092	0.416	454	570	0.5	0.7	5.669	A
4 - A272 (W)	967	242	366	1459	0.663	963	815	1.1	1.9	7.282	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	40	10	1267	805	0.049	40	66	0.1	0.1	4.705	A
2 - A272 Rocky Lane (E)	1132	283	181	1292	0.876	1130	1126	6.1	6.5	21.831	C
3 - Rocky Lane (S)	455	114	735	1088	0.418	455	575	0.7	0.7	5.729	A
4 - A272 (W)	967	242	367	1458	0.663	967	824	1.9	2.0	7.386	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	32	8	1039	932	0.035	32	54	0.1	0.0	3.999	A
2 - A272 Rocky Lane (E)	924	231	148	1310	0.705	940	923	6.5	2.5	10.221	B
3 - Rocky Lane (S)	371	93	612	1160	0.320	372	477	0.7	0.5	4.608	A
4 - A272 (W)	789	197	300	1499	0.527	793	683	2.0	1.1	5.168	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Highbank (N)	27	7	868	1028	0.026	27	45	0.0	0.0	3.599	A
2 - A272 Rocky Lane (E)	774	193	124	1324	0.585	778	772	2.5	1.4	6.716	A
3 - Rocky Lane (S)	311	78	506	1222	0.254	311	396	0.5	0.3	3.983	A
4 - A272 (W)	661	165	251	1529	0.432	662	567	1.1	0.8	4.202	A

