

APPENDIX D. Previous Healthy Streets Assessment

Healthy Streets Assessment: Turners Hill Road, Crawley Down

Ref: MS/SG/ITB9155-050A
Date: 19 December 2024

SECTION 1 Introduction

- 1.1 This Technical Note (TN) provides a 'Healthy Streets Assessment'¹ of eight key pedestrian and cycle links that will be used by residents of a residential led development proposal to provide up to 450 new homes on land to the west of Turners Hill Road, Crawley Down. The site is allocated in the emerging district plan (*ref: policy DPA9*).
- 1.2 A site location plan is illustrated in **Image 1.1** below.

¹ <https://www.healthystreets.com/>

Image 1.1: Site Location Plan



1.3 The key links to local facilities and services from the site are as follows:

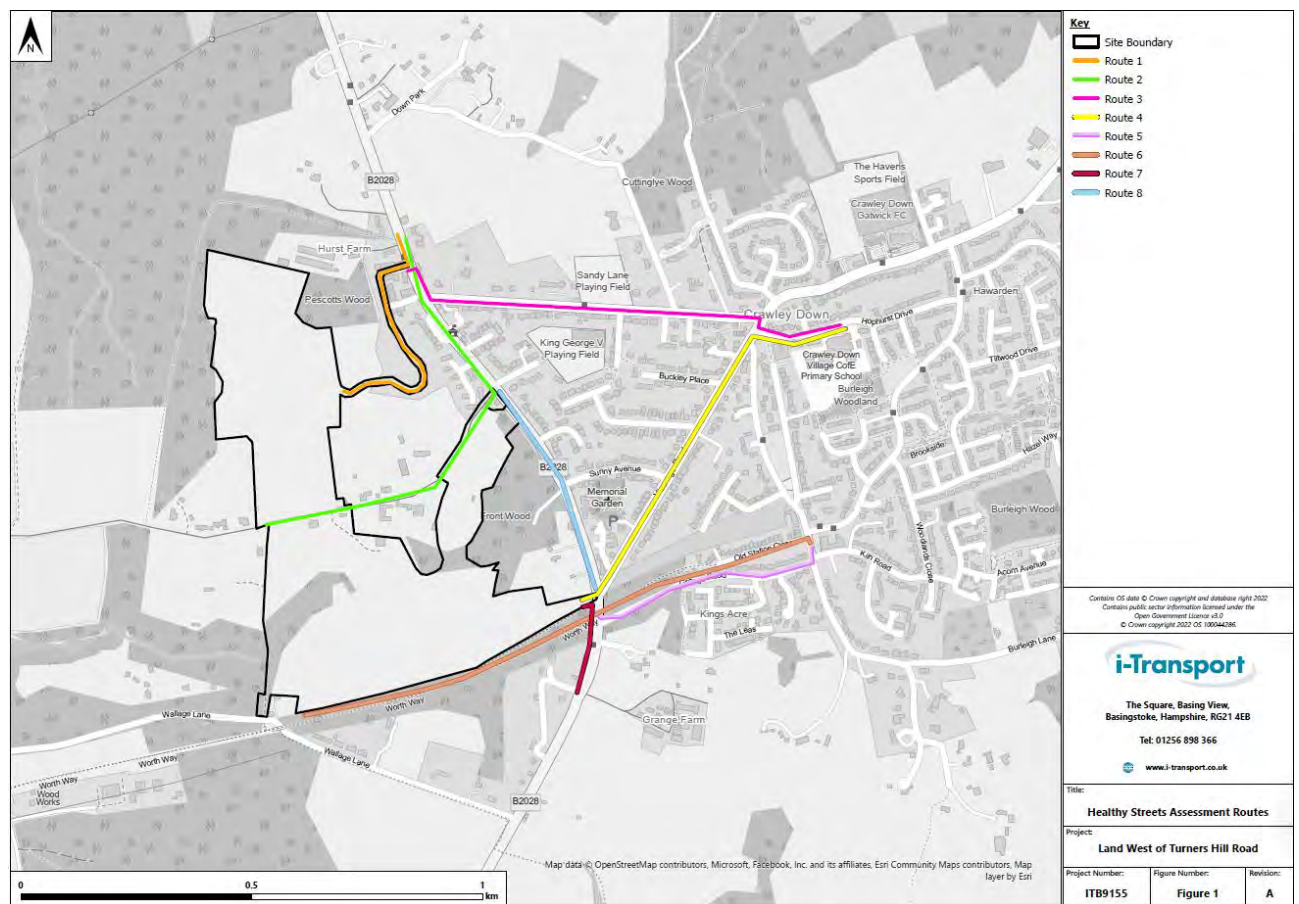
- 1 The bus stops located to the north of the site on Turners Hill Road.
- 2 The bus stops located to the south of the site on Turners Hill Road.
- 3 Crawley Down CofE Primary School.
- 4 Crawley Down village centre.

1.4 The routes have been broken down into segments, see **Image 1.2**, and each segment has been assessed against the 10 *Healthy Streets Indicators*, which are as follows:

- 1 Everyone feels welcome
- 2 Clean air
- 3 People feel relaxed
- 4 Things to see and do
- 5 People feel safe

- 6 People choose to walk and cycle
- 7 Not too noisy
- 8 Places to stop and rest
- 9 Shade and shelter
- 10 Easy to cross

Image 1.2: Healthy Streets Route Assessment



1.5 The walking routes are:

- Route 1: From north of site to northern bus stops.
- Route 2: From Huntsland to northern bus stops.
- Route 3: From Wychwood Place to Crawley Down CofE Primary School via Sandy Lane.
- Route 4: From south of site to Crawley Down CofE Primary School via Vicarage Road.
- Route 5: From south of site to Village Centre Via Grange Road.
- Route 6: From south of site to Village Centre Via Worth Way.
- Route 7: From south of site to southern bus stops via Turners Hill Road.

- Route 8: Turners Hill Road between Huntsland and Vicarage Road.

1.6 Each *Healthy Street Indicator* has been scored from 5 (highest score) to 0 (lowest score) based upon a site visit undertaken on 11 June 2024.

SECTION 2 Healthy Streets Assessment


2.1 Route 1 – Wychwood Place Estate to Northern Bus Stops

2.1.1 The Healthy Streets Assessment for the route from Wychwood Place to the northern bus stops is presented in **Table 2.1** and a snapshot of the route is presented in **Image 2.1**.

Image 2.1: Wychwood Place Estate to Northern Bus Stops



Table 2.1: Wychwood Place to Northern Bus Stops – Healthy Streets Assessment

Healthy Streets Indicator	Assessment	Indicator Score
Everyone feels welcome	<p>2m footways on Wychwood Place lead to a pedestrian / cycle access to Turners Hill Road, adjacent to a signal controlled crossing of Turners Hill Road. Footways of 1.3m (southern side) and 1.8m (northern side) lead north on Turners Hill Road on both sides. There is a short section on Wychwood Place that has no footways south of the pedestrian / cycle access:</p> 	3

Healthy Streets Indicator	Assessment	Indicator Score
Clean air	Wychwood Place is lightly trafficked. Turners Hill Road is a typical urban distributor road but with relatively low HGV movements.	3
People feel relaxed	There are trees present along Turners Hill Road and the footways are in relatively good condition. Wychwood Place is lightly trafficked.	3
Things to see and do	There are no specific attractions.	2
People feel safe	Street lighting is provided, and the majority of the route is overlooked by properties.	4
People choose to walk and cycle	There is a separate pedestrian / cycle access to Wychwood Place, which is lightly trafficked and suitable for cyclists. On Turners Hill Road there is not specific cycling infrastructure, although the road is a flat single carriageway of some 6.0-6.5m – more than wide enough for cars to pass cyclists. The road would benefit from a traffic calming scheme to reduce traffic speeds and improve the feeling of safety by vulnerable road users.	4
Not too noisy	HGV traffic flows are low on Turners Hill Road., The road is not unusually noisy.	3
Places to stop and rest	There are no benches along the route or at the bus stops, although the route is flat and there are opportunities for people to stop and rest.	2
Shade and shelter	There are a number of trees along the route that provide opportunity for shade during hot weather. The bus stops lack a shelter.	3
Easy to cross	There are dropped kerbs with tactile paving provided across Wychwood Place, facilitating access to the northbound bus stop. There is a signal controlled crossing on Turners Hill Road facilitating access to the southern bus stop.	4

Image 2.2: Wychwood Place Estate to the Northern Bus Stops – Healthy Streets Score Indicator



Summary

2.1.2 The indicator scores for the route from Wychwood Place to the northern bus stops are illustrated in **Image 2.2**, which identifies an overall satisfactory scoring for the route, with most categories scoring 2 and above.

2.1.3 The bus stops would benefit from new facilities, including shelters (cantilever for the southbound bus stop), raised kerbs and RTPI information. Wychwood Place would benefit from a short extension of the footway, to connect to the shared surface leading to the pedestrian / cycle access on the section between the two phases of development. Turners Hill Road would benefit from a traffic calming scheme.

2.2 Route 2 - Huntsland to Northern Bus Stops

2.2.1 This route is described as far as the pedestrian / cycle access to Wychwood Place to avoid duplication with Route 1.

2.2.2 The Healthy Streets Assessment for the route from Huntsland to the northern bus stops is presented in **Table 2.2** and snapshots of the route are presented in **Image 2.3**.

Image 2.3: Huntsland to Northern Bus Stops



Table 2.2: Huntsland to Northern Bus Stops – Healthy Streets Assessment

Healthy Streets Indicator	Assessment	Indicator Score
Everyone feels welcome	Huntsland typically measures 4.5m wide and is a metalled surface in generally good condition. There is a continuous footway on the eastern side of Turners Hill Road (2m) and a signal controlled crossing immediately south of Huntsland enables access to this.	3
Clean air	There is very limited vehicular traffic along Huntsland (it is a footway which permits vehicular access only for residents). Turners Hill Road is a distributor road but with relatively low HGV flows.	3
People feel relaxed	There are trees along the route, with grass verge on the western side carriageway of Turners Hill Road.	3
Things to see and do	There are trees with street lighting on Turners Hill Road.	4
People feel safe	Huntsland is essentially traffic free. There is good visibility and lighting on Turners Hill Road and the local road traffic on Turners Hill Road ensures the section remains overlooked.	3

Healthy Streets Indicator	Assessment	Indicator Score
People choose to walk and cycle	Turners Hill Road is suitable for walking and cycling, as noted above, albeit it would benefit from a traffic calming scheme. There is a continuous footway present on the eastern side of Turners Hill Road measuring 2m wide. Huntsland is a footpath, so cycling is not permitted. However, cyclists will be able to use the proposed site access, a short distance to the south.	4
Not too noisy	There is very limited vehicular traffic along Huntsland. Turners Hill Road is a busier road, but the level of traffic noise is not unusual or significant.	4
Places to stop and rest	There are no benches along the route, although the route is flat and there are opportunities for people to stop and rest.	3
Shade and shelter	There are a number of trees which provide shade during hot weather	4
Easy to cross	There are dropped kerbs with tactile paving on side roads along Turners Hill Road	4

Summary

2.2.3 The indicator scores for Route 2 are illustrated in **Image 2.4**, which identifies an overall positive scoring for the route, with all categories scoring 3 and above.

Image 2.4: Huntsland to the Northern Bus Stops – Healthy Streets Score Indicator



2.2.4 Turners Hill Road would benefit from traffic calming to reduce vehicle speeds and improve the perception of safety among vulnerable road users.

2.3 **Route 3 – Wychwood Place to Crawley Down CofE Primary School via Sandy Lane**

2.3.1 The route begins at Sandy Lane and excludes sections covered by Routes 1 and 2.

2.3.2 The Healthy Streets Assessment for the route from Wychwood Place to Crawley Down CofE Primary School is presented in **Table 2.3** and a snapshot of the route is presented in **Image 2.5**.

Image 2.5: Sandy Lane



Table 2.3: Wychwood Place to Crawley Down CofE Primary School – Healthy Streets Assessment

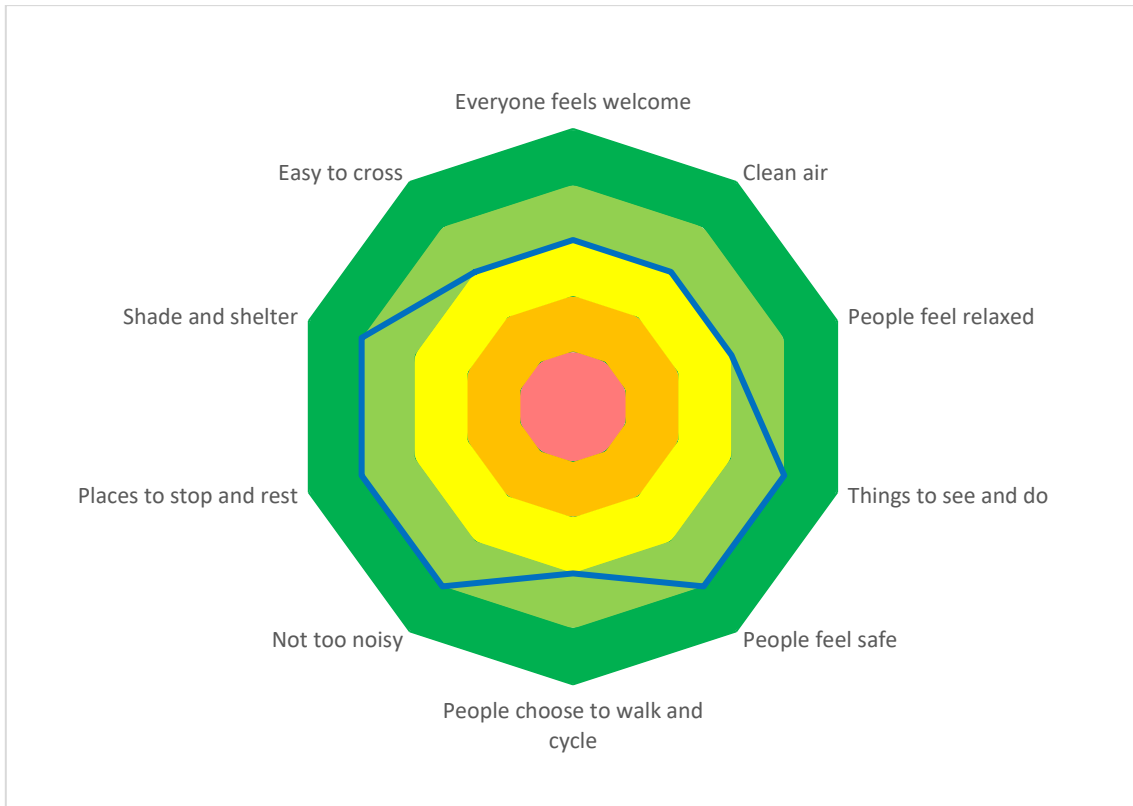
Healthy Streets Indicator	Assessment	Indicator Score
Everyone feels welcome	There is a continuous footway provided on the eastern side of Sandy Lane with the narrowest section measuring 1.5m wide.	3

Healthy Streets Indicator	Assessment	Indicator Score
Clean air	There are relatively light vehicle flows along Sandy Lane and minimal HGV movements.	3
People feel relaxed	There are trees along the route, which is lightly trafficked and lit.	3
Things to see and do	There are services and facilities located nearby, including a post box. There is a café on Sandy Lane.	4
People feel safe	The route is street lit and is overlooked by housing. There are also school patrol restrictions along Hophurst Drive for Crawley Down CofE Primary School, during drop off and collection times.	4
People choose to walk and cycle	<p>There is a continuous, lit footway and the road is single carriageway and suitable for cycling.</p> <p>Sandy Lane is around 5-6m wide – more than sufficient to allow a car to pass a cycle. Traffic flows are no more than around 200 vehicles per hour or 3 vehicles per minute even during peak hours so there is no continuous flow of traffic. This route should therefore be cyclable for many. Whilst Turners Hill Road has higher traffic flows, a signal controlled pedestrian crossing at the pedestrian / cycle access aids crossing of Turners Hill Road for those who would prefer not to cycle on it.</p> <p>Turners Hill Road would benefit from a traffic calming scheme to reduce traffic speeds and help cyclists to feel safer.</p>	3
Not too noisy	There are minimal HGV movements along the route, and it is subject to a 30mph speed limit.	4
Places to stop and rest	There is a bench provided at the western bus stop on Sandy Lane. Also, the route is flat and green spaces allow for people to stop and rest.	4
Shade and shelter	There are a number of trees along the route that provide shade during hot weather.	4
Easy to cross	There is a pedestrian signalised crossing facility on Turners Hill Road just to the north of Sandy Lane as well as dropped kerbs and tactile pathing upon the entrance to Sandy Lane, enabling access to the footway on the southern side of Sandy Lane	3

Summary

2.3.3 The indicator scores for the Wychwood Place to Crawley Down CofE Primary School route are illustrated in **Image 2.6**, which identifies an overall satisfactory scoring for the route, with all categories scoring 3 and above. Turners Hill Road would benefit from a traffic calming scheme.

Image 2.6: Wychwood Place to Crawley Down CofE Primary School via Sandy Lane – Healthy Streets Score Indicator



2.4 Route 4 – South of Site to Crawley Down CofE Primary School via Vicarage Road

2.4.1 The Healthy Streets Assessment for the route from the south of site to Crawley Down CofE Primary School via Vicarage Road is presented in **Table 2.4** and a snapshot of the route is presented in **Image 2.7**.

Image 2.7: Vicarage Road



Table 2.4: South of Site to Crawley Down CofE Primary School – Healthy Streets Assessment

Healthy Streets Indicator	Assessment	Indicator Score
Everyone feels welcome	There is a continuous footway provided on the northern side of the carriageway of Vicarage Road which measures at least 1.5m wide at its narrowest point.	3
Clean air	Vehicular traffic is light along Vicarage Road and there are few HGV movements.	4
People feel relaxed	There are trees along the route, with hedgerows and grass verging along a section of the southern side carriageway of Vicarage Road.	3
Things to see and do	Vegetation is maintained along the route and there is appropriate signage and street lighting.	4
People feel safe	The route is street lit and is overlooked by housing. There are also school patrol restrictions along Hophurst Drive for Crawley Down CofE Primary School, during peak periods..	4

Healthy Streets Indicator	Assessment	Indicator Score
People choose to walk and cycle	The route is suitable for walking and cycling. There is a continuous footway present on the northern side of Vicarage Road. Although there is not specific cycling infrastructure, the carriageway is conducive to cycling for some users, as it is relatively lightly trafficked. Vicarage Road is around 5m wide – more than sufficient to allow a car to pass a cycle. Traffic flows are similar to Sandy Lane – again, there is no continuous flow of traffic. This route should therefore be cyclable for many. Turners Hill Road is wider but has heavier traffic flows. It would benefit from a crossing for those who would prefer to avoid cycling in carriageway and traffic calming to reduce speeds and improve the feeling of safety for pedestrians and cyclists.	3
Not too noisy	There are limited traffic flows and HGV movements	4
Places to stop and rest	There are no benches along the route, although the route is flat and there are opportunities for people to stop and rest.	3
Shade and shelter	There are a number of trees which provide shade during hot weather.	4
Easy to cross	There are no dropped kerbs / tactile paving provided at minor arms along the route. There is no crossing on Turners Hill Road and Vicarage Road	1

Summary

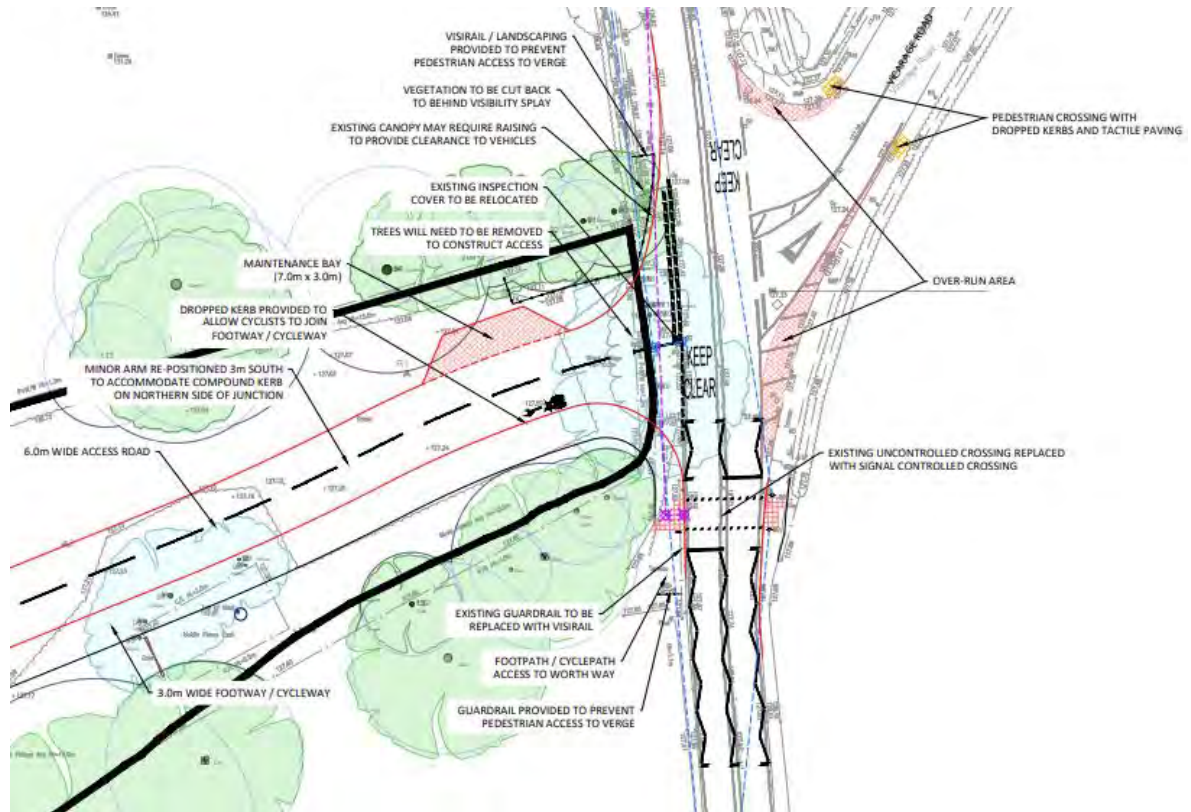
2.4.2 The indicator scores for Crawley Down CofE Primary School via Vicarage Road are illustrated in **Image 2.8**, which identifies an overall satisfactory scoring for the route, with all categories scoring 3 and above except for the 'easy to cross' category.

Image 2.8: South of Site to Crawley Down CofE Primary School via Vicarage Road – Healthy Streets Score Indicator



2.4.3 There are no crossing facilities provided at minor arms for the entirety of Vicarage Road, nor across Turners Hill Road. A signal controlled crossing is to be provided on Turners Hill Road and a dropped kerb / tactile paving crossing on Vicarage Road in association with the proposed access into the south of the site – see below:

Image 2.9: Proposed southern site access



2.4.4 The route could benefit from tactile paving and dropped kerbs at all side roads of Vicarage Road. Turners Hill Road would benefit from traffic calming.

2.5 Route 5 - South of Site to Village Centre Via Grange Road

2.5.1 The Healthy Streets Assessment for the route from the south of the site to the village centre via Grange Road is presented in **Table 2.5** and a snapshot of the route is presented in **Image 2.10**.

Image 2.10: Grange Road



Table 2.5: South of Site to Village Centre via Grange Road – Healthy Streets Assessment

Healthy Streets Indicator	Assessment	Indicator Score
Everyone feels welcome	Pedestrians will have to walk across the bridge over Worth Way to access Grange Road. There is a footway of 1m wide across the bridge on the eastern side, connecting with a footway of 1.5m on the northern side of Grange Road, which continues east into Crawley Down via Grange Road.	2
Clean air	Vehicular traffic is light along Grange Road and there are few HGV movements.	4
People feel relaxed	There are lots of trees along the route and it is lightly trafficked.	3
Things to see and do	The village centre is at the end of the route. Whilst there are no specific attractions along the route, it provides a route towards amenities in the village.	3
People feel safe	The road is lightly trafficked and benefits from a footway.	2
People choose to walk and cycle	There is a continuous footway on the northern side of the carriageway on Grange Road. Although there is not specific cycling infrastructure, the carriageway is lightly trafficked and conducive to cycling.	3
Not too noisy	There are limited traffic flows and HGV movements	4

Healthy Streets Indicator	Assessment	Indicator Score
Places to stop and rest	There are no benches along the route, although the route is flat and there are opportunities for people to stop and rest.	3
Shade and shelter	There are a number of trees which provide opportunity for shade during hot weather.	4
Easy to cross	There are no crossing facilities across Turners Hill Road	1

Summary

2.5.2 The indicator scores for the south of site to village centre via Grange Road route are illustrated in **Image 2.11**.

Image 2.11: South of Site to Village Centre via Grange Road– Healthy Streets Score Indicator



2.5.3 This route benefits from a continuous footway provided on the northern side of the carriageway on the lightly trafficked Grange Road. However, the route scores low on the 'easy to cross' criteria as there are poor crossing facilities on Turners Hill Road. However, as part of the proposed vehicular access to the southern section of the site, a signal controlled crossing of Turners Hill Road is to be installed, facilitating access to Grange Road.

2.6 Route 6 - South of Site to Village Centre Via Worth Way

2.6.1 A pedestrian access is to be provided to the edge of the southern site and financial contribution made to WSCC to tie it into the existing Worth Way, which provides a traffic free route to Crawley Down via Old Station Close.

2.6.2 The Healthy Streets Assessment for the route from the south of the site to the village centre via Worth Way is presented in **Table 2.6** and snapshots of the route are presented in **Image 2.12**.

Image 2.12: Worth Way and Old Station Close



Table 2.6: South of Site to Village Centre via Worth Way – Healthy Streets Assessment

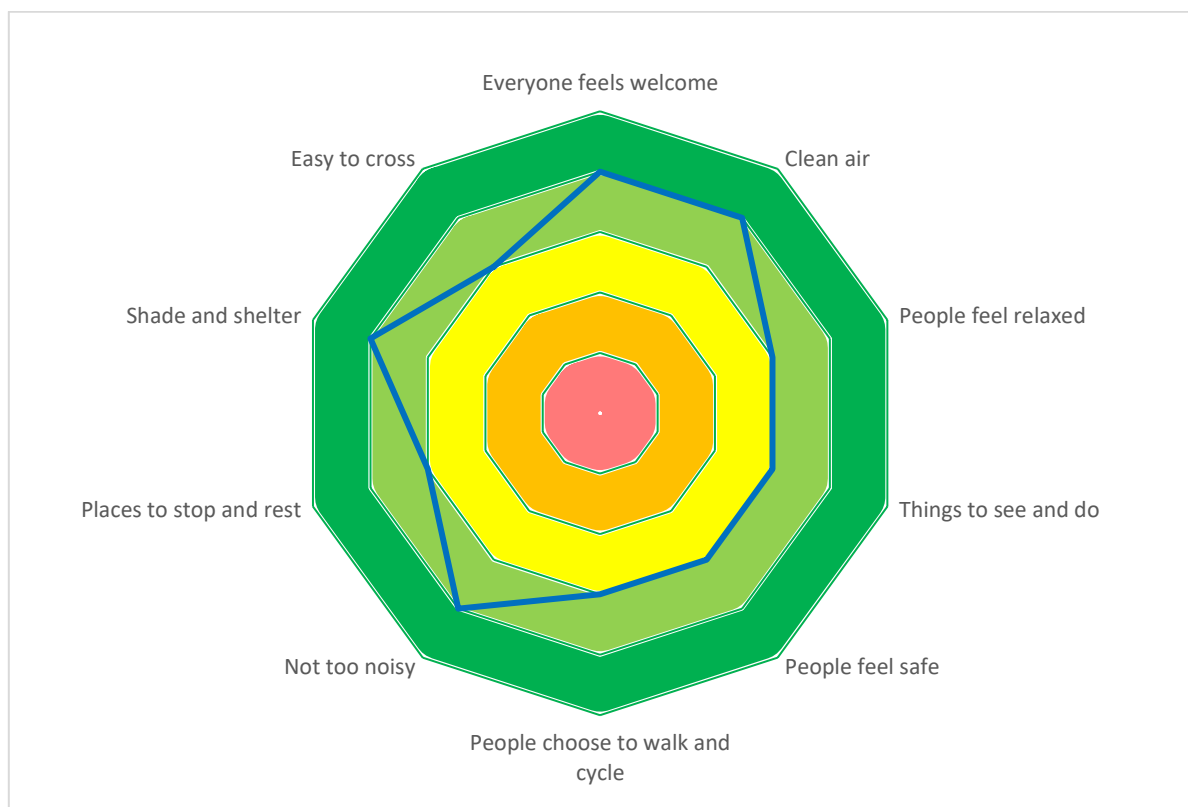
Healthy Streets Indicator	Assessment	Indicator Score
Everyone feels welcome	Worth Way is a pedestrian and cycle route which is traffic free and typically 1.4-2m wide. The track ties into a 1.8m wide footway on the northern side of Old Station Close.	4
Clean air	There is no vehicular traffic along a section of Worth Way before Old Station Close. Old Station Close is a lightly trafficked cul-de-sac.	4
People feel relaxed	The track is made from gravel and thus has a rural 'feel'. It is in good condition.	3
Things to see and do	There are cafes and shops at the eastern end of the route.	3

Healthy Streets Indicator	Assessment	Indicator Score
People feel safe	The cycle route is traffic free and the section from Old Station Close is well overlooked.	3
People choose to walk and cycle	Much of the route is uniquely available to pedestrians and cyclists.	3
Not too noisy	There is no vehicular traffic along a section of Worth Way before Old Station Close. Old Station Close is a quiet cul-de-sac.	4
Places to stop and rest	There are no benches along the route, although the route is flat and there are opportunities for people to stop and rest.	3
Shade and shelter	There are a number of trees which provide opportunity for shade during hot weather.	4
Easy to cross	There are informal crossing points provided along Old Station Close.	3

Summary

2.6.3 The indicator scores for the route from the south of site to the village centre via Worth Way are illustrated in **Image 2.13**, which identifies a satisfactory scoring for the route, with all categories scoring 3 and above.

Image 2.13: South of Site to Village Centre via Worth Way – Healthy Streets Score Indicator



2.6.4 This route would benefit from implementing a hard surface along Worth Way between the site and Old Station Close.

2.7 **Route 7 - South of Site to Southern Bus Stops via Turners Hill Road**

2.7.1 This route continues from Grange Road (Route 5).

2.7.2 The Healthy Streets Assessment for the route from the south of the site to the southern bus stops is presented in **Table 2.7** and a snapshot of the route is presented in **Image 2.14**.

Image 2.14: Turners Hill Road



Table 2.7: South of Site to Southern Bus Stops – Healthy Streets Assessment

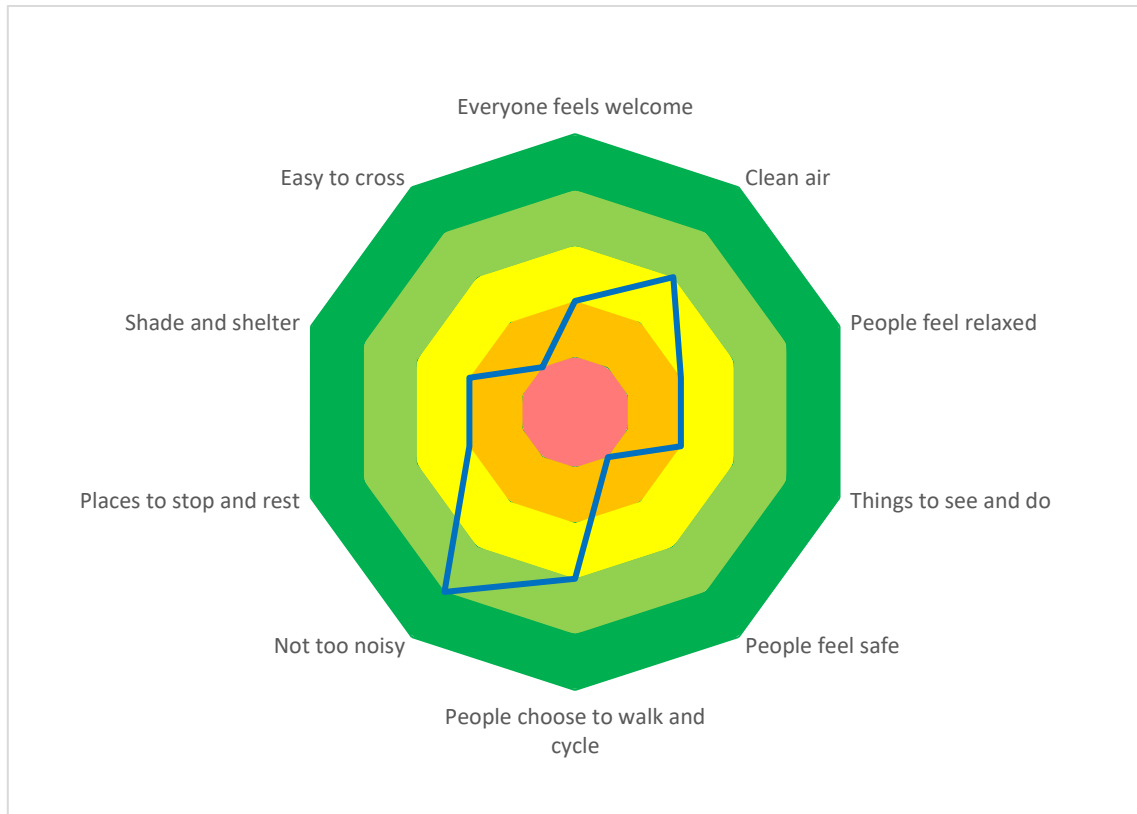
Healthy Streets Indicator	Assessment	Indicator Score
Everyone feels welcome	There is a 1m wide footway on the eastern side of Turners Hill Road, which leads south to the southbound bus stop.	2
Clean air	Turners Hill Road is a typical urban distributor road with modest traffic flows but relatively low HGV movements.	3
People feel relaxed	Vegetation is growing over the verge east of the footway and towards the footway itself.	2
Things to see and do	There are no specific attractions.	2
People feel safe	Bus users are able to wait in hardstanding off the carriageway. The road has modest traffic flows, and the road is partially overlooked.	1

Healthy Streets Indicator	Assessment	Indicator Score
People choose to walk and cycle	There is a continuous footway on the eastern side of the carriageway on Turners Hill Road. As noted above, the carriageway is conducive to cycling. The road would benefit from a traffic calming scheme to reduce traffic speeds and enable pedestrians and cyclists to feel safer on Turners Hill Road	3
Not too noisy	Traffic flows are modest on Turners Hill Road. The noise is not unusual or significant.	4
Places to stop and rest	There are no benches along the route, although the route is flat and there are opportunities for people to stop and rest. The bus stops lack seating	2
Shade and shelter	There are a number of trees along the route which provide opportunity for shade during hot weather. There are no bus shelters.	2
Easy to cross	There are no crossing facilities along the route, including to the northbound bus stop on the western side of the road.	1

Summary

2.7.3 The indicator scores from the south of site to the southern bus stops are illustrated in **Image 2.14**, which identifies largely satisfactory scoring for the route.

Image 2.14: South of Site to Southern Bus Stops – Healthy Streets Score Indicator



2.7.4 Turners Hill Road is a single carriageway and benefits from street lighting and modest traffic flows. However, the route would benefit from:

- Widening of the footway using the overgrown highway verge to the east.
- Dropped kerb tactile paving crossing to northbound bus stop and across Grange Road at Turners Hill Road junction.
- Bus shelter and seating (cantilever for southbound bus stop).
- Traffic calming.

2.8 Route 8 - Turners Hill Road between Hunstland and Vicarage Road

2.8.1 The Healthy Streets Assessment for the route from Huntsland to Vicarage Road (a route to the the southern bus stops) is presented in **Table 2.8** and a snapshot of the route is presented in **Image 2.15**.

Image 2.15: Turners Hill Road



Table 2.8: Hunstland to Southern Bus Stops – Healthy Streets Assessment

Healthy Streets Indicator	Assessment	Indicator Score
Everyone feels welcome	There is a continuous 1.2-1.7m wide footway on the eastern side of the carriageway on Turners Hill Road from Huntsland.	3
Clean air	Turners Hill Road is a typical urban distributor road with modest traffic flow and relatively light HGV movements.	3
People feel relaxed	There are trees and hedgerows along the route as well as appropriate signage.	3
Things to see and do	There are no specific attractions along the route.	2
People feel safe	The majority of the route is overlooked by properties and street lighting is provided.	4
People choose to walk and cycle	There is a continuous footway on the eastern side of the carriageway on Turners Hill Road. Although there is not specific cycling infrastructure, the carriageway is 6.5m wide (more than wide enough for a car and cyclist to pass) and subject to a 30mph speed limit. The road would benefit from a traffic calming scheme to reduce traffic speeds and help cyclists to feel safer on Turners Hill Road.	3
Not too noisy	Traffic flows are high on Turners Hill Road. However, the noise is not significant.	3
Places to stop and rest	There are no benches along the route, although the route is flat and there are opportunities for people to stop and rest.	3

Healthy Streets Indicator	Assessment	Indicator Score
Shade and shelter	There are a number of trees along the route which provide shade during hot weather.	4
Easy to cross	A pedestrian signalised crossing is provided just to the south of the entrance to Huntsland, facilitating access to the footway on the eastern side. There are dropped kerbs without tactile paving on Wynlea Close and Sunny Avenue.	3

Summary

2.8.2 The indicator scores for Hunstland to the southern access are illustrated in **Image 2.16**, which identifies a satisfactory scoring for the route.

Image 2.16: South of Site to Southern Bus Stops – Healthy Streets Score Indicator



2.8.3 The route benefits from street lighting and is overlooked by properties which increases safety. However, the route would benefit from the addition of tactile paving at the existing dropped kerb crossings of Sunny Avenue and Wynlea Close. It would also benefit from traffic calming.

SECTION 3 Summary

3.1 The assessment identifies scope to make the following improvements to the routes:

- i Northwards extension of footway on Wychwood Place as far as shared surface leading to pedestrian / cycle access.
- ii New facilities, including shelters (cantilever for the southbound bus stop), raised kerbs and RTPI information at bus stops north of the village. ²
- iii Dropped kerb / tactile paving crossing on Vicarage Road.
- iv Signal controlled crossing on Turners Hill Road.
- v Tactile paving and dropped kerbs at all side roads of Vicarage Road / Turners Hill Road (Glebelands, Sunny Avenue, Squires Close, Buckley Place and Sunnyhill Close).
- vi A hard surface along Worth Way between the site and Old Station Close on land owned by WSCC³. This could be typically 2-3m in width, depending on land available.
- vii Widening of the footway on the eastern side of Turners Hill Road south of Grange Road using the overgrown highway verge to the east.
- viii Dropped kerb tactile paving crossing to northbound bus stop and across Grange Road at Turners Hill Road junction.
- ix Bus shelter, raised kerbs, RTPI and seating (cantilever for southbound bus stop) south of the village.
- x Traffic calming along Turners Hill Road.

² It understood that the bus stops north of Sandy Lane already have funding for improvements – WSCC are requested to confirm.

³ A short section of around 40m is not owned by WSCC and therefore can not be improved. However, the vast majority of the route of some 550m can be upgraded to a tarmac surface.

APPENDIX E. Road Safety Audit

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design.**



Proposed Simple Priority Development Access
off the B2028 Turners Hill Road at the
existing access to Hurst Farm
Crawley Down

Client:
i-Transport

Client reference:
ITS210013

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Report Status 1

Job no	RSA-25-190	Issue no	1	Date	February 2026
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-25/RSA-25-190-1				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	February 2026
Document reference and revision:	RSA-25-190-1
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	West Sussex County Council
Design Organisation:	i-Transport
Project Sponsor:	Wates Developments

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			26 th January 2026
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	4 th February 2026

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Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed development access off the western side of the B2028 Turners Hill Road in Crawley Down. The proposed access is to be situated at the location of an existing vehicular crossover that serves Hurst Farm and is to comprise of a simple priority bellmouth formed with 6 metre corner radii serving a 5.5 metre wide carriageway that is to accommodate a footway along the southern side in the immediate vicinity of the junction. The junction is to accommodate a priority crossing to form a footway link to a public footpath just to the north. The proposals are to facilitate access to a development of 230 homes and a 70 bed care home. It is understood that the associated development has planning consent with vehicular access gained via Wychwood Place, the proposals will remove the need for vehicular traffic associated with the development to utilise Wychwood Place.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 This Road Safety Audit was undertaken during January and February 2026 in accordance with the formal Road Safety Audit Brief and further information provided on the 23rd January and 4th February 2026 by the Design Organisation, i-Transport on behalf of the Project Sponsor, Wates Developments. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of this Audit. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as bollards and utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme and therefore are only raised as road safety concerns if fundamental to the scheme. Furthermore, it is understood that the visibility splays / envelopes illustrated are to be cleared and maintained clear.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists:
- Audit Team Leader**
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*
Road Safety / Highway Engineer
- Audit Team Member**
Zane Beswick *MCIHT, MSORSA*
Road Safety / Highway Engineer
- 2.5 The area has been visited three times; once as part of a previous Road Safety Audit further to the south in June 2022, in November 2024 as part of a safety audit of the continuation and intensification of the Wychwood Place priority junction with Turners Hill Road amongst others

and again as part of this Stage 1 Road Safety Audit. The latest site visit associated with this Audit was undertaken during the afternoon of Wednesday 28th January 2026 between the hours of 13:55 and 14:15. This site visit involved walking and driving around the local highway network for a 20-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was overcast with clear patches, the road surface was damp with damp patches and visibility was good. A number of pedestrians were observed during the site visit walking along the footways of Turners Hill Road but no cyclists were present. Vehicular traffic was observed to include cars, a passenger service vehicle and light as well as heavy goods vehicles. Vehicular speeds were not recorded by the Audit Team. Traffic management was in operation along Turners Hill Road just to the north with signalised shuttle working which led to occasional queuing across the existing access to Hurst Farm.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited are aware that a Stage 1 Road Safety Audit of a simple priority junction at the location of the current scheme was undertaken by others in January 2018 as part of a proposal to develop Hurst Farm to provide 50 homes. That associated development was refused planning permission, however, the Stage 1 Road Safety Audit that assessed the provision of the development access, did not raise any road safety concerns.

4.0 TEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

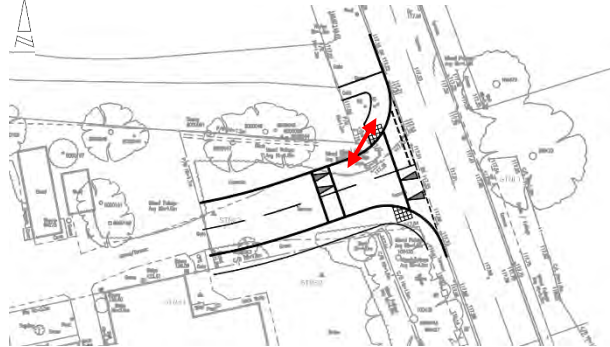
A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage.</i>
A.2	GENERAL
	<i>No Road Safety Concerns regarding the scheme in GENERAL have been raised at this stage.</i>
A.3	JUNCTIONS
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage.</i>
A.4	WALKING CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Proposed access
Summary:	Intervisibility between a pedestrian and a motorist approaching the give-way line is limited
Acc Type:	Vehicle to pedestrian type collisions
<p>Hurst Farm is accessed off the B2802 Turners Hill Road via a vehicular crossover that is just to the south of a kissing gate associated with public footpath WOR-35W. The proposals include highway works to modify the existing vehicular crossover to a simple priority bellmouth that accommodates an uncontrolled crossing on a raised table. The scheme drawing illustrates that visibility splays of 2.4x59 metres are achievable from the proposed junction, in accordance with the 37.6mph observed 85th percentile speeds, and that the proposed infrastructure is adequate for the expected vehicles, albeit large vehicles are required to encroach the opposing lane where intervisibility is achievable. Data included within the Audit Brief also identifies that the priority junction operates effectively during the peak hours with a maximum RFC of 0.28 and Queue of 1.1 vehicles waiting to turn right off Turners Hill Road. It is understood that the associated development is to benefit from numerous pedestrian and cyclist accesses that are more convenient for the majority of destinations and therefore a minimal number of pedestrians from the development will be observed at the proposed junction, however, pedestrians travelling to and from the public footpath to the north will be required to cross the proposed junction. The proposed uncontrolled crossing is to benefit from tactile paving which will highlight the edge of carriageway to pedestrians and is to be provided on a raised table which will slow approaching traffic. Nevertheless, the Audit Team have concerns that intervisibility between a pedestrian at the</p>	

northern uncontrolled crossing point and an approaching motorist is limited by a boundary fence as well as vegetation that appears to be within third part land. Further, a motorist exiting the associated development may not be aware of the proposed uncontrolled crossing point at the simple priority junction as no footway is present along the northern side of the access road. There is a legal requirement for traffic to stop and allow pedestrians to cross side roads, however, limited visibility of an uncontrolled crossing could result motorists approaching the give-way line unaware that one may be required to stop early to allow a pedestrian to cross the carriageway and lead to heavy braking and a vehicle to pedestrian type collision.

RECOMMENDATION:

It is recommended that a contrasting coloured surface treatment is provided across the carpet of the uncontrolled crossing to highlight its presence.

Location Plan:



A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	<p><i>No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage.</i></p>

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

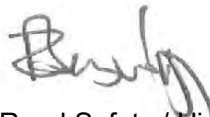
Organisation: Fenley Road Safety Limited

Date: 4th February 2026

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSORSA*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 4th February 2026

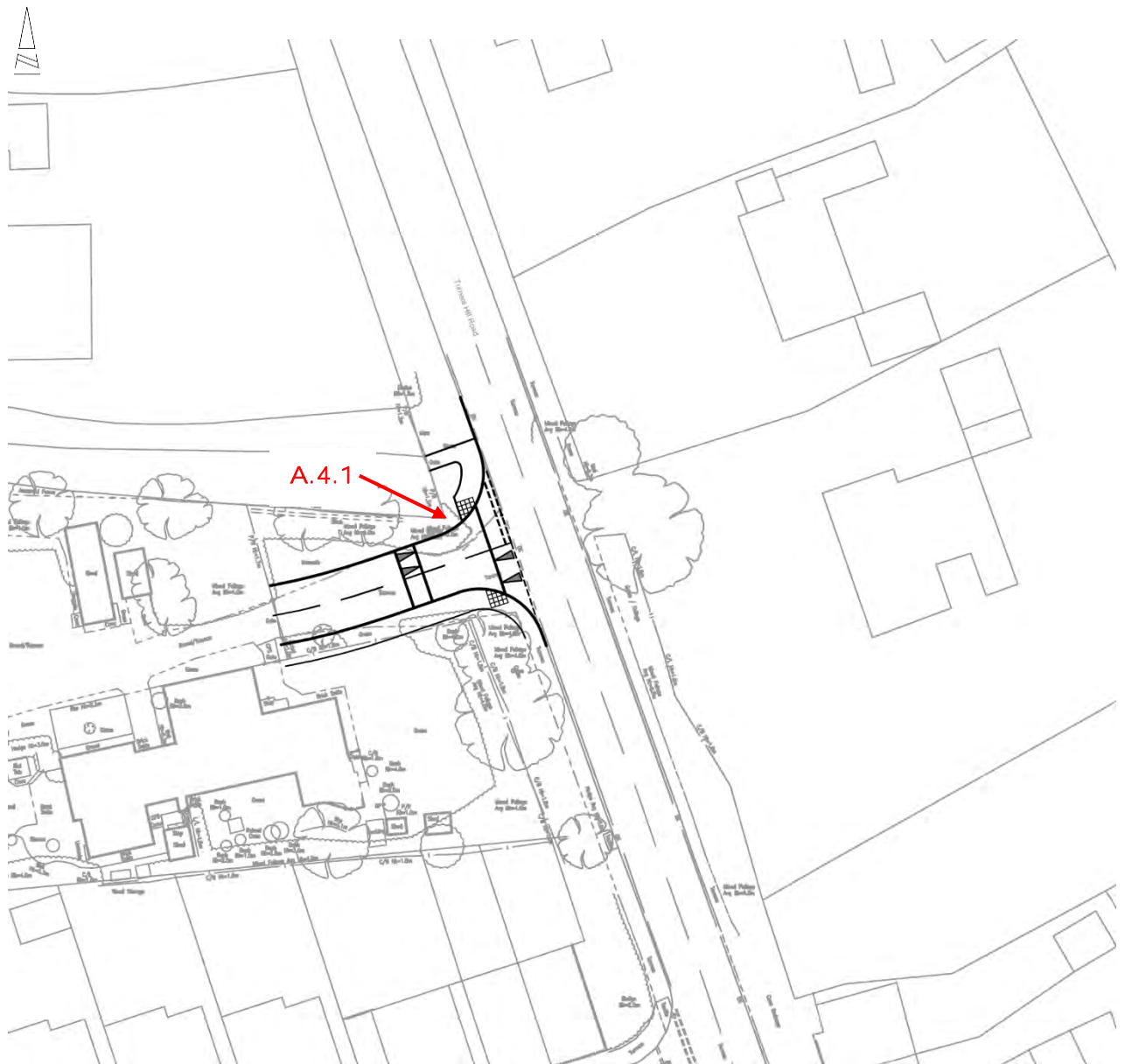
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITS210013-004		Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITS210013-GA-001	A	PROPOSED ACCESS ARRANGEMENT ONTO TURNERS HILL ROAD

Appendix A2

Item Location Plan



fenley

APPENDIX F. Road Safety Audit Response

Technical Note: RSA GG119 Response –Hurst Farm Access

Project No: ITS210013
Project Title: Land West of Turners Hill Road and North of Huntsland, including Land at Hurst Farm, Turners Hill Road, Crawley Down, West Sussex
Title: Stage 1 Road Safety Audit – GG119 Response Format
Ref: MS/ITS210131-005
Date: 3 February 2026

SECTION 1 SUMMARY

- 1.1 Wates Developments Ltd ('the applicant') is submitting an Outline Planning Application (OPA) for a residential-led development proposal comprising 230 residential units (Use Class C3), community facility and a 70-bed care home (Use Class C2) together with associated infrastructure on Land West of Turners Hill Road and North of Huntsland, including Land at Hurst Farm, Crawley Down, West Sussex.
- 1.2 Access is proposed via an upgrade to the existing Hurst Farm access on Turners Hill Road to a simple priority junction. This Stage 1 RSA relates to that proposed modification of the access, and has been undertaken in accordance with the adopted WSCC Road Safety Audit Policy by an independent auditor. The audit is summarised within this Technical Note in accordance with Appendix F of GG 119 Revision 2, as required by WSCC, with responses provided to the comments raised..
- 1.3 The audit was undertaken in January 2026, based on an earlier version of the drawing (ITS210013-GA-001A). Drawing ITS210013-GA-001B accompanies the planning application and is a minor update to that drawing, which picks up the auditor's comment.

SECTION 2 ROAD SAFETY AUDIT RESPONSE

2.1 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	03 February 2026
Document Reference and Revision:	25-190
Prepared by:	Fenley Associates
On behalf of:	West Sussex County Council

2.2 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Hurst Farm, Crawley Down
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Tony Wares
Position:	Associate Partner
Signed:	
Organisation:	i-Transport LLP
Date:	03 February 2026
Approved by (Overseeing Organisation)	
Name:	
Position:	
Signed:	
Organisation:	West Sussex County Council
Date:	

2.3 Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Fenley Associates
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.4.1 - Intervisibility between a pedestrian and a motorist approaching the give-way line is limited.</p> <p>The proposed uncontrolled crossing is to benefit from tactile paving which will highlight the edge of carriageway to pedestrians and is to be provided on a raised table which will slow approaching traffic. Nevertheless, the Audit Team have concerns that intervisibility between a pedestrian at the northern uncontrolled crossing point and an approaching motorist is limited by a boundary fence as well as vegetation that appears to be within third party land.</p> <p>Further, a motorist exiting the associated development may not be aware of the proposed uncontrolled crossing point at the simple priority junction as no footway is present along the northern side of the access road. There is a legal requirement for traffic to stop and allow pedestrians to cross side roads, however, limited visibility of an uncontrolled crossing could result motorists approaching the give-way line unaware that one may be required to stop early to allow a pedestrian to cross the carriageway and lead to heavy braking and a vehicle to pedestrian type collision.</p>	<p>It is recommended that a contrasting-coloured surface treatment is provided across the carpet of the uncontrolled crossing to highlight its presence.</p>	<p>Accepted – a contrasting-coloured surface treatment will be provided across the carpet of the uncontrolled crossing to highlight its presence. These changes are shown on Drawing ITS210013-GA-001B.</p>		

2.4 Design Organisation and Overseeing Organisation Statements

Table F.5: Design Organisation Statement


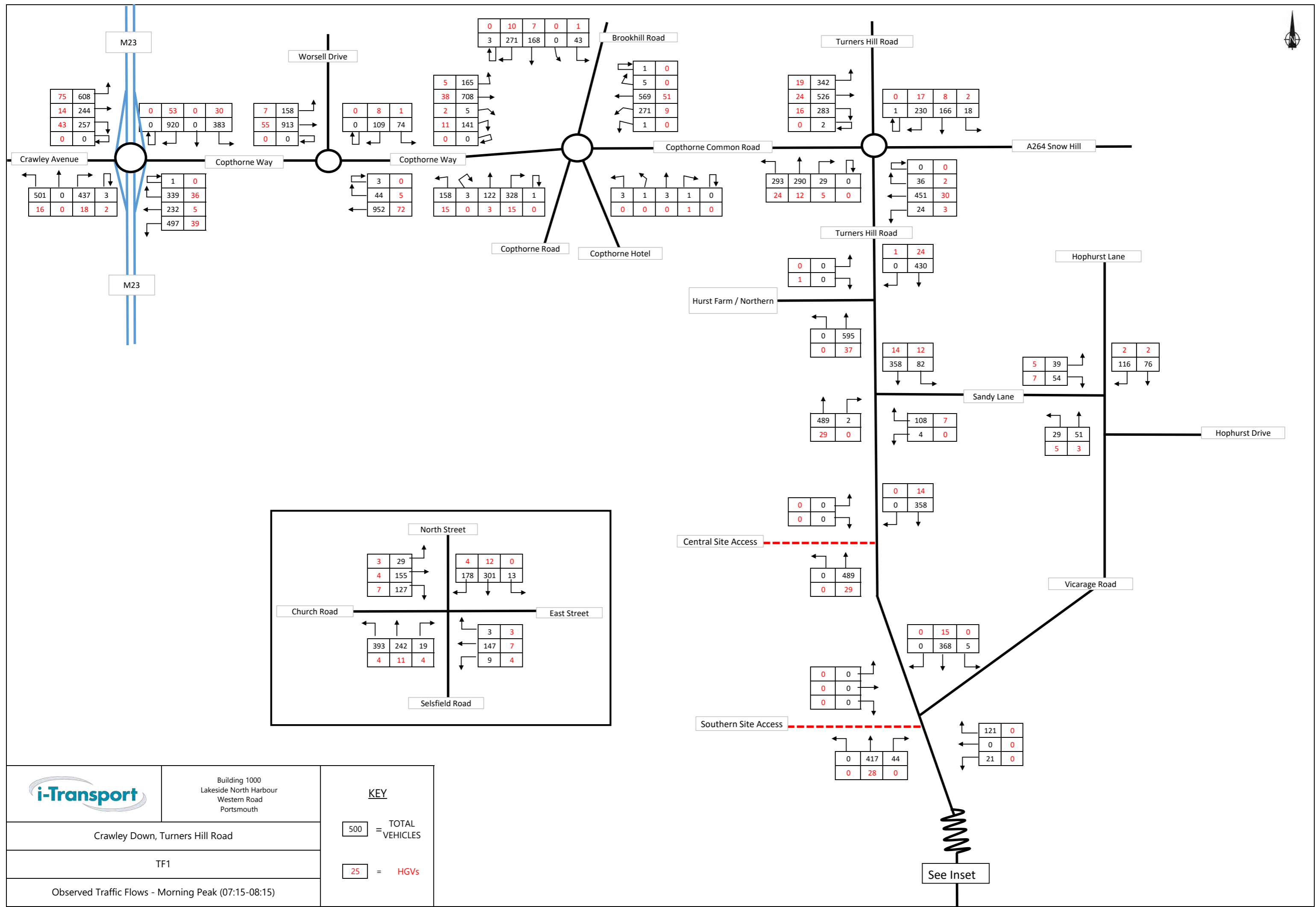
<p>On behalf of the design organisation, I certify that:</p> <p>1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</p>	
Name:	Tony Wares
Signed:	
Position:	Associate Partner
Organisation:	i-Transport LLP
Date:	28-01-2026

Table F.6: Overseeing Organisation Statement

<p>On behalf of the Overseeing Organisation, I certify that:</p> <p>1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and</p> <p>2) The agreed RSA actions will be progressed.</p>	
Name:	
Signed:	
Position:	
Organisation:	West Sussex County Council
Date:	

APPENDIX G. Traffic Flow Diagrams



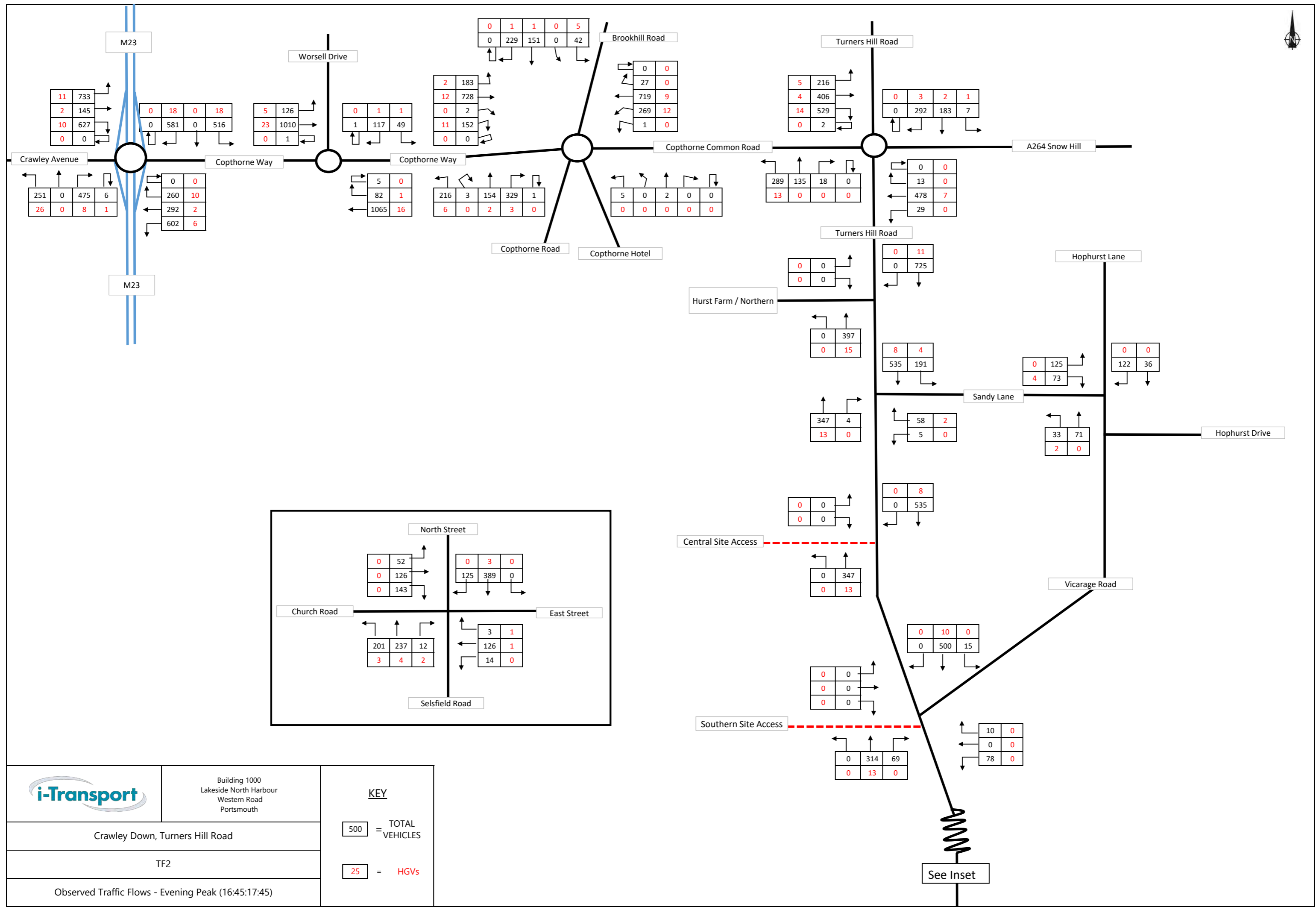
Building 1000
Lakeside North Harbour
Western Road
Portsmouth

Crawley Down, Turners Hill Road

TF1

Observed Traffic Flows - Morning Peak (07:15-08:15)

See Inset



Building 1000
Lakeside North Harbour
Western Road
Portsmouth

KEY

500 = TOTAL VEHICLES

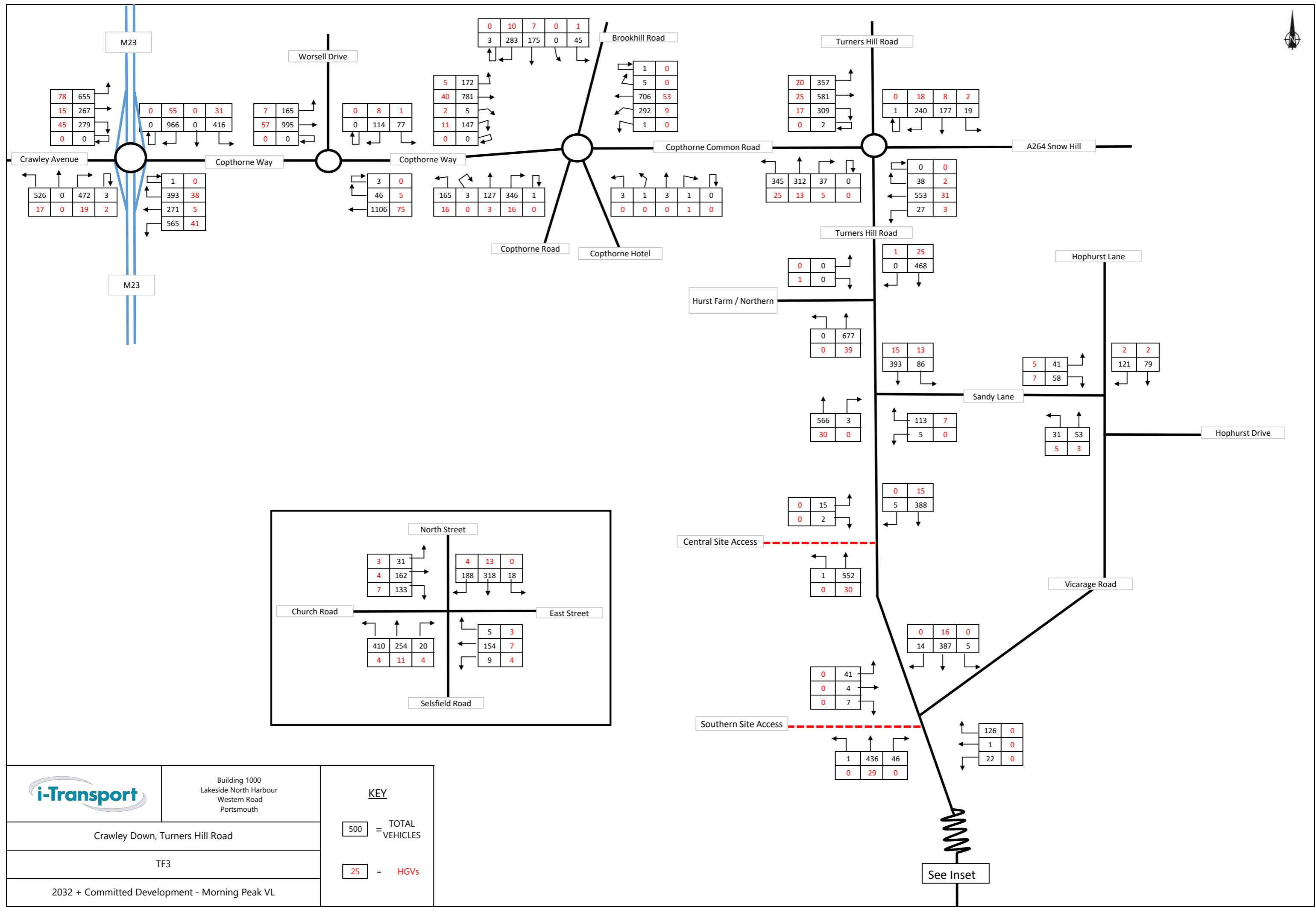
25 = HGVs

Crawley Down, Turners Hill Road

TF2

Observed Traffic Flows - Evening Peak (16:45:17:45)

See Inset



Building 1000
Lakeside North Harbour
Western Road
Portsmouth

KEY

500 = TOTAL VEHICLES

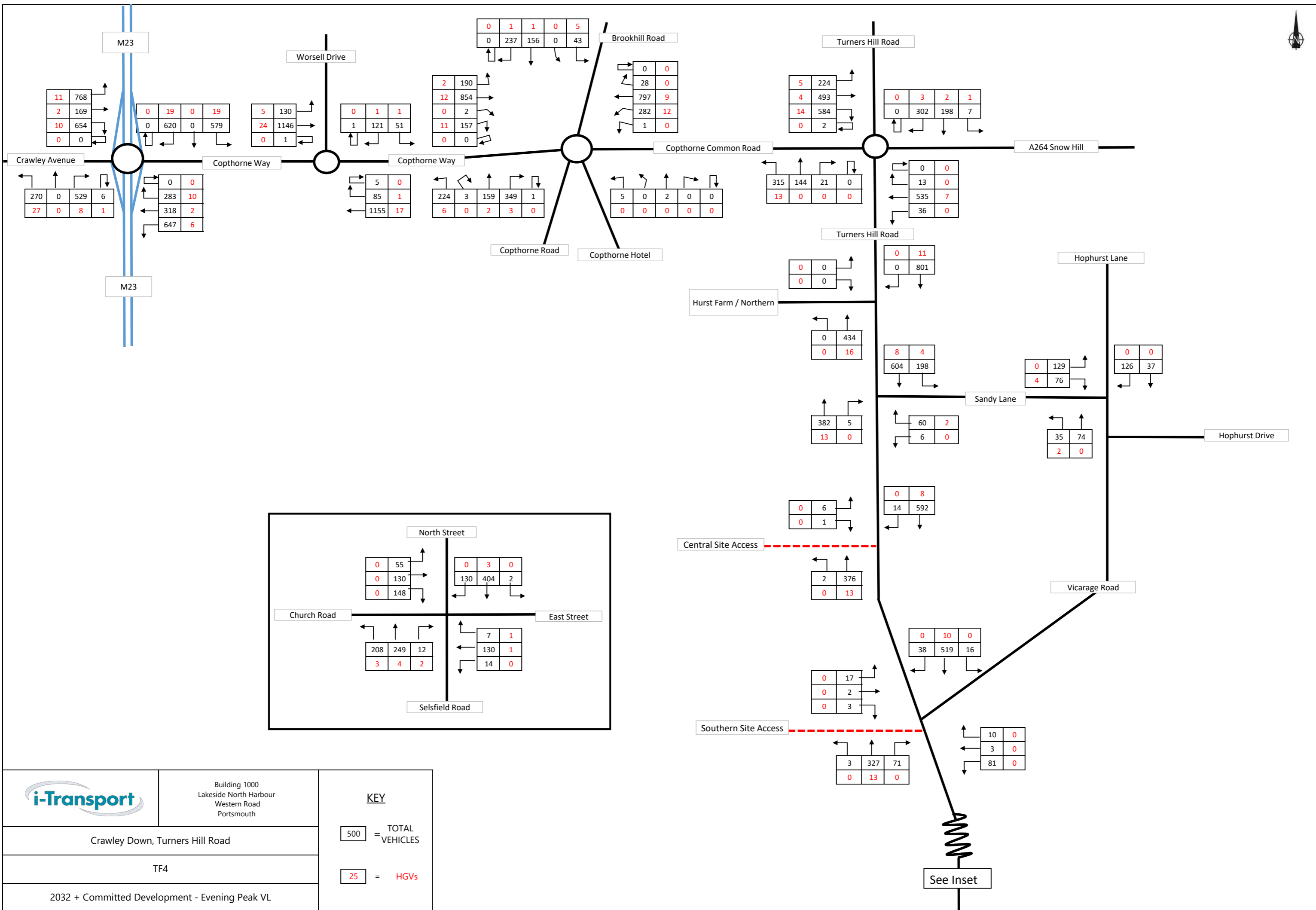
25 = HGVs

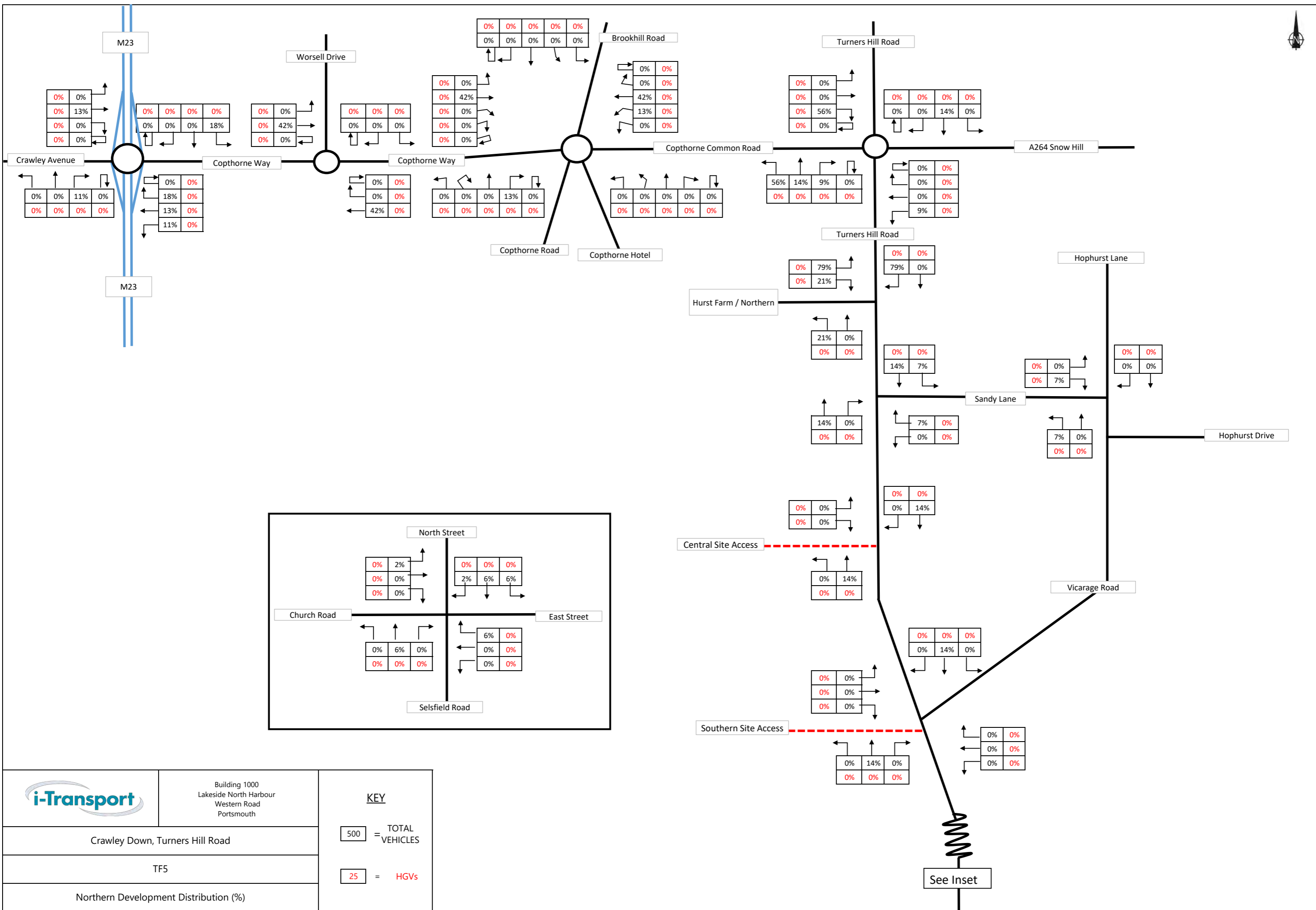
Crawley Down, Turners Hill Road

TF3

2032 + Committed Development - Morning Peak VL

See Inset



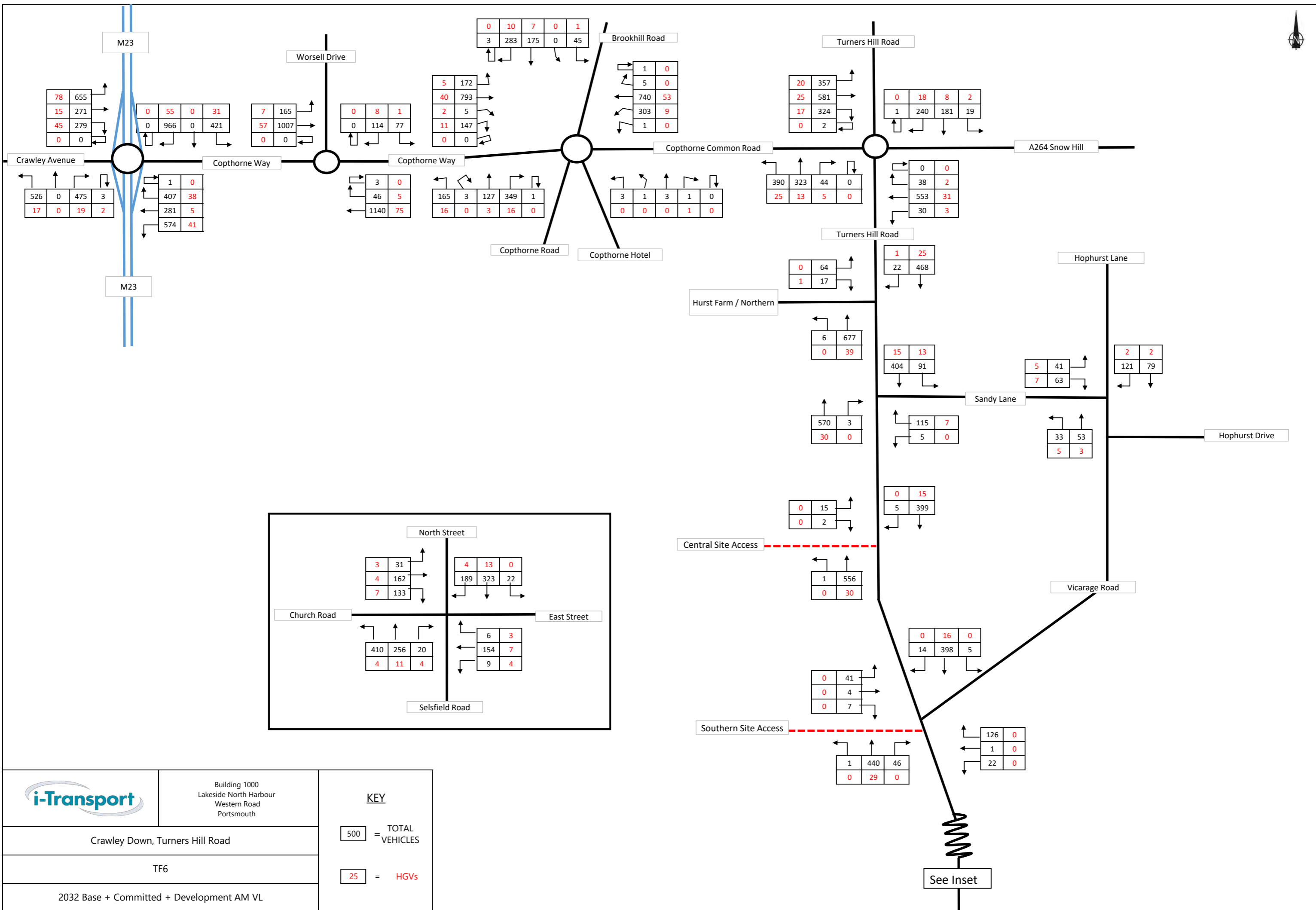


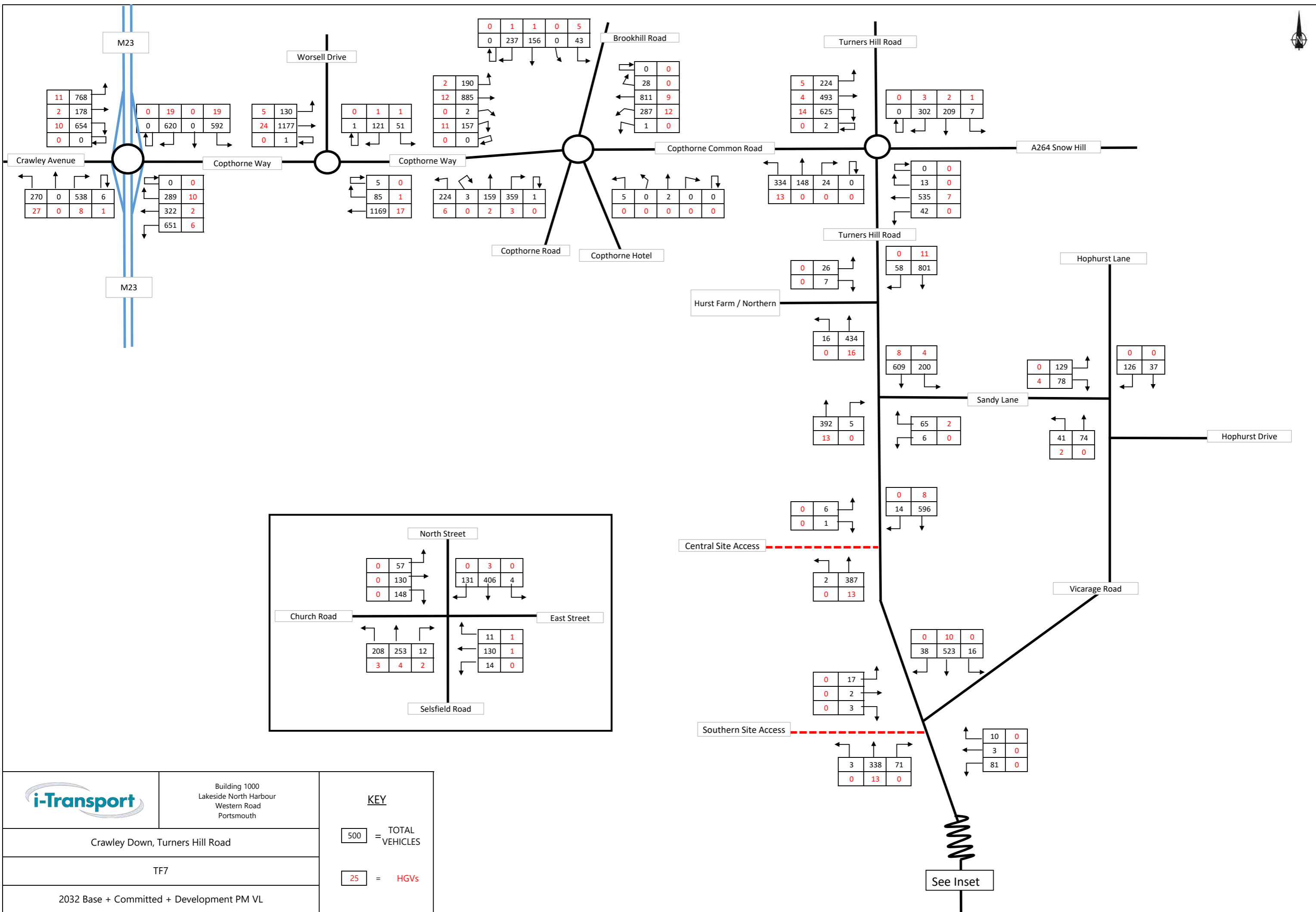
Building 1000
Lakeside North Harbour
Western Road
Portsmouth

Crawley Down, Turners Hill Road

TF5

Northern Development Distribution (%)





Building 1000
Lakeside North Harbour
Western Road
Portsmouth

KEY

500 = TOTAL VEHICLES

25 = HGVs

Crawley Down, Turners Hill Road

TF7

2032 Base + Committed + Development PM VL

See Inset

APPENDIX H. Junction Capacity Modelling Results

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +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: Brookhill Road_Copthorne Roundabout - 051 Note.j11
Path: S:\Projects\210000 Series\210013ITS - Hurst Farm Crawley Down\Tech\Junction Assessments\Arcady\2026
Report generation date: 16/01/2026 17:17:04

- »D1 - 2023 | Observed | AM
- »D17 - 2031 | + Committed Development + Development (400 Homes) VL | AM
- »D20 - 2032 | + Committed Development VL | AM
- »D21 - 2032 | + Committed Development + Development (230 Homes) VL | AM

Summary of junction performance

	AM		
	Queue (Veh)	Delay (s)	RFC
2023 - Observed			
1 - Brookhill Road	1.0	7.01	0.51
2 - Copthorne Common Road	1.9	7.57	0.66
3 - Copthorne Hotel	0.0	5.15	0.01
4 - Copthorne Road	5.6	31.77	0.86
5 - Copthorne Way	2.2	7.19	0.69
2031 - + Committed Development + Development (400 Homes) VL			
1 - Brookhill Road	1.2	8.17	0.56
2 - Copthorne Common Road	4.1	13.44	0.81
3 - Copthorne Hotel	0.0	6.07	0.02
4 - Copthorne Road	27.0	131.03	1.04
5 - Copthorne Way	3.0	8.97	0.75
2032 - + Committed Development VL			
1 - Brookhill Road	1.2	8.13	0.56
2 - Copthorne Common Road	3.6	12.16	0.79
3 - Copthorne Hotel	0.0	5.93	0.01
4 - Copthorne Road	23.1	114.22	1.03
5 - Copthorne Way	2.9	8.82	0.75
2032 - + Committed Development + Development (230 Homes) VL			
1 - Brookhill Road	1.3	8.20	0.56
2 - Copthorne Common Road	4.4	14.09	0.82
3 - Copthorne Hotel	0.0	6.13	0.02
4 - Copthorne Road	28.8	137.94	1.05
5 - Copthorne Way	3.0	8.99	0.75

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

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

File summary

File Description

Title	
Location	
Site number	
Date	14/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓		
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15			
D3	2031	Future Year	AM	ONE HOUR	07:00	08:30	15		Simple	D1*G1
D4	2031	Future Year	PM	ONE HOUR	16:30	18:00	15		Simple	D2*G2
D5		Committed Development	AM	ONE HOUR	07:00	08:30	15			
D6		Committed Development	PM	ONE HOUR	16:30	18:00	15			
D7	2031	+ Committed Development	AM	ONE HOUR	07:00	08:30	15		Simple	D3+D5
D8	2031	+ Committed Development	PM	ONE HOUR	16:30	18:00	15		Simple	D4+D6
D9		Development 350 Homes	AM	ONE HOUR	07:00	08:30	15			
D10		Development 350 Homes	PM	ONE HOUR	16:30	18:00	15			
D11		Development 400 Homes	AM	ONE HOUR	07:00	08:30	15			
D12		Development 450 Homes	PM	ONE HOUR	16:30	18:00	15			
D13	2031	+ Committed Development + Development (350 Homes)	AM	ONE HOUR	07:00	08:30	15		Simple	D7+D9
D14	2031	+ Committed Development + Development (350 Homes)	PM	ONE HOUR	16:30	18:00	15		Simple	D8+D10
D15	2031	+ Committed Development + Development (400 Homes)	AM	ONE HOUR	07:00	08:30	15			
D16	2031	+ Committed Development + Development (450 Homes)	PM	ONE HOUR	16:30	18:00	15		Simple	D8+D12
D17	2031	+ Committed Development + Development (400 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓		
D18	2031	+ Committed Development	AM	ONE HOUR	07:00	08:30	15			
D19	2031	+ Committed Development + Development (230 Homes)	AM	ONE HOUR	07:00	08:30	15			
D20	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓		
D21	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2031 AM		1.0394
G2	2024-2031 PM		1.0317

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

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

D1 - 2023 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brookhill Road/Copthorne Roundabout	Standard Roundabout		1, 2, 3, 4, 5	12.32	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.32	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Brookhill Road		
2	Copthorne Common Road		
3	Copthorne Hotel		
4	Copthorne Road		
5	Copthorne Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Brookhill Road	3.79	7.84	22.8	23.3	64.9	47.0		
2 - Copthorne Common Road	5.16	7.53	11.8	21.0	64.9	48.0		
3 - Copthorne Hotel	5.76	6.64	0.5	10.7	64.9	44.0		
4 - Copthorne Road	4.53	7.94	18.8	19.2	64.8	37.0		
5 - Copthorne Way	5.21	7.93	11.3	25.9	64.9	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Brookhill Road	0.539	1830
2 - Copthorne Common Road	0.545	1880
3 - Copthorne Hotel	0.495	1623
4 - Copthorne Road	0.569	1973
5 - Copthorne Way	0.579	2017

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
4 - Copthorne Road	Direct		-575

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brookhill Road		ONE HOUR	✓	485	100.000
2 - Copthorne Common Road		ONE HOUR	✓	847	100.000
3 - Copthorne Hotel		ONE HOUR	✓	8	100.000
4 - Copthorne Road		ONE HOUR	✓	612	100.000
5 - Copthorne Way		ONE HOUR	✓	1019	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	3	43	0	168	271
	2 - Copthorne Common Road	5	1	1	271	569
	3 - Copthorne Hotel	3	1	0	3	1
	4 - Copthorne Road	122	328	3	1	158
	5 - Copthorne Way	165	708	5	141	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	0	2	0	4	4
	2 - Copthorne Common Road	0	0	0	3	9
	3 - Copthorne Hotel	0	100	0	0	0
	4 - Copthorne Road	2	5	0	0	9
	5 - Copthorne Way	3	5	40	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brookhill Road	0.51	7.01	1.0	2.9	A	445	668
2 - Copthorne Common Road	0.66	7.57	1.9	2.8	A	777	1166
3 - Copthorne Hotel	0.01	5.15	0.0	0.5	A	7	11
4 - Copthorne Road	0.86	31.77	5.6	30.4	D	562	842
5 - Copthorne Way	0.69	7.19	2.2	3.8	A	935	1403

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	365	91	890	1276	0.286	364	223	0.0	0.4	3.940	A
2 - Copthorne Common Road	638	159	444	1519	0.420	635	809	0.0	0.7	4.057	A
3 - Copthorne Hotel	6	2	1072	942	0.006	6	7	0.0	0.0	3.846	A
4 - Copthorne Road	461	115	640	955	0.483	457	438	0.0	0.9	7.183	A
5 - Copthorne Way	767	192	349	1716	0.447	764	748	0.0	0.8	3.768	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	436	109	1065	1180	0.370	435	267	0.4	0.6	4.831	A
2 - Copthorne Common Road	761	190	531	1472	0.517	760	969	0.7	1.1	5.045	A
3 - Copthorne Hotel	7	2	1283	843	0.009	7	8	0.0	0.0	4.305	A
4 - Copthorne Road	550	138	766	882	0.624	547	524	0.9	1.6	10.685	B
5 - Copthorne Way	916	229	418	1677	0.546	915	896	0.8	1.2	4.713	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	534	133	1297	1052	0.507	532	325	0.6	1.0	6.897	A
2 - Copthorne Common Road	933	233	650	1409	0.662	929	1180	1.1	1.9	7.448	A
3 - Copthorne Hotel	9	2	1569	710	0.012	9	10	0.0	0.0	5.135	A
4 - Copthorne Road	674	168	937	783	0.861	660	641	1.6	5.1	26.775	D
5 - Copthorne Way	1122	280	504	1627	0.689	1118	1093	1.2	2.2	7.013	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	534	133	1307	1047	0.510	534	328	1.0	1.0	7.012	A
2 - Copthorne Common Road	933	233	652	1408	0.662	932	1189	1.9	1.9	7.567	A
3 - Copthorne Hotel	9	2	1574	707	0.012	9	10	0.0	0.0	5.153	A
4 - Copthorne Road	674	168	940	781	0.863	672	643	5.1	5.6	31.770	D
5 - Copthorne Way	1122	280	513	1622	0.692	1122	1099	2.2	2.2	7.188	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	436	109	1080	1172	0.372	438	272	1.0	0.6	4.918	A
2 - Copthorne Common Road	761	190	534	1471	0.518	765	983	1.9	1.1	5.125	A
3 - Copthorne Hotel	7	2	1291	840	0.009	7	8	0.0	0.0	4.326	A
4 - Copthorne Road	550	138	771	879	0.626	566	527	5.6	1.7	12.026	B
5 - Copthorne Way	916	229	431	1669	0.549	920	905	2.2	1.2	4.830	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	365	91	897	1271	0.287	366	225	0.6	0.4	3.980	A
2 - Copthorne Common Road	638	159	447	1518	0.420	639	817	1.1	0.7	4.105	A
3 - Copthorne Hotel	6	2	1079	939	0.006	6	7	0.0	0.0	3.859	A
4 - Copthorne Road	461	115	644	952	0.484	464	441	1.7	1.0	7.415	A
5 - Copthorne Way	767	192	354	1713	0.448	769	754	1.2	0.8	3.819	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.40	0.00	0.00	0.40	0.40			N/A	N/A
2 - Copthorne Common Road	0.72	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.92	0.55	1.00	1.40	1.45			N/A	N/A
5 - Copthorne Way	0.80	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.58	0.08	0.76	1.35	1.43			N/A	N/A
2 - Copthorne Common Road	1.06	0.06	0.80	1.99	2.83			N/A	N/A
3 - Copthorne Hotel	0.01	0.01	0.25	0.45	0.48			N/A	N/A
4 - Copthorne Road	1.61	0.06	0.72	3.95	5.92			N/A	N/A
5 - Copthorne Way	1.19	0.06	0.71	2.65	3.78			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	1.01	0.03	0.26	1.01	1.01			N/A	N/A
2 - Copthorne Common Road	1.91	0.03	0.27	1.91	2.07			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	5.09	0.04	0.44	14.17	26.39			N/A	N/A
5 - Copthorne Way	2.17	0.03	0.27	2.17	2.77			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	1.03	0.03	0.28	1.03	2.92			N/A	N/A
2 - Copthorne Common Road	1.94	0.03	0.27	1.94	1.94			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	5.60	0.03	0.35	11.70	30.43			N/A	N/A
5 - Copthorne Way	2.21	0.03	0.27	2.21	2.21			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.60	0.10	0.84	1.37	1.43			N/A	N/A
2 - Copthorne Common Road	1.09	0.10	0.99	1.78	2.21			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.73	0.04	0.41	4.62	8.06			N/A	N/A
5 - Copthorne Way	1.23	0.10	1.06	2.09	2.80			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.41	0.03	0.32	1.02	1.26			N/A	N/A
2 - Copthorne Common Road	0.73	0.05	0.53	1.27	1.80			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.95	0.03	0.31	1.73	4.77			N/A	N/A
5 - Copthorne Way	0.82	0.05	0.53	1.61	2.19			N/A	N/A

D17 - 2031 | + Committed Development + Development (400 Homes) VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brookhill Road/Copthorne Roundabout	Standard Roundabout		1, 2, 3, 4, 5	34.01	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	34.01	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2031	+ Committed Development + Development (400 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brookhill Road		ONE HOUR	✓	504	100.000
2 - Copthorne Common Road		ONE HOUR	✓	1040	100.000
3 - Copthorne Hotel		ONE HOUR	✓	8	100.000
4 - Copthorne Road		ONE HOUR	✓	642	100.000
5 - Copthorne Way		ONE HOUR	✓	1111	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
	1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
1 - Brookhill Road	3	45	0	175	282
2 - Copthorne Common Road	5	1	1	300	732
3 - Copthorne Hotel	3	1	0	3	1
4 - Copthorne Road	127	347	3	1	164
5 - Copthorne Way	172	788	5	147	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
	1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
1 - Brookhill Road	0	2	0	4	4
2 - Copthorne Common Road	0	0	0	3	7
3 - Copthorne Hotel	0	100	0	0	0
4 - Copthorne Road	2	5	0	0	9
5 - Copthorne Way	3	5	40	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brookhill Road	0.56	8.17	1.2	2.9	A	463	694
2 - Copthorne Common Road	0.81	13.44	4.1	19.8	B	954	1431
3 - Copthorne Hotel	0.02	6.07	0.0	0.5	A	8	11
4 - Copthorne Road	1.04	131.03	27.0	71.7	F	589	884
5 - Copthorne Way	0.75	8.97	3.0	8.9	A	1020	1530

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	380	95	968	1233	0.308	378	232	0.0	0.4	4.200	A
2 - Copthorne Common Road	783	196	461	1527	0.512	779	884	0.0	1.0	4.786	A
3 - Copthorne Hotel	6	2	1233	871	0.007	6	7	0.0	0.0	4.164	A
4 - Copthorne Road	484	121	770	884	0.547	479	468	0.0	1.2	8.783	A
5 - Copthorne Way	837	209	367	1706	0.490	833	883	0.0	1.0	4.103	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	453	113	1158	1129	0.401	452	277	0.4	0.7	5.314	A
2 - Copthorne Common Road	935	234	552	1478	0.632	932	1058	1.0	1.7	6.561	A
3 - Copthorne Hotel	7	2	1476	758	0.010	7	8	0.0	0.0	4.797	A
4 - Copthorne Road	577	144	922	797	0.724	572	561	1.2	2.5	15.657	C
5 - Copthorne Way	999	250	438	1665	0.600	997	1057	1.0	1.5	5.368	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	555	139	1388	1003	0.553	553	329	0.7	1.2	7.958	A
2 - Copthorne Common Road	1145	286	674	1412	0.811	1135	1266	1.7	4.0	12.622	B
3 - Copthorne Hotel	9	2	1800	607	0.015	9	10	0.0	0.0	6.016	A
4 - Copthorne Road	707	177	1125	681	1.038	650	684	2.5	16.8	69.788	F
5 - Copthorne Way	1224	306	499	1631	0.750	1218	1276	1.5	2.9	8.605	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	555	139	1401	996	0.558	555	333	1.2	1.2	8.169	A
2 - Copthorne Common Road	1145	286	677	1410	0.812	1144	1279	4.0	4.1	13.445	B
3 - Copthorne Hotel	9	2	1811	602	0.015	9	10	0.0	0.0	6.070	A
4 - Copthorne Road	707	177	1132	677	1.045	666	688	16.8	27.0	131.028	F
5 - Copthorne Way	1224	306	511	1623	0.754	1223	1288	2.9	3.0	8.974	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	453	113	1220	1095	0.414	455	298	1.2	0.7	5.644	A
2 - Copthorne Common Road	935	234	556	1476	0.633	944	1119	4.1	1.8	6.892	A
3 - Copthorne Hotel	7	2	1492	750	0.010	7	9	0.0	0.0	4.847	A
4 - Copthorne Road	577	144	933	791	0.730	674	566	27.0	3.0	48.359	E
5 - Copthorne Way	999	250	514	1622	0.616	1004	1093	3.0	1.6	5.879	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	380	95	980	1227	0.309	381	235	0.7	0.5	4.260	A
2 - Copthorne Common Road	783	196	465	1525	0.513	785	896	1.8	1.1	4.884	A
3 - Copthorne Hotel	6	2	1243	866	0.007	6	7	0.0	0.0	4.188	A
4 - Copthorne Road	484	121	777	880	0.549	491	472	3.0	1.2	9.392	A
5 - Copthorne Way	837	209	375	1701	0.492	839	892	1.6	1.0	4.188	A

Queue Variation Results for each time segment
07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2 - Copthorne Common Road	1.04	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.18	0.21	1.12	1.74	1.96			N/A	N/A
5 - Copthorne Way	0.95	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.66	0.08	0.79	1.37	1.44			N/A	N/A
2 - Copthorne Common Road	1.69	0.05	0.49	4.38	6.84			N/A	N/A
3 - Copthorne Hotel	0.01	0.01	0.25	0.45	0.48			N/A	N/A
4 - Copthorne Road	2.48	0.05	0.70	6.70	10.51			N/A	N/A
5 - Copthorne Way	1.48	0.05	0.56	3.68	5.58			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	1.22	0.03	0.26	1.22	1.22			N/A	N/A
2 - Copthorne Common Road	3.99	0.03	0.32	5.64	19.82			N/A	N/A
3 - Copthorne Hotel	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4 - Copthorne Road	16.81	1.11	12.37	35.57	45.08			N/A	N/A
5 - Copthorne Way	2.90	0.03	0.28	2.90	8.86			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	1.24	0.03	0.27	1.24	2.94			N/A	N/A
2 - Copthorne Common Road	4.15	0.03	0.28	4.15	11.80			N/A	N/A
3 - Copthorne Hotel	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4 - Copthorne Road	27.04	2.29	20.42	56.88	71.73			N/A	N/A
5 - Copthorne Way	2.99	0.03	0.27	2.99	2.99			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.71	0.13	0.88	1.38	1.44			N/A	N/A
2 - Copthorne Common Road	1.76	0.05	0.57	4.56	7.01			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	2.99	0.04	0.37	7.63	15.89			N/A	N/A
5 - Copthorne Way	1.63	0.08	1.10	3.55	4.86			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.45	0.04	0.39	1.22	1.36			N/A	N/A
2 - Copthorne Common Road	1.07	0.04	0.36	2.64	4.99			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.25	0.03	0.28	1.25	3.75			N/A	N/A
5 - Copthorne Way	0.98	0.04	0.43	2.33	3.70			N/A	N/A

D20 - 2032 | + Committed Development VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brookhill Road/Copthorne Roundabout	Standard Roundabout		1, 2, 3, 4, 5	30.47	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	30.47	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brookhill Road		ONE HOUR	✓	505	100.000
2 - Copthorne Common Road		ONE HOUR	✓	1005	100.000
3 - Copthorne Hotel		ONE HOUR	✓	8	100.000
4 - Copthorne Road		ONE HOUR	✓	642	100.000
5 - Copthorne Way		ONE HOUR	✓	1104	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	3	45	0	175	283
	2 - Copthorne Common Road	5	1	1	292	706
	3 - Copthorne Hotel	3	1	0	3	1
	4 - Copthorne Road	127	346	3	1	165
	5 - Copthorne Way	172	781	5	147	0

Vehicle Mix

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

Heavy Vehicle %

		To				
From		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
	1 - Brookhill Road	0	2	0	4	4
	2 - Copthorne Common Road	0	0	0	3	8
	3 - Copthorne Hotel	0	100	0	0	0
	4 - Copthorne Road	2	5	0	0	9
	5 - Copthorne Way	3	5	40	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brookhill Road	0.56	8.13	1.2	2.9	A	464	696
2 - Copthorne Common Road	0.79	12.16	3.6	16.1	B	922	1384
3 - Copthorne Hotel	0.01	5.93	0.0	0.5	A	8	11
4 - Copthorne Road	1.03	114.22	23.1	68.3	F	589	884
5 - Copthorne Way	0.75	8.82	2.9	8.2	A	1013	1520

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	381	95	962	1237	0.308	379	232	0.0	0.4	4.186	A
2 - Copthorne Common Road	757	189	462	1518	0.499	753	878	0.0	1.0	4.684	A
3 - Copthorne Hotel	6	2	1208	880	0.007	6	7	0.0	0.0	4.120	A
4 - Copthorne Road	483	121	752	892	0.542	479	462	0.0	1.2	8.608	A
5 - Copthorne Way	831	208	366	1709	0.486	828	865	0.0	0.9	4.067	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	454	114	1151	1134	0.401	453	277	0.4	0.7	5.287	A
2 - Copthorne Common Road	904	226	553	1469	0.615	901	1051	1.0	1.6	6.319	A
3 - Copthorne Hotel	7	2	1446	769	0.010	7	8	0.0	0.0	4.726	A
4 - Copthorne Road	577	144	900	807	0.715	572	554	1.2	2.4	15.032	C
5 - Copthorne Way	993	248	437	1668	0.595	991	1035	0.9	1.4	5.298	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	556	139	1383	1007	0.553	554	330	0.7	1.2	7.921	A
2 - Copthorne Common Road	1107	277	676	1403	0.789	1099	1261	1.6	3.5	11.567	B
3 - Copthorne Hotel	9	2	1765	621	0.015	9	10	0.0	0.0	5.886	A
4 - Copthorne Road	707	177	1098	693	1.020	656	676	2.4	15.0	63.569	F
5 - Copthorne Way	1216	304	502	1631	0.746	1210	1252	1.4	2.8	8.455	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	556	139	1397	999	0.557	556	335	1.2	1.2	8.130	A
2 - Copthorne Common Road	1107	277	679	1401	0.790	1106	1275	3.5	3.6	12.165	B
3 - Copthorne Hotel	9	2	1775	616	0.015	9	10	0.0	0.0	5.932	A
4 - Copthorne Road	707	177	1105	689	1.026	675	679	15.0	23.1	114.224	F
5 - Copthorne Way	1216	304	516	1623	0.749	1215	1263	2.8	2.9	8.821	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	454	114	1204	1105	0.411	457	295	1.2	0.7	5.575	A
2 - Copthorne Common Road	904	226	558	1466	0.616	912	1103	3.6	1.6	6.581	A
3 - Copthorne Hotel	7	2	1460	762	0.010	7	9	0.0	0.0	4.768	A
4 - Copthorne Road	577	144	909	802	0.720	658	559	23.1	2.8	36.855	E
5 - Copthorne Way	993	248	501	1631	0.609	998	1066	2.9	1.6	5.733	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	381	95	973	1231	0.309	382	235	0.7	0.5	4.243	A
2 - Copthorne Common Road	757	189	466	1516	0.499	759	889	1.6	1.0	4.773	A
3 - Copthorne Hotel	6	2	1218	875	0.007	6	7	0.0	0.0	4.141	A
4 - Copthorne Road	483	121	758	889	0.544	490	466	2.8	1.2	9.153	A
5 - Copthorne Way	831	208	374	1704	0.488	834	874	1.6	1.0	4.146	A

Queue Variation Results for each time segment
07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2 - Copthorne Common Road	0.98	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.16	0.26	1.11	1.66	1.89			N/A	N/A
5 - Copthorne Way	0.94	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.66	0.08	0.79	1.37	1.44			N/A	N/A
2 - Copthorne Common Road	1.57	0.05	0.53	3.96	6.12			N/A	N/A
3 - Copthorne Hotel	0.01	0.01	0.25	0.45	0.48			N/A	N/A
4 - Copthorne Road	2.38	0.05	0.68	6.41	10.01			N/A	N/A
5 - Copthorne Way	1.45	0.05	0.57	3.59	5.43			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	1.21	0.03	0.26	1.21	1.21			N/A	N/A
2 - Copthorne Common Road	3.53	0.03	0.30	3.64	16.15			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	14.99	0.93	10.22	33.41	43.30			N/A	N/A
5 - Copthorne Way	2.83	0.03	0.28	2.83	8.24			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	1.24	0.03	0.27	1.24	2.94			N/A	N/A
2 - Copthorne Common Road	3.64	0.03	0.28	3.64	8.17			N/A	N/A
3 - Copthorne Hotel	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4 - Copthorne Road	23.06	1.26	15.66	52.41	68.25			N/A	N/A
5 - Copthorne Way	2.92	0.03	0.27	2.92	2.92			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.71	0.12	0.88	1.38	1.44			N/A	N/A
2 - Copthorne Common Road	1.64	0.05	0.70	4.04	6.09			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	2.79	0.04	0.37	7.08	14.81			N/A	N/A
5 - Copthorne Way	1.58	0.08	1.09	3.39	4.66			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.45	0.04	0.39	1.22	1.36			N/A	N/A
2 - Copthorne Common Road	1.01	0.04	0.37	2.52	4.49			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.22	0.03	0.28	1.22	3.99			N/A	N/A
5 - Copthorne Way	0.96	0.04	0.43	2.26	3.57			N/A	N/A

D21 - 2032 | + Committed Development + Development (230 Homes) VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brookhill Road/Copthorne Roundabout	Standard Roundabout		1, 2, 3, 4, 5	35.44	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.44	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brookhill Road		ONE HOUR	✓	505	100.000
2 - Copthorne Common Road		ONE HOUR	✓	1050	100.000
3 - Copthorne Hotel		ONE HOUR	✓	8	100.000
4 - Copthorne Road		ONE HOUR	✓	645	100.000
5 - Copthorne Way		ONE HOUR	✓	1116	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	3	45	0	175	283
	2 - Copthorne Common Road	5	1	1	303	740
	3 - Copthorne Hotel	3	1	0	3	1
	4 - Copthorne Road	127	349	3	1	165
	5 - Copthorne Way	172	793	5	147	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
	1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
1 - Brookhill Road	0	2	0	4	4
2 - Copthorne Common Road	0	0	0	3	7
3 - Copthorne Hotel	0	100	0	0	0
4 - Copthorne Road	2	4	0	0	9
5 - Copthorne Way	3	5	40	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brookhill Road	0.56	8.20	1.3	2.9	A	464	696
2 - Copthorne Common Road	0.82	14.09	4.4	21.5	B	964	1446
3 - Copthorne Hotel	0.02	6.13	0.0	0.5	A	8	11
4 - Copthorne Road	1.05	137.94	28.8	73.5	F	592	888
5 - Copthorne Way	0.75	8.99	3.0	9.0	A	1024	1536

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	381	95	973	1232	0.309	379	232	0.0	0.4	4.209	A
2 - Copthorne Common Road	791	198	462	1527	0.518	786	890	0.0	1.1	4.837	A
3 - Copthorne Hotel	6	2	1242	866	0.007	6	7	0.0	0.0	4.185	A
4 - Copthorne Road	486	121	777	885	0.549	481	471	0.0	1.2	8.810	A
5 - Copthorne Way	840	210	368	1709	0.492	837	890	0.0	1.0	4.106	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	454	114	1164	1128	0.403	453	277	0.4	0.7	5.331	A
2 - Copthorne Common Road	944	236	553	1477	0.639	941	1064	1.1	1.7	6.685	A
3 - Copthorne Hotel	7	2	1486	753	0.010	7	8	0.0	0.0	4.829	A
4 - Copthorne Road	580	145	930	797	0.728	575	563	1.2	2.5	15.839	C
5 - Copthorne Way	1003	251	440	1668	0.601	1001	1065	1.0	1.5	5.379	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	556	139	1393	1003	0.555	554	328	0.7	1.2	7.991	A
2 - Copthorne Common Road	1156	289	676	1411	0.820	1146	1272	1.7	4.2	13.144	B
3 - Copthorne Hotel	9	2	1812	602	0.015	9	10	0.0	0.0	6.076	A
4 - Copthorne Road	710	178	1134	679	1.046	650	687	2.5	17.6	72.234	F
5 - Copthorne Way	1229	307	498	1635	0.752	1223	1285	1.5	2.9	8.626	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	556	139	1407	995	0.559	556	332	1.2	1.3	8.199	A
2 - Copthorne Common Road	1156	289	679	1409	0.820	1156	1284	4.2	4.4	14.089	B
3 - Copthorne Hotel	9	2	1824	596	0.015	9	10	0.0	0.0	6.133	A
4 - Copthorne Road	710	178	1142	675	1.053	665	691	17.6	28.8	137.943	F
5 - Copthorne Way	1229	307	510	1628	0.755	1229	1297	2.9	3.0	8.990	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	454	114	1230	1092	0.416	457	300	1.3	0.7	5.678	A
2 - Copthorne Common Road	944	236	558	1475	0.640	954	1128	4.4	1.8	7.049	A
3 - Copthorne Hotel	7	2	1503	745	0.010	7	9	0.0	0.0	4.881	A
4 - Copthorne Road	580	145	941	790	0.734	683	569	28.8	3.1	53.920	F
5 - Copthorne Way	1003	251	520	1622	0.619	1009	1104	3.0	1.6	5.920	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	381	95	985	1226	0.310	382	235	0.7	0.5	4.269	A
2 - Copthorne Common Road	791	198	466	1525	0.519	794	901	1.8	1.1	4.944	A
3 - Copthorne Hotel	6	2	1252	861	0.007	6	7	0.0	0.0	4.210	A
4 - Copthorne Road	486	121	784	881	0.551	493	475	3.1	1.3	9.439	A
5 - Copthorne Way	840	210	377	1704	0.493	843	900	1.6	1.0	4.194	A

Queue Variation Results for each time segment
07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2 - Copthorne Common Road	1.06	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.19	0.19	1.12	1.77	1.99			N/A	N/A
5 - Copthorne Way	0.96	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.67	0.08	0.79	1.37	1.44			N/A	N/A
2 - Copthorne Common Road	1.74	0.05	0.49	4.55	7.13			N/A	N/A
3 - Copthorne Hotel	0.01	0.01	0.25	0.45	0.48			N/A	N/A
4 - Copthorne Road	2.52	0.05	0.70	6.82	10.71			N/A	N/A
5 - Copthorne Way	1.49	0.05	0.56	3.71	5.63			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	1.22	0.03	0.26	1.22	1.22			N/A	N/A
2 - Copthorne Common Road	4.21	0.03	0.32	6.67	21.54			N/A	N/A
3 - Copthorne Hotel	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4 - Copthorne Road	17.62	1.44	13.29	36.52	45.91			N/A	N/A
5 - Copthorne Way	2.92	0.03	0.28	2.92	9.01			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	1.25	0.03	0.27	1.25	2.93			N/A	N/A
2 - Copthorne Common Road	4.38	0.03	0.29	4.38	13.71			N/A	N/A
3 - Copthorne Hotel	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4 - Copthorne Road	28.80	3.13	22.48	58.91	73.51			N/A	N/A
5 - Copthorne Way	3.01	0.03	0.27	3.01	3.01			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.72	0.13	0.88	1.38	1.45			N/A	N/A
2 - Copthorne Common Road	1.82	0.05	0.51	4.76	7.46			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	3.08	0.04	0.37	7.87	16.36			N/A	N/A
5 - Copthorne Way	1.65	0.08	1.11	3.59	4.91			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.45	0.04	0.39	1.22	1.36			N/A	N/A
2 - Copthorne Common Road	1.09	0.04	0.35	2.67	5.20			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.25	0.03	0.28	1.25	3.63			N/A	N/A
5 - Copthorne Way	0.98	0.04	0.42	2.35	3.73			N/A	N/A

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: Brookhill Road_Copthorne Roundabout - 051 Note PM.j11
Path: S:\Projects\210000 Series\210013ITS - Hurst Farm Crawley Down\Tech\Junction Assessments\Arcady\2026
Report generation date: 16/01/2026 17:21:00

- »D2 - 2023 | Observed | PM
- »D18 - 2031 | + Committed Development + Development (400 Homes) VL | PM
- »D21 - 2031 | + Committed Development VL | PM
- »D22 - 2031 | + Committed Development + Development (230 Homes) VL | PM

Summary of junction performance

	PM		
	Queue (Veh)	Delay (s)	RFC
2023 - Observed			
1 - Brookhill Road	0.8	5.89	0.43
2 - Copthorne Common Road	2.7	8.88	0.73
3 - Copthorne Hotel	0.0	4.77	0.01
4 - Copthorne Road	1.4	6.42	0.58
5 - Copthorne Way	2.5	7.64	0.71
2031 - + Committed Development + Development (400 Homes) VL			
1 - Brookhill Road	1.0	7.34	0.49
2 - Copthorne Common Road	4.2	12.69	0.81
3 - Copthorne Hotel	0.0	5.22	0.01
4 - Copthorne Road	1.8	7.83	0.64
5 - Copthorne Way	4.7	12.84	0.83
2031 - + Committed Development VL			
1 - Brookhill Road	0.9	7.05	0.48
2 - Copthorne Common Road	4.0	12.20	0.81
3 - Copthorne Hotel	0.0	5.18	0.01
4 - Copthorne Road	1.7	7.65	0.63
5 - Copthorne Way	4.1	11.37	0.81
2031 - + Committed Development + Development (230 Homes) VL			
1 - Brookhill Road	1.0	7.39	0.50
2 - Copthorne Common Road	4.4	13.11	0.82
3 - Copthorne Hotel	0.0	5.26	0.01
4 - Copthorne Road	1.8	7.98	0.65
5 - Copthorne Way	4.7	12.98	0.83

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

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

File summary

File Description

Title	
Location	
Site number	
Date	14/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15			
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓		
D3	2031	Future Year	AM	ONE HOUR	07:00	08:30	15			
D4	2031	Future Year	PM	ONE HOUR	16:30	18:00	15		Simple	D2*G2
D5		Committed Development	AM	ONE HOUR	07:00	08:30	15			
D6		Committed Development	PM	ONE HOUR	16:30	18:00	15			
D7	2031	+ Committed Development	AM	ONE HOUR	07:00	08:30	15		Simple	D3+D5
D8	2031	+ Committed Development	PM	ONE HOUR	16:30	18:00	15			
D9		Development 350 Homes	AM	ONE HOUR	07:00	08:30	15			
D10		Development 350 Homes	PM	ONE HOUR	16:30	18:00	15			
D11		Development 450 Homes	AM	ONE HOUR	07:00	08:30	15			
D12		Development 450 Homes	PM	ONE HOUR	16:30	18:00	15			
D13	2031	+ Committed Development + Development (350 Homes)	AM	ONE HOUR	07:00	08:30	15			
D14	2031	+ Committed Development + Development (350 Homes)	PM	ONE HOUR	16:30	18:00	15		Simple	D8+D10
D15	2031	+ Committed Development + Development (400 Homes)	AM	ONE HOUR	07:00	08:30	15		Simple	D7+D11
D16	2031	+ Committed Development + Development (400 Homes)	PM	ONE HOUR	16:30	18:00	15			
D17	2031	+ Committed Development + Development (400 Homes) VL	AM	ONE HOUR	07:00	08:30	15		Simple	D7+D11
D18	2031	+ Committed Development + Development (400 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓		
D19	2031	+ Committed Development	PM	ONE HOUR	16:30	18:00	15			
D20	2031	+ Committed Development + Development (230 Homes)	PM	ONE HOUR	16:30	18:00	15			
D21	2031	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓		
D22	2031	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2031 AM		1.0394
G2	2024-2031 PM		1.0317

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

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

D2 - 2023 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D15 - 2031 + Committed Development + Development (400 Homes) AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brookhill Road/Copthorne Roundabout	Standard Roundabout		1, 2, 3, 4, 5	7.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.53	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Brookhill Road		
2	Copthorne Common Road		
3	Copthorne Hotel		
4	Copthorne Road		
5	Copthorne Way		

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 - Brookhill Road	3.79	7.84	22.8	23.3	64.9	47.0		
2 - Copthorne Common Road	5.16	7.53	11.8	21.0	64.9	48.0		
3 - Copthorne Hotel	5.76	6.64	0.5	10.7	64.9	44.0		
4 - Copthorne Road	4.53	7.94	18.8	19.2	64.8	37.0		
5 - Copthorne Way	5.21	7.93	11.3	25.9	64.9	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Brookhill Road	0.539	1830
2 - Copthorne Common Road	0.545	1880
3 - Copthorne Hotel	0.495	1623
4 - Copthorne Road	0.569	1973
5 - Copthorne Way	0.579	2017

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brookhill Road		ONE HOUR	✓	422	100.000
2 - Copthorne Common Road		ONE HOUR	✓	1016	100.000
3 - Copthorne Hotel		ONE HOUR	✓	7	100.000
4 - Copthorne Road		ONE HOUR	✓	703	100.000
5 - Copthorne Way		ONE HOUR	✓	1065	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	0	42	0	151	229
	2 - Copthorne Common Road	27	0	1	269	719
	3 - Copthorne Hotel	2	0	0	5	0
	4 - Copthorne Road	154	329	3	1	216
	5 - Copthorne Way	183	728	2	152	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	0	12	0	1	0
	2 - Copthorne Common Road	0	0	0	4	1
	3 - Copthorne Hotel	0	0	0	0	0
	4 - Copthorne Road	1	1	0	0	3
	5 - Copthorne Way	1	2	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brookhill Road	0.43	5.89	0.8	3.2	A	387	581
2 - Copthorne Common Road	0.73	8.88	2.7	7.5	A	932	1398
3 - Copthorne Hotel	0.01	4.77	0.0	0.5	A	6	10
4 - Copthorne Road	0.58	6.42	1.4	1.5	A	645	968
5 - Copthorne Way	0.71	7.64	2.5	4.6	A	977	1466

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	318	79	911	1308	0.243	316	274	0.0	0.3	3.627	A
2 - Copthorne Common Road	765	191	403	1627	0.470	761	824	0.0	0.9	4.144	A
3 - Copthorne Hotel	5	1	1160	1037	0.005	5	4	0.0	0.0	3.486	A
4 - Copthorne Road	529	132	732	1528	0.346	527	433	0.0	0.5	3.589	A
5 - Copthorne Way	802	200	387	1747	0.459	798	872	0.0	0.8	3.785	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	379	95	1090	1210	0.314	379	328	0.3	0.5	4.328	A
2 - Copthorne Common Road	913	228	483	1583	0.577	911	986	0.9	1.3	5.345	A
3 - Copthorne Hotel	6	2	1389	922	0.007	6	5	0.0	0.0	3.930	A
4 - Copthorne Road	632	158	877	1447	0.437	631	519	0.5	0.8	4.408	A
5 - Copthorne Way	957	239	463	1703	0.562	956	1045	0.8	1.3	4.805	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	465	116	1333	1078	0.431	463	402	0.5	0.7	5.843	A
2 - Copthorne Common Road	1119	280	591	1524	0.734	1113	1206	1.3	2.7	8.654	A
3 - Copthorne Hotel	8	2	1697	766	0.010	8	7	0.0	0.0	4.744	A
4 - Copthorne Road	774	194	1071	1337	0.579	772	634	0.8	1.4	6.342	A
5 - Copthorne Way	1173	293	566	1644	0.713	1168	1277	1.3	2.4	7.486	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	465	116	1338	1076	0.432	465	403	0.7	0.8	5.889	A
2 - Copthorne Common Road	1119	280	592	1523	0.734	1118	1210	2.7	2.7	8.882	A
3 - Copthorne Hotel	8	2	1704	763	0.010	8	7	0.0	0.0	4.765	A
4 - Copthorne Road	774	194	1076	1334	0.580	774	636	1.4	1.4	6.420	A
5 - Copthorne Way	1173	293	568	1643	0.714	1172	1281	2.4	2.5	7.636	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	379	95	1097	1206	0.314	381	330	0.8	0.5	4.364	A
2 - Copthorne Common Road	913	228	485	1582	0.577	919	992	2.7	1.4	5.473	A
3 - Copthorne Hotel	6	2	1399	917	0.007	6	5	0.0	0.0	3.951	A
4 - Copthorne Road	632	158	883	1443	0.438	634	522	1.4	0.8	4.463	A
5 - Copthorne Way	957	239	466	1702	0.563	962	1052	2.5	1.3	4.895	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	318	79	917	1304	0.244	318	276	0.5	0.3	3.654	A
2 - Copthorne Common Road	765	191	406	1625	0.471	767	829	1.4	0.9	4.204	A
3 - Copthorne Hotel	5	1	1168	1034	0.005	5	5	0.0	0.0	3.500	A
4 - Copthorne Road	529	132	737	1525	0.347	530	436	0.8	0.5	3.623	A
5 - Copthorne Way	802	200	389	1745	0.459	804	878	1.3	0.9	3.828	A

Queue Variation Results for each time segment
16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2 - Copthorne Common Road	0.88	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.53	0.53	1.00	1.40	1.45			N/A	N/A
5 - Copthorne Way	0.84	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2 - Copthorne Common Road	1.35	0.05	0.62	3.20	4.77			N/A	N/A
3 - Copthorne Hotel	0.01	0.01	0.25	0.45	0.48			N/A	N/A
4 - Copthorne Road	0.77	0.08	0.80	1.36	1.36			N/A	N/A
5 - Copthorne Way	1.27	0.05	0.63	2.93	4.37			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.75	0.03	0.25	0.75	0.75			N/A	N/A
2 - Copthorne Common Road	2.66	0.03	0.28	2.66	7.53			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.35	0.03	0.26	1.35	1.35			N/A	N/A
5 - Copthorne Way	2.42	0.03	0.27	2.42	4.57			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.76	0.03	0.29	1.09	3.15			N/A	N/A
2 - Copthorne Common Road	2.71	0.03	0.27	2.71	2.71			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.37	0.03	0.27	1.37	1.48			N/A	N/A
5 - Copthorne Way	2.45	0.03	0.27	2.45	2.45			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2 - Copthorne Common Road	1.39	0.07	0.97	2.90	3.99			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.79	0.16	0.92	1.40	1.46			N/A	N/A
5 - Copthorne Way	1.30	0.09	1.03	2.52	3.34			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2 - Copthorne Common Road	0.90	0.04	0.44	1.99	3.14			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.53	0.05	0.49	1.30	1.41			N/A	N/A
5 - Copthorne Way	0.86	0.05	0.47	1.80	2.66			N/A	N/A

D18 - 2031 | + Committed Development + Development (400 Homes) VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D15 - 2031 + Committed Development + Development (400 Homes) AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brookhill Road/Copthorne Roundabout	Standard Roundabout		1, 2, 3, 4, 5	11.05	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.05	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2031	+ Committed Development + Development (400 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brookhill Road		ONE HOUR	✓	435	100.000
2 - Copthorne Common Road		ONE HOUR	✓	1120	100.000
3 - Copthorne Hotel		ONE HOUR	✓	7	100.000
4 - Copthorne Road		ONE HOUR	✓	742	100.000
5 - Copthorne Way		ONE HOUR	✓	1226	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	0	43	0	156	236
	2 - Copthorne Common Road	28	0	1	285	806
	3 - Copthorne Hotel	2	0	0	5	0
	4 - Copthorne Road	159	356	3	1	223
	5 - Copthorne Way	189	878	2	157	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	0	12	0	1	0
	2 - Copthorne Common Road	0	0	0	4	0.91
	3 - Copthorne Hotel	0	0	0	0	0
	4 - Copthorne Road	1	0.94	0	0	3
	5 - Copthorne Way	1	2	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brookhill Road	0.49	7.34	1.0	3.4	A	400	599
2 - Copthorne Common Road	0.81	12.69	4.2	19.8	B	1028	1542
3 - Copthorne Hotel	0.01	5.22	0.0	0.5	A	7	10
4 - Copthorne Road	0.64	7.83	1.8	2.0	A	681	1021
5 - Copthorne Way	0.83	12.84	4.7	22.6	B	1125	1687

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	328	82	1047	1235	0.265	326	283	0.0	0.4	3.949	A
2 - Copthorne Common Road	843	211	416	1622	0.520	839	957	0.0	1.1	4.575	A
3 - Copthorne Hotel	5	1	1250	993	0.005	5	5	0.0	0.0	3.645	A
4 - Copthorne Road	559	140	803	1489	0.375	556	452	0.0	0.6	3.851	A
5 - Copthorne Way	923	231	412	1738	0.531	918	948	0.0	1.1	4.371	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	391	98	1253	1124	0.348	391	339	0.4	0.5	4.908	A
2 - Copthorne Common Road	1007	252	498	1577	0.639	1004	1146	1.1	1.7	6.260	A
3 - Copthorne Hotel	6	2	1497	868	0.007	6	6	0.0	0.0	4.176	A
4 - Copthorne Road	667	167	962	1400	0.477	666	542	0.6	0.9	4.898	A
5 - Copthorne Way	1102	275	493	1691	0.651	1099	1135	1.1	1.8	6.050	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	479	120	1528	975	0.492	478	413	0.5	1.0	7.216	A
2 - Copthorne Common Road	1233	308	608	1516	0.813	1224	1397	1.7	4.1	11.942	B
3 - Copthorne Hotel	8	2	1825	703	0.011	8	7	0.0	0.0	5.180	A
4 - Copthorne Road	817	204	1173	1280	0.638	814	660	0.9	1.7	7.659	A
5 - Copthorne Way	1349	337	602	1629	0.829	1339	1384	1.8	4.5	11.998	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	479	120	1537	969	0.494	479	416	1.0	1.0	7.342	A
2 - Copthorne Common Road	1233	308	611	1515	0.814	1233	1406	4.1	4.2	12.689	B
3 - Copthorne Hotel	8	2	1837	697	0.011	8	7	0.0	0.0	5.224	A
4 - Copthorne Road	817	204	1180	1276	0.640	817	665	1.7	1.8	7.831	A
5 - Copthorne Way	1349	337	604	1627	0.829	1349	1393	4.5	4.7	12.837	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	391	98	1267	1116	0.351	393	342	1.0	0.5	4.992	A
2 - Copthorne Common Road	1007	252	502	1575	0.639	1017	1158	4.2	1.8	6.561	A
3 - Copthorne Hotel	6	2	1513	860	0.008	7	6	0.0	0.0	4.216	A
4 - Copthorne Road	667	167	972	1394	0.479	670	547	1.8	0.9	4.999	A
5 - Copthorne Way	1102	275	496	1689	0.652	1113	1146	4.7	1.9	6.360	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	328	82	1055	1231	0.266	328	285	0.5	0.4	3.994	A
2 - Copthorne Common Road	843	211	419	1620	0.520	846	965	1.8	1.1	4.667	A
3 - Copthorne Hotel	5	1	1260	988	0.006	5	5	0.0	0.0	3.664	A
4 - Copthorne Road	559	140	810	1485	0.376	560	456	0.9	0.6	3.895	A
5 - Copthorne Way	923	231	414	1736	0.532	926	955	1.9	1.1	4.461	A

Queue Variation Results for each time segment
16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2 - Copthorne Common Road	1.07	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.60	0.55	1.00	1.40	1.45			N/A	N/A
5 - Copthorne Way	1.12	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.53	0.06	0.64	1.33	1.41			N/A	N/A
2 - Copthorne Common Road	1.73	0.05	0.48	4.56	7.21			N/A	N/A
3 - Copthorne Hotel	0.01	0.01	0.25	0.45	0.48			N/A	N/A
4 - Copthorne Road	0.90	0.07	0.78	1.59	1.97			N/A	N/A
5 - Copthorne Way	1.83	0.05	0.46	4.89	7.96			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.95	0.03	0.26	0.95	0.95			N/A	N/A
2 - Copthorne Common Road	4.07	0.03	0.31	5.36	19.81			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.72	0.03	0.27	1.72	1.72			N/A	N/A
5 - Copthorne Way	4.49	0.03	0.32	6.68	22.61			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.97	0.03	0.28	0.97	3.38			N/A	N/A
2 - Copthorne Common Road	4.22	0.03	0.28	4.22	11.09			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.75	0.03	0.27	1.75	1.84			N/A	N/A
5 - Copthorne Way	4.66	0.03	0.28	4.66	13.38			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.54	0.07	0.72	1.34	1.42			N/A	N/A
2 - Copthorne Common Road	1.81	0.05	0.61	4.68	7.20			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.93	0.11	0.93	1.35	1.74			N/A	N/A
5 - Copthorne Way	1.91	0.05	0.55	5.01	7.87			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.37	0.03	0.28	0.50	0.98			N/A	N/A
2 - Copthorne Common Road	1.10	0.04	0.36	2.74	5.15			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.61	0.05	0.47	1.25	1.25			N/A	N/A
5 - Copthorne Way	1.15	0.04	0.35	2.81	5.52			N/A	N/A

D21 - 2031 | + Committed Development VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D15 - 2031 + Committed Development + Development (400 Homes) AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brookhill Road/Copthorne Roundabout	Standard Roundabout		1, 2, 3, 4, 5	10.30	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.30	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2031	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brookhill Road		ONE HOUR	✓	436	100.000
2 - Copthorne Common Road		ONE HOUR	✓	1108	100.000
3 - Copthorne Hotel		ONE HOUR	✓	7	100.000
4 - Copthorne Road		ONE HOUR	✓	736	100.000
5 - Copthorne Way		ONE HOUR	✓	1203	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	0	43	0	156	237
	2 - Copthorne Common Road	28	0	1	282	797
	3 - Copthorne Hotel	2	0	0	5	0
	4 - Copthorne Road	159	349	3	1	224
	5 - Copthorne Way	190	854	2	157	0

Vehicle Mix

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

Heavy Vehicle %

		To				
From		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
	1 - Brookhill Road	0	12	0	1	0
	2 - Copthorne Common Road	0	0	0	4	1
	3 - Copthorne Hotel	0	0	0	0	0
	4 - Copthorne Road	1	1	0	0	3
	5 - Copthorne Way	1	1	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brookhill Road	0.48	7.05	0.9	3.3	A	400	600
2 - Copthorne Common Road	0.81	12.20	4.0	18.4	B	1017	1525
3 - Copthorne Hotel	0.01	5.18	0.0	0.5	A	7	10
4 - Copthorne Road	0.63	7.65	1.7	1.9	A	675	1013
5 - Copthorne Way	0.81	11.37	4.1	18.2	B	1104	1656

Main Results for each time segment
16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	328	82	1024	1250	0.263	327	284	0.0	0.4	3.895	A
2 - Copthorne Common Road	834	209	417	1620	0.515	830	934	0.0	1.1	4.534	A
3 - Copthorne Hotel	5	1	1242	996	0.005	5	5	0.0	0.0	3.631	A
4 - Copthorne Road	554	139	797	1492	0.371	552	450	0.0	0.6	3.821	A
5 - Copthorne Way	906	226	406	1749	0.518	901	943	0.0	1.1	4.228	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	392	98	1225	1141	0.344	391	340	0.4	0.5	4.797	A
2 - Copthorne Common Road	996	249	499	1575	0.632	993	1118	1.1	1.7	6.164	A
3 - Copthorne Hotel	6	2	1487	873	0.007	6	6	0.0	0.0	4.154	A
4 - Copthorne Road	662	165	954	1403	0.472	660	539	0.6	0.9	4.841	A
5 - Copthorne Way	1081	270	486	1703	0.635	1079	1128	1.1	1.7	5.746	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	480	120	1495	996	0.482	479	415	0.5	0.9	6.941	A
2 - Copthorne Common Road	1220	305	609	1514	0.806	1211	1364	1.7	3.9	11.544	B
3 - Copthorne Hotel	8	2	1814	708	0.011	8	7	0.0	0.0	5.141	A
4 - Copthorne Road	810	203	1164	1284	0.631	807	657	0.9	1.7	7.494	A
5 - Copthorne Way	1324	331	594	1641	0.807	1315	1377	1.7	3.9	10.784	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	480	120	1504	991	0.485	480	417	0.9	0.9	7.045	A
2 - Copthorne Common Road	1220	305	612	1513	0.806	1219	1372	3.9	4.0	12.201	B
3 - Copthorne Hotel	8	2	1824	703	0.011	8	7	0.0	0.0	5.181	A
4 - Copthorne Road	810	203	1171	1281	0.633	810	661	1.7	1.7	7.649	A
5 - Copthorne Way	1324	331	597	1639	0.808	1324	1385	3.9	4.1	11.368	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	392	98	1237	1135	0.346	394	343	0.9	0.5	4.869	A
2 - Copthorne Common Road	996	249	502	1573	0.633	1005	1129	4.0	1.8	6.436	A
3 - Copthorne Hotel	6	2	1502	865	0.008	7	6	0.0	0.0	4.192	A
4 - Copthorne Road	662	165	964	1397	0.474	665	544	1.7	0.9	4.935	A
5 - Copthorne Way	1081	270	490	1701	0.636	1091	1139	4.1	1.8	5.985	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	328	82	1031	1246	0.264	329	286	0.5	0.4	3.930	A
2 - Copthorne Common Road	834	209	419	1618	0.515	837	941	1.8	1.1	4.621	A
3 - Copthorne Hotel	5	1	1252	992	0.005	5	5	0.0	0.0	3.649	A
4 - Copthorne Road	554	139	803	1488	0.372	555	454	0.9	0.6	3.866	A
5 - Copthorne Way	906	226	409	1747	0.518	908	950	1.8	1.1	4.305	A

Queue Variation Results for each time segment
16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2 - Copthorne Common Road	1.05	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.59	0.55	1.00	1.40	1.45			N/A	N/A
5 - Copthorne Way	1.06	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.52	0.06	0.59	1.32	1.41			N/A	N/A
2 - Copthorne Common Road	1.69	0.05	0.49	4.42	6.93			N/A	N/A
3 - Copthorne Hotel	0.01	0.01	0.25	0.45	0.48			N/A	N/A
4 - Copthorne Road	0.88	0.07	0.79	1.52	1.91			N/A	N/A
5 - Copthorne Way	1.71	0.05	0.47	4.52	7.22			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.92	0.03	0.26	0.92	0.92			N/A	N/A
2 - Copthorne Common Road	3.89	0.03	0.31	4.58	18.41			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.67	0.03	0.27	1.67	1.67			N/A	N/A
5 - Copthorne Way	3.95	0.03	0.31	4.16	18.17			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.93	0.03	0.28	0.93	3.32			N/A	N/A
2 - Copthorne Common Road	4.02	0.03	0.28	4.02	9.60			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.70	0.03	0.27	1.70	1.77			N/A	N/A
5 - Copthorne Way	4.07	0.03	0.28	4.07	8.66			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.53	0.06	0.69	1.34	1.42			N/A	N/A
2 - Copthorne Common Road	1.76	0.05	0.65	4.50	6.84			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.91	0.11	0.92	1.24	1.66			N/A	N/A
5 - Copthorne Way	1.78	0.05	0.70	4.52	6.82			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.36	0.03	0.27	0.48	0.74			N/A	N/A
2 - Copthorne Common Road	1.07	0.04	0.37	2.70	4.94			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.60	0.05	0.48	1.08	1.08			N/A	N/A
5 - Copthorne Way	1.09	0.04	0.37	2.73	4.96			N/A	N/A

D22 - 2031 | + Committed Development + Development (230 Homes) VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D15 - 2031 + Committed Development + Development (400 Homes) AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brookhill Road/Copthorne Roundabout	Standard Roundabout		1, 2, 3, 4, 5	11.27	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.27	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2031	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brookhill Road		ONE HOUR	✓	436	100.000
2 - Copthorne Common Road		ONE HOUR	✓	1127	100.000
3 - Copthorne Hotel		ONE HOUR	✓	7	100.000
4 - Copthorne Road		ONE HOUR	✓	746	100.000
5 - Copthorne Way		ONE HOUR	✓	1234	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	0	43	0	156	237
	2 - Copthorne Common Road	28	0	1	287	811
	3 - Copthorne Hotel	2	0	0	5	0
	4 - Copthorne Road	159	359	3	1	224
	5 - Copthorne Way	190	885	2	157	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		1 - Brookhill Road	2 - Copthorne Common Road	3 - Copthorne Hotel	4 - Copthorne Road	5 - Copthorne Way
From	1 - Brookhill Road	0	12	0	1	0
	2 - Copthorne Common Road	0	0	0	4	1
	3 - Copthorne Hotel	0	0	0	0	0
	4 - Copthorne Road	1	1	0	0	3
	5 - Copthorne Way	1	1	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brookhill Road	0.50	7.39	1.0	3.4	A	400	600
2 - Copthorne Common Road	0.82	13.11	4.4	21.0	B	1034	1551
3 - Copthorne Hotel	0.01	5.26	0.0	0.5	A	7	10
4 - Copthorne Road	0.65	7.98	1.8	2.0	A	685	1027
5 - Copthorne Way	0.83	12.98	4.7	23.2	B	1132	1698

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	328	82	1054	1234	0.266	327	284	0.0	0.4	3.964	A
2 - Copthorne Common Road	848	212	417	1620	0.524	844	965	0.0	1.1	4.614	A
3 - Copthorne Hotel	5	1	1256	989	0.006	5	5	0.0	0.0	3.657	A
4 - Copthorne Road	562	140	807	1486	0.378	559	454	0.0	0.6	3.875	A
5 - Copthorne Way	929	232	414	1745	0.532	924	953	0.0	1.1	4.366	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	392	98	1262	1122	0.350	391	340	0.4	0.5	4.926	A
2 - Copthorne Common Road	1013	253	499	1575	0.643	1010	1155	1.1	1.8	6.346	A
3 - Copthorne Hotel	6	2	1503	865	0.008	6	6	0.0	0.0	4.195	A
4 - Copthorne Road	671	168	967	1396	0.480	669	543	0.6	0.9	4.947	A
5 - Copthorne Way	1109	277	495	1698	0.653	1106	1141	1.1	1.8	6.056	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	480	120	1538	972	0.494	478	414	0.5	1.0	7.263	A
2 - Copthorne Common Road	1241	310	609	1515	0.819	1231	1408	1.8	4.2	12.288	B
3 - Copthorne Hotel	8	2	1833	698	0.011	8	7	0.0	0.0	5.214	A
4 - Copthorne Road	821	205	1179	1276	0.644	818	662	0.9	1.8	7.796	A
5 - Copthorne Way	1359	340	605	1635	0.831	1348	1392	1.8	4.6	12.108	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	480	120	1548	967	0.497	480	417	1.0	1.0	7.391	A
2 - Copthorne Common Road	1241	310	612	1513	0.820	1240	1417	4.2	4.4	13.112	B
3 - Copthorne Hotel	8	2	1845	692	0.011	8	7	0.0	0.0	5.260	A
4 - Copthorne Road	821	205	1186	1272	0.646	821	667	1.8	1.8	7.981	A
5 - Copthorne Way	1359	340	608	1633	0.832	1358	1400	4.6	4.7	12.980	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	392	98	1276	1114	0.352	394	343	1.0	0.5	5.012	A
2 - Copthorne Common Road	1013	253	503	1573	0.644	1023	1167	4.4	1.8	6.669	A
3 - Copthorne Hotel	6	2	1520	856	0.008	7	6	0.0	0.0	4.237	A
4 - Copthorne Road	671	168	978	1390	0.483	674	549	1.8	0.9	5.054	A
5 - Copthorne Way	1109	277	499	1696	0.654	1120	1153	4.7	1.9	6.377	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	328	82	1063	1229	0.267	329	286	0.5	0.4	4.004	A
2 - Copthorne Common Road	848	212	419	1618	0.524	851	972	1.8	1.1	4.711	A
3 - Copthorne Hotel	5	1	1266	984	0.006	5	5	0.0	0.0	3.679	A
4 - Copthorne Road	562	140	814	1482	0.379	563	457	0.9	0.6	3.923	A
5 - Copthorne Way	929	232	417	1743	0.533	932	961	1.9	1.2	4.455	A

Queue Variation Results for each time segment
16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2 - Copthorne Common Road	1.09	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.60	0.55	1.00	1.40	1.45			N/A	N/A
5 - Copthorne Way	1.13	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.53	0.06	0.64	1.33	1.41			N/A	N/A
2 - Copthorne Common Road	1.77	0.05	0.48	4.66	7.41			N/A	N/A
3 - Copthorne Hotel	0.01	0.01	0.25	0.45	0.48			N/A	N/A
4 - Copthorne Road	0.92	0.07	0.78	1.64	2.04			N/A	N/A
5 - Copthorne Way	1.85	0.05	0.46	4.94	8.06			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.96	0.03	0.26	0.96	0.96			N/A	N/A
2 - Copthorne Common Road	4.22	0.03	0.32	6.06	21.04			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.76	0.03	0.27	1.76	1.76			N/A	N/A
5 - Copthorne Way	4.56	0.03	0.32	6.98	23.16			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.98	0.03	0.28	0.98	3.39			N/A	N/A
2 - Copthorne Common Road	4.38	0.03	0.28	4.38	12.40			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	1.80	0.03	0.27	1.80	1.91			N/A	N/A
5 - Copthorne Way	4.74	0.03	0.29	4.74	13.98			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.55	0.07	0.73	1.35	1.42			N/A	N/A
2 - Copthorne Common Road	1.85	0.05	0.56	4.81	7.50			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.94	0.10	0.93	1.42	1.79			N/A	N/A
5 - Copthorne Way	1.93	0.05	0.53	5.08	7.97			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Brookhill Road	0.37	0.03	0.28	0.54	1.02			N/A	N/A
2 - Copthorne Common Road	1.11	0.04	0.36	2.76	5.31			N/A	N/A
3 - Copthorne Hotel	0.01	0.00	0.00	0.01	0.01			N/A	N/A
4 - Copthorne Road	0.61	0.05	0.47	1.37	1.37			N/A	N/A
5 - Copthorne Way	1.15	0.04	0.35	2.82	5.58			N/A	N/A

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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Filename: Copthorne Way Roundabout - 430 homes.j11

Path: S:\Projects\210000 Series\210013ITS - Hurst Farm Crawley Down\Tech\Junction Assessments\Arcady\2026

Report generation date: 23/01/2026 13:48:38

- »D1 - 2023 | Observed | AM
- »D2 - 2023 | Observed | PM
- »D15 - 2031 | + Committed Development + Development VL (400 Homes) | AM
- »D16 - 2031 | + Committed Development + Development VL (400 Homes) | PM
- »D17 - 2032 | + Committed Development VL | AM
- »D18 - 2032 | + Committed Development VL | PM
- »D19 - 2032 | + Committed Development + Development (230 Homes) VL | AM
- »D20 - 2032 | + Committed Development + Development (230 Homes) VL | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2023 - Observed						
1 - Worsell Drive	0.3	4.72	0.21	0.2	4.67	0.19
2 - Copthorne Way (E)	1.6	5.33	0.62	2.1	5.88	0.67
3 - Copthorne Way (W)	1.3	4.11	0.57	1.5	4.26	0.60
2031 - + Committed Development + Development VL (400 Homes)						
1 - Worsell Drive	0.3	5.26	0.24	0.3	5.58	0.23
2 - Copthorne Way (E)	2.8	7.70	0.74	2.9	7.60	0.75
3 - Copthorne Way (W)	1.7	4.78	0.63	2.2	5.61	0.69
2032 - + Committed Development VL						
1 - Worsell Drive	0.3	5.01	0.24	0.3	5.73	0.25
2 - Copthorne Way (E)	2.4	6.45	0.71	3.4	8.43	0.78
3 - Copthorne Way (W)	1.7	4.49	0.63	2.4	5.79	0.71
2032 - + Committed Development + Development (230 Homes) VL						
1 - Worsell Drive	0.3	5.07	0.24	0.3	5.92	0.25
2 - Copthorne Way (E)	2.6	6.92	0.73	3.6	8.74	0.78
3 - Copthorne Way (W)	1.7	4.56	0.64	2.6	6.12	0.72

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

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

File summary

File Description

Title	
Location	
Site number	
Date	27/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓		
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓		
D3	2031	Future Year	AM	ONE HOUR	07:00	08:30	15		Simple	D1*G1
D4	2031	Future Year	PM	ONE HOUR	16:30	18:00	15		Simple	D2*G2
D5		Committed Development	AM	ONE HOUR	07:00	08:30	15			
D6		Committed Development	PM	ONE HOUR	16:30	18:00	15			
D7	2031	+ Committed Development	AM	ONE HOUR	07:00	08:30	15		Simple	D3+D5
D8	2031	+ Committed Development	PM	ONE HOUR	16:30	18:00	15		Simple	D4+D6
D9		Development 400 Homes PP	AM	ONE HOUR	07:00	08:30	15			
D10		Development 400 Homes PP	PM	ONE HOUR	16:30	18:00	15			
D11		Development 400 Homes VL	AM	ONE HOUR	07:00	08:30	15			
D12		Development 400 Homes VL	PM	ONE HOUR	16:30	18:00	15			
D13	2031	+ Committed Development + Development PP	AM	ONE HOUR	07:00	08:30	15		Simple	D7+D9
D14	2031	+ Committed Development + Development PP	PM	ONE HOUR	16:30	18:00	15		Simple	D8+D10
D15	2031	+ Committed Development + Development VL (400 Homes)	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D7+D11
D16	2031	+ Committed Development + Development VL (400 Homes)	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D8+D12
D17	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓		
D18	2032	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓		
D19	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓		
D20	2032	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2031 AM		1.0585
G2	2024-2031 PM		1.0515

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

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

D1 - 2023 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Copthorne Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Copthorne Way Roundabout	Standard Roundabout		1, 2, 3	4.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.71	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Worsell Drive		
2	Copthorne Way (E)		
3	Copthorne Way (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 - Worsell Drive	3.50	7.00	12.7	20.0	52.0	27.0		
2 - Copthorne Way (E)	4.00	7.00	27.0	45.0	52.0	19.0		
3 - Copthorne Way (W)	4.30	7.00	50.0	45.0	52.0	7.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Worsell Drive	0.591	1641
2 - Copthorne Way (E)	0.675	2006
3 - Copthorne Way (W)	0.726	2214

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Worsell Drive		ONE HOUR	✓	183	100.000
2 - Copthorne Way (E)		ONE HOUR	✓	999	100.000
3 - Copthorne Way (W)		ONE HOUR	✓	1071	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	0	74	109
	2 - Copthorne Way (E)	44	3	952
	3 - Copthorne Way (W)	158	913	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	0	1	7
	2 - Copthorne Way (E)	11	0	8
	3 - Copthorne Way (W)	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Worsell Drive	0.21	4.72	0.3	1.1	A	168	252
2 - Copthorne Way (E)	0.62	5.33	1.6	2.5	A	917	1375
3 - Copthorne Way (W)	0.57	4.11	1.3	1.8	A	983	1474

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	138	34	687	1157	0.119	137	152	0.0	0.1	3.527	A
2 - Copthorne Way (E)	752	188	82	1801	0.418	749	743	0.0	0.7	3.416	A
3 - Copthorne Way (W)	806	202	35	2068	0.390	804	796	0.0	0.6	2.840	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	165	41	823	1076	0.153	164	181	0.1	0.2	3.947	A
2 - Copthorne Way (E)	898	225	98	1790	0.502	897	889	0.7	1.0	4.027	A
3 - Copthorne Way (W)	963	241	42	2063	0.467	962	953	0.6	0.9	3.266	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	201	50	1007	966	0.209	201	222	0.2	0.3	4.706	A
2 - Copthorne Way (E)	1100	275	120	1775	0.620	1097	1088	1.0	1.6	5.293	A
3 - Copthorne Way (W)	1179	295	52	2056	0.574	1177	1166	0.9	1.3	4.090	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	201	50	1009	965	0.209	201	222	0.3	0.3	4.715	A
2 - Copthorne Way (E)	1100	275	120	1775	0.620	1100	1090	1.6	1.6	5.332	A
3 - Copthorne Way (W)	1179	295	52	2056	0.574	1179	1168	1.3	1.3	4.106	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	165	41	825	1075	0.153	165	182	0.3	0.2	3.959	A
2 - Copthorne Way (E)	898	225	98	1790	0.502	900	892	1.6	1.0	4.059	A
3 - Copthorne Way (W)	963	241	42	2063	0.467	965	956	1.3	0.9	3.285	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	138	34	690	1155	0.119	138	152	0.2	0.1	3.540	A
2 - Copthorne Way (E)	752	188	82	1800	0.418	753	746	1.0	0.7	3.444	A
3 - Copthorne Way (W)	806	202	35	2068	0.390	807	800	0.9	0.6	2.856	A

Queue Variation Results for each time segment
07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.13	0.00	0.00	0.13	0.13			N/A	N/A
2 - Copthorne Way (E)	0.71	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Way (W)	0.64	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.18	0.00	0.00	0.18	0.18			N/A	N/A
2 - Copthorne Way (E)	1.00	0.07	0.81	1.83	2.51			N/A	N/A
3 - Copthorne Way (W)	0.87	0.07	0.81	1.42	1.82			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.26	0.03	0.25	0.46	0.48			N/A	N/A
2 - Copthorne Way (E)	1.60	0.03	0.26	1.60	1.60			N/A	N/A
3 - Copthorne Way (W)	1.33	0.03	0.26	1.33	1.33			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.26	0.03	0.28	0.68	1.10			N/A	N/A
2 - Copthorne Way (E)	1.62	0.03	0.26	1.62	1.62			N/A	N/A
3 - Copthorne Way (W)	1.34	0.03	0.26	1.34	1.34			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.18	0.00	0.00	0.18	0.18			N/A	N/A
2 - Copthorne Way (E)	1.02	0.22	1.02	1.35	1.70			N/A	N/A
3 - Copthorne Way (W)	0.88	0.52	0.99	1.41	1.46			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.14	0.00	0.00	0.14	0.14			N/A	N/A
2 - Copthorne Way (E)	0.72	0.07	0.75	1.13	1.13			N/A	N/A
3 - Copthorne Way (W)	0.64	0.09	0.81	1.36	1.43			N/A	N/A

D2 - 2023 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Copthorne Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Copthorne Way Roundabout	Standard Roundabout		1, 2, 3	5.05	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Worsell Drive		ONE HOUR	✓	167	100.000
2 - Copthorne Way (E)		ONE HOUR	✓	1152	100.000
3 - Copthorne Way (W)		ONE HOUR	✓	1137	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	1	49	117
	2 - Copthorne Way (E)	82	5	1065
	3 - Copthorne Way (W)	126	1010	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	0	2	1
	2 - Copthorne Way (E)	1	0	2
	3 - Copthorne Way (W)	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Worsell Drive	0.19	4.67	0.2	0.6	A	153	230
2 - Copthorne Way (E)	0.67	5.88	2.1	3.8	A	1057	1586
3 - Copthorne Way (W)	0.60	4.26	1.5	2.2	A	1043	1565

Main Results for each time segment
16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	126	31	762	1166	0.108	125	157	0.0	0.1	3.456	A
2 - Copthorne Way (E)	867	217	89	1908	0.455	864	798	0.0	0.8	3.436	A
3 - Copthorne Way (W)	856	214	66	2119	0.404	853	887	0.0	0.7	2.838	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	150	38	912	1077	0.139	150	188	0.1	0.2	3.884	A
2 - Copthorne Way (E)	1036	259	107	1896	0.546	1034	956	0.8	1.2	4.169	A
3 - Copthorne Way (W)	1022	256	79	2110	0.484	1021	1062	0.7	0.9	3.303	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	184	46	1117	955	0.193	184	230	0.2	0.2	4.662	A
2 - Copthorne Way (E)	1268	317	131	1880	0.675	1265	1169	1.2	2.0	5.817	A
3 - Copthorne Way (W)	1252	313	97	2097	0.597	1250	1299	0.9	1.5	4.238	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	184	46	1119	954	0.193	184	230	0.2	0.2	4.673	A
2 - Copthorne Way (E)	1268	317	131	1880	0.675	1268	1171	2.0	2.1	5.881	A
3 - Copthorne Way (W)	1252	313	97	2097	0.597	1252	1302	1.5	1.5	4.259	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	150	38	915	1075	0.140	150	188	0.2	0.2	3.895	A
2 - Copthorne Way (E)	1036	259	107	1896	0.546	1039	958	2.1	1.2	4.217	A
3 - Copthorne Way (W)	1022	256	79	2110	0.485	1024	1067	1.5	0.9	3.322	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	126	31	766	1164	0.108	126	158	0.2	0.1	3.467	A
2 - Copthorne Way (E)	867	217	90	1908	0.455	869	802	1.2	0.8	3.471	A
3 - Copthorne Way (W)	856	214	66	2119	0.404	857	892	0.9	0.7	2.854	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.12	0.00	0.00	0.12	0.12			N/A	N/A
2 - Copthorne Way (E)	0.83	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Way (W)	0.67	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.16	0.00	0.00	0.16	0.16			N/A	N/A
2 - Copthorne Way (E)	1.19	0.06	0.69	2.66	3.81			N/A	N/A
3 - Copthorne Way (W)	0.93	0.07	0.79	1.69	2.18			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.24	0.03	0.25	0.46	0.48			N/A	N/A
2 - Copthorne Way (E)	2.03	0.03	0.27	2.03	2.03			N/A	N/A
3 - Copthorne Way (W)	1.46	0.03	0.26	1.46	1.46			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.24	0.03	0.27	0.48	0.65			N/A	N/A
2 - Copthorne Way (E)	2.05	0.03	0.26	2.05	2.05			N/A	N/A
3 - Copthorne Way (W)	1.47	0.03	0.26	1.47	1.47			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.16	0.00	0.00	0.16	0.16			N/A	N/A
2 - Copthorne Way (E)	1.22	0.13	1.10	1.91	2.50			N/A	N/A
3 - Copthorne Way (W)	0.95	0.50	1.00	1.01	1.01			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.12	0.00	0.00	0.12	0.12			N/A	N/A
2 - Copthorne Way (E)	0.84	0.06	0.70	1.50	1.92			N/A	N/A
3 - Copthorne Way (W)	0.68	0.09	0.81	1.37	1.44			N/A	N/A

D15 - 2031 | + Committed Development + Development VL (400 Homes) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Copthorne Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Copthorne Way Roundabout	Standard Roundabout		1, 2, 3	6.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2031	+ Committed Development + Development VL (400 Homes)	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D7+D11

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Worsell Drive		ONE HOUR	✓	194	100.000
2 - Copthorne Way (E)		ONE HOUR	✓	1198	100.000
3 - Copthorne Way (W)		ONE HOUR	✓	1186	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	0	78	115
	2 - Copthorne Way (E)	47	3	1149
	3 - Copthorne Way (W)	167	1019	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	0	1	7
	2 - Copthorne Way (E)	11	0	7
	3 - Copthorne Way (W)	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Worsell Drive	0.24	5.26	0.3	1.3	A	178	267
2 - Copthorne Way (E)	0.74	7.70	2.8	6.4	A	1100	1650
3 - Copthorne Way (W)	0.63	4.78	1.7	2.9	A	1088	1632

Main Results for each time segment
07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	146	36	767	1111	0.131	145	160	0.0	0.2	3.725	A
2 - Copthorne Way (E)	902	226	87	1813	0.498	898	825	0.0	1.0	3.918	A
3 - Copthorne Way (W)	893	223	37	2072	0.431	890	948	0.0	0.8	3.038	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	174	44	917	1021	0.171	174	192	0.2	0.2	4.249	A
2 - Copthorne Way (E)	1077	269	104	1802	0.598	1075	988	1.0	1.5	4.943	A
3 - Copthorne Way (W)	1066	266	45	2066	0.516	1065	1134	0.8	1.1	3.590	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	213	53	1123	898	0.237	213	235	0.2	0.3	5.248	A
2 - Copthorne Way (E)	1319	330	127	1786	0.739	1314	1209	1.5	2.7	7.548	A
3 - Copthorne Way (W)	1306	326	55	2059	0.634	1303	1387	1.1	1.7	4.748	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	213	53	1125	897	0.238	213	235	0.3	0.3	5.264	A
2 - Copthorne Way (E)	1319	330	127	1786	0.739	1319	1211	2.7	2.8	7.704	A
3 - Copthorne Way (W)	1306	326	55	2058	0.634	1306	1392	1.7	1.7	4.781	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	174	44	921	1019	0.171	175	193	0.3	0.2	4.264	A
2 - Copthorne Way (E)	1077	269	104	1802	0.598	1082	991	2.8	1.5	5.040	A
3 - Copthorne Way (W)	1066	266	45	2066	0.516	1069	1141	1.7	1.1	3.618	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	146	36	770	1109	0.132	146	161	0.2	0.2	3.741	A
2 - Copthorne Way (E)	902	226	87	1813	0.498	904	829	1.5	1.0	3.969	A
3 - Copthorne Way (W)	893	223	38	2071	0.431	894	954	1.1	0.8	3.062	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - Copthorne Way (E)	0.98	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Way (W)	0.75	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.20	0.00	0.00	0.20	0.20			N/A	N/A
2 - Copthorne Way (E)	1.47	0.05	0.54	3.66	5.57			N/A	N/A
3 - Copthorne Way (W)	1.06	0.06	0.74	2.09	2.94			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.31	0.03	0.25	0.46	0.48			N/A	N/A
2 - Copthorne Way (E)	2.74	0.03	0.28	2.74	6.39			N/A	N/A
3 - Copthorne Way (W)	1.71	0.03	0.26	1.71	1.71			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.31	0.03	0.31	1.04	1.31			N/A	N/A
2 - Copthorne Way (E)	2.78	0.03	0.27	2.78	2.78			N/A	N/A
3 - Copthorne Way (W)	1.72	0.03	0.26	1.72	1.72			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Copthorne Way (E)	1.51	0.08	1.05	3.17	4.40			N/A	N/A
3 - Copthorne Way (W)	1.07	0.25	1.06	1.49	1.78			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - Copthorne Way (E)	1.00	0.05	0.47	2.29	3.49			N/A	N/A
3 - Copthorne Way (W)	0.76	0.08	0.79	1.33	1.33			N/A	N/A

D16 - 2031 | + Committed Development + Development VL (400 Homes) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Copthorne Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Copthorne Way Roundabout	Standard Roundabout		1, 2, 3	6.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2031	+ Committed Development + Development VL (400 Homes)	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D8+D12

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Worsell Drive		ONE HOUR	✓	176	100.000
2 - Copthorne Way (E)		ONE HOUR	✓	1276	100.000
3 - Copthorne Way (W)		ONE HOUR	✓	1322	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
1 - Worsell Drive	1	52	123
2 - Copthorne Way (E)	86	5	1184
3 - Copthorne Way (W)	132	1189	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	0	2	1
	2 - Copthorne Way (E)	1	0	2
	3 - Copthorne Way (W)	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Worsell Drive	0.23	5.58	0.3	1.3	A	161	242
2 - Copthorne Way (E)	0.75	7.60	2.9	7.0	A	1171	1756
3 - Copthorne Way (W)	0.69	5.61	2.2	4.6	A	1213	1820

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	132	33	897	1087	0.122	132	165	0.0	0.1	3.765	A
2 - Copthorne Way (E)	960	240	94	1907	0.504	956	934	0.0	1.0	3.772	A
3 - Copthorne Way (W)	996	249	69	2121	0.469	992	981	0.0	0.9	3.180	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	158	39	1073	983	0.161	158	197	0.1	0.2	4.363	A
2 - Copthorne Way (E)	1147	287	112	1894	0.605	1145	1118	1.0	1.5	4.790	A
3 - Copthorne Way (W)	1189	297	83	2111	0.563	1187	1174	0.9	1.3	3.890	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	193	48	1312	840	0.230	193	241	0.2	0.3	5.557	A
2 - Copthorne Way (E)	1405	351	137	1878	0.748	1399	1368	1.5	2.9	7.438	A
3 - Copthorne Way (W)	1456	364	101	2098	0.694	1452	1435	1.3	2.2	5.540	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	193	48	1316	838	0.231	193	242	0.3	0.3	5.581	A
2 - Copthorne Way (E)	1405	351	138	1877	0.748	1404	1371	2.9	2.9	7.602	A
3 - Copthorne Way (W)	1456	364	102	2098	0.694	1456	1440	2.2	2.2	5.606	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	158	39	1078	980	0.161	158	198	0.3	0.2	4.384	A
2 - Copthorne Way (E)	1147	287	113	1894	0.605	1152	1123	2.9	1.6	4.888	A
3 - Copthorne Way (W)	1189	297	84	2111	0.563	1193	1181	2.2	1.3	3.937	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	132	33	901	1085	0.122	132	166	0.2	0.1	3.783	A
2 - Copthorne Way (E)	960	240	94	1907	0.504	963	939	1.6	1.0	3.821	A
3 - Copthorne Way (W)	996	249	70	2121	0.469	997	987	1.3	0.9	3.208	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.14	0.00	0.00	0.14	0.14			N/A	N/A
2 - Copthorne Way (E)	1.01	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Way (W)	0.88	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.19	0.00	0.00	0.19	0.19			N/A	N/A
2 - Copthorne Way (E)	1.51	0.05	0.49	3.84	5.94			N/A	N/A
3 - Copthorne Way (W)	1.28	0.05	0.55	2.99	4.57			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.30	0.03	0.25	0.46	0.48			N/A	N/A
2 - Copthorne Way (E)	2.88	0.03	0.28	2.88	6.95			N/A	N/A
3 - Copthorne Way (W)	2.22	0.03	0.27	2.22	2.22			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.30	0.03	0.31	0.99	1.26			N/A	N/A
2 - Copthorne Way (E)	2.92	0.03	0.27	2.92	2.92			N/A	N/A
3 - Copthorne Way (W)	2.25	0.03	0.26	2.25	2.25			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.19	0.00	0.00	0.19	0.19			N/A	N/A
2 - Copthorne Way (E)	1.55	0.08	1.06	3.36	4.65			N/A	N/A
3 - Copthorne Way (W)	1.30	0.13	1.14	2.14	2.79			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.14	0.00	0.00	0.14	0.14			N/A	N/A
2 - Copthorne Way (E)	1.02	0.05	0.46	2.40	3.67			N/A	N/A
3 - Copthorne Way (W)	0.89	0.06	0.70	1.67	2.21			N/A	N/A

D17 - 2032 | + Committed Development VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Copthorne Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Copthorne Way Roundabout	Standard Roundabout		1, 2, 3	5.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Worsell Drive		ONE HOUR	✓	205	100.000
2 - Copthorne Way (E)		ONE HOUR	✓	1233	100.000
3 - Copthorne Way (W)		ONE HOUR	✓	1244	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	0	83	122
	2 - Copthorne Way (E)	49	3	1180
	3 - Copthorne Way (W)	177	1067	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	0	0	0
	2 - Copthorne Way (E)	0	0	0
	3 - Copthorne Way (W)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Worsell Drive	0.24	5.01	0.3	1.3	A	189	283
2 - Copthorne Way (E)	0.71	6.45	2.4	4.8	A	1131	1697
3 - Copthorne Way (W)	0.63	4.49	1.7	2.9	A	1142	1713

Main Results for each time segment
07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	155	39	803	1166	0.133	154	170	0.0	0.2	3.556	A
2 - Copthorne Way (E)	928	232	92	1944	0.478	925	866	0.0	0.9	3.519	A
3 - Copthorne Way (W)	937	234	40	2186	0.429	934	977	0.0	0.7	2.868	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	185	46	961	1073	0.172	184	204	0.2	0.2	4.052	A
2 - Copthorne Way (E)	1108	277	110	1931	0.574	1107	1036	0.9	1.3	4.357	A
3 - Copthorne Way (W)	1119	280	47	2180	0.513	1118	1169	0.7	1.0	3.385	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	226	57	1176	945	0.239	226	249	0.2	0.3	4.999	A
2 - Copthorne Way (E)	1358	339	134	1915	0.709	1353	1268	1.3	2.4	6.363	A
3 - Copthorne Way (W)	1370	343	58	2172	0.631	1368	1430	1.0	1.7	4.458	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	226	57	1179	944	0.240	226	250	0.3	0.3	5.014	A
2 - Copthorne Way (E)	1358	339	135	1915	0.709	1357	1270	2.4	2.4	6.455	A
3 - Copthorne Way (W)	1370	343	58	2172	0.631	1370	1434	1.7	1.7	4.487	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	185	46	964	1071	0.173	185	204	0.3	0.2	4.067	A
2 - Copthorne Way (E)	1108	277	110	1931	0.574	1113	1039	2.4	1.4	4.420	A
3 - Copthorne Way (W)	1119	280	48	2180	0.513	1121	1175	1.7	1.1	3.407	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	155	39	807	1164	0.133	155	171	0.2	0.2	3.568	A
2 - Copthorne Way (E)	928	232	92	1943	0.478	930	870	1.4	0.9	3.558	A
3 - Copthorne Way (W)	937	234	40	2186	0.429	938	983	1.1	0.8	2.888	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - Copthorne Way (E)	0.91	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Way (W)	0.75	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Copthorne Way (E)	1.33	0.05	0.57	3.18	4.79			N/A	N/A
3 - Copthorne Way (W)	1.05	0.06	0.72	2.07	2.94			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.31	0.03	0.25	0.46	0.48			N/A	N/A
2 - Copthorne Way (E)	2.38	0.03	0.27	2.38	2.86			N/A	N/A
3 - Copthorne Way (W)	1.69	0.03	0.26	1.69	1.69			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.31	0.03	0.32	1.05	1.31			N/A	N/A
2 - Copthorne Way (E)	2.41	0.03	0.26	2.41	2.41			N/A	N/A
3 - Copthorne Way (W)	1.70	0.03	0.26	1.70	1.70			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Copthorne Way (E)	1.36	0.10	1.12	2.54	3.30			N/A	N/A
3 - Copthorne Way (W)	1.06	0.31	1.05	1.40	1.72			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - Copthorne Way (E)	0.92	0.05	0.59	1.85	2.67			N/A	N/A
3 - Copthorne Way (W)	0.75	0.08	0.80	1.16	1.16			N/A	N/A

D18 - 2032 | + Committed Development VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Copthorne Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Copthorne Way Roundabout	Standard Roundabout		1, 2, 3	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2032	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Worsell Drive		ONE HOUR	✓	187	100.000
2 - Copthorne Way (E)		ONE HOUR	✓	1344	100.000
3 - Copthorne Way (W)		ONE HOUR	✓	1375	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
1 - Worsell Drive	1	55	131
2 - Copthorne Way (E)	92	6	1247
3 - Copthorne Way (W)	141	1233	1

Vehicle Mix

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

Heavy Vehicle %

		To		
From		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
	1 - Worsell Drive	0	0	0
	2 - Copthorne Way (E)	0	0	0
	3 - Copthorne Way (W)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Worsell Drive	0.25	5.73	0.3	1.3	A	172	258
2 - Copthorne Way (E)	0.78	8.43	3.4	10.9	A	1234	1850
3 - Copthorne Way (W)	0.71	5.79	2.4	5.0	A	1262	1893

Main Results for each time segment
16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	141	35	930	1091	0.129	140	176	0.0	0.1	3.785	A
2 - Copthorne Way (E)	1012	253	100	1938	0.522	1008	970	0.0	1.1	3.852	A
3 - Copthorne Way (W)	1035	259	74	2161	0.479	1032	1034	0.0	0.9	3.178	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	168	42	1113	983	0.171	168	210	0.1	0.2	4.417	A
2 - Copthorne Way (E)	1209	302	120	1925	0.628	1206	1161	1.1	1.7	4.994	A
3 - Copthorne Way (W)	1236	309	88	2150	0.575	1235	1238	0.9	1.3	3.925	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	206	52	1361	836	0.247	206	257	0.2	0.3	5.706	A
2 - Copthorne Way (E)	1480	370	146	1907	0.776	1474	1420	1.7	3.3	8.185	A
3 - Copthorne Way (W)	1514	379	108	2136	0.709	1510	1512	1.3	2.4	5.712	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	206	52	1365	834	0.247	206	258	0.3	0.3	5.733	A
2 - Copthorne Way (E)	1480	370	147	1906	0.776	1480	1424	3.3	3.4	8.426	A
3 - Copthorne Way (W)	1514	379	109	2136	0.709	1514	1518	2.4	2.4	5.789	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	168	42	1118	980	0.172	169	212	0.3	0.2	4.442	A
2 - Copthorne Way (E)	1209	302	120	1924	0.628	1215	1167	3.4	1.7	5.123	A
3 - Copthorne Way (W)	1236	309	89	2150	0.575	1241	1246	2.4	1.4	3.977	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	141	35	935	1088	0.130	141	177	0.2	0.1	3.801	A
2 - Copthorne Way (E)	1012	253	101	1938	0.522	1015	975	1.7	1.1	3.909	A
3 - Copthorne Way (W)	1035	259	74	2160	0.479	1037	1041	1.4	0.9	3.209	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - Copthorne Way (E)	1.08	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Way (W)	0.91	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Copthorne Way (E)	1.66	0.05	0.47	4.36	6.93			N/A	N/A
3 - Copthorne Way (W)	1.34	0.05	0.49	3.29	4.98			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.32	0.03	0.25	0.46	0.48			N/A	N/A
2 - Copthorne Way (E)	3.34	0.03	0.29	3.34	10.93			N/A	N/A
3 - Copthorne Way (W)	2.38	0.03	0.27	2.38	2.38			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.33	0.03	0.32	1.10	1.35			N/A	N/A
2 - Copthorne Way (E)	3.40	0.03	0.27	3.40	3.40			N/A	N/A
3 - Copthorne Way (W)	2.41	0.03	0.26	2.41	2.41			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Copthorne Way (E)	1.71	0.07	0.97	3.99	5.77			N/A	N/A
3 - Copthorne Way (W)	1.37	0.11	1.15	2.45	3.09			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - Copthorne Way (E)	1.10	0.04	0.42	2.74	4.45			N/A	N/A
3 - Copthorne Way (W)	0.93	0.06	0.65	1.81	2.56			N/A	N/A

D19 - 2032 | + Committed Development + Development (230 Homes) VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Copthorne Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Copthorne Way Roundabout	Standard Roundabout		1, 2, 3	5.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.69	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Worsell Drive		ONE HOUR	✓	205	100.000
2 - Copthorne Way (E)		ONE HOUR	✓	1267	100.000
3 - Copthorne Way (W)		ONE HOUR	✓	1256	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	0	83	122
	2 - Copthorne Way (E)	49	3	1214
	3 - Copthorne Way (W)	177	1079	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
1 - Worsell Drive	0	0	0
2 - Copthorne Way (E)	0	0	0
3 - Copthorne Way (W)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Worsell Drive	0.24	5.07	0.3	1.3	A	189	283
2 - Copthorne Way (E)	0.73	6.92	2.6	5.4	A	1163	1744
3 - Copthorne Way (W)	0.64	4.56	1.7	3.1	A	1153	1729

Main Results for each time segment
07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	155	39	812	1161	0.133	154	170	0.0	0.2	3.574	A
2 - Copthorne Way (E)	954	238	92	1944	0.491	950	874	0.0	1.0	3.610	A
3 - Copthorne Way (W)	946	236	40	2186	0.433	943	1002	0.0	0.8	2.888	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	185	46	972	1066	0.173	184	204	0.2	0.2	4.081	A
2 - Copthorne Way (E)	1139	285	110	1931	0.590	1137	1046	1.0	1.4	4.521	A
3 - Copthorne Way (W)	1129	282	47	2180	0.518	1128	1200	0.8	1.1	3.416	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	226	57	1189	938	0.241	226	249	0.2	0.3	5.052	A
2 - Copthorne Way (E)	1395	349	134	1915	0.728	1390	1280	1.4	2.6	6.799	A
3 - Copthorne Way (W)	1383	346	58	2172	0.637	1380	1467	1.1	1.7	4.528	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	226	57	1191	937	0.242	226	250	0.3	0.3	5.067	A
2 - Copthorne Way (E)	1395	349	135	1915	0.729	1395	1283	2.6	2.6	6.920	A
3 - Copthorne Way (W)	1383	346	58	2172	0.637	1383	1471	1.7	1.7	4.559	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	185	46	975	1064	0.174	185	204	0.3	0.2	4.095	A
2 - Copthorne Way (E)	1139	285	110	1931	0.590	1144	1050	2.6	1.5	4.600	A
3 - Copthorne Way (W)	1129	282	48	2180	0.518	1132	1206	1.7	1.1	3.442	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	155	39	816	1159	0.134	155	171	0.2	0.2	3.589	A
2 - Copthorne Way (E)	954	238	92	1943	0.491	956	878	1.5	1.0	3.651	A
3 - Copthorne Way (W)	946	236	40	2186	0.433	947	1008	1.1	0.8	2.910	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - Copthorne Way (E)	0.96	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Way (W)	0.76	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Copthorne Way (E)	1.42	0.05	0.50	3.54	5.39			N/A	N/A
3 - Copthorne Way (W)	1.07	0.06	0.71	2.19	3.06			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.32	0.03	0.25	0.46	0.48			N/A	N/A
2 - Copthorne Way (E)	2.61	0.03	0.27	2.61	4.55			N/A	N/A
3 - Copthorne Way (W)	1.73	0.03	0.26	1.73	1.73			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.32	0.03	0.32	1.07	1.32			N/A	N/A
2 - Copthorne Way (E)	2.65	0.03	0.27	2.65	2.65			N/A	N/A
3 - Copthorne Way (W)	1.74	0.03	0.26	1.74	1.74			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Copthorne Way (E)	1.46	0.09	1.10	2.88	3.89			N/A	N/A
3 - Copthorne Way (W)	1.08	0.28	1.06	1.48	1.78			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - Copthorne Way (E)	0.97	0.05	0.49	2.07	3.08			N/A	N/A
3 - Copthorne Way (W)	0.77	0.08	0.80	1.31	1.31			N/A	N/A

D20 - 2032 | + Committed Development + Development (230 Homes) VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Copthorne Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Copthorne Way Roundabout	Standard Roundabout		1, 2, 3	7.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2032	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Worsell Drive		ONE HOUR	✓	187	100.000
2 - Copthorne Way (E)		ONE HOUR	✓	1358	100.000
3 - Copthorne Way (W)		ONE HOUR	✓	1406	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
From	1 - Worsell Drive	1	55	131
	2 - Copthorne Way (E)	92	6	1261
	3 - Copthorne Way (W)	141	1264	1

Vehicle Mix

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

Heavy Vehicle %

		To		
From		1 - Worsell Drive	2 - Copthorne Way (E)	3 - Copthorne Way (W)
	1 - Worsell Drive	0	0	0
	2 - Copthorne Way (E)	0	0	0
	3 - Copthorne Way (W)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Worsell Drive	0.25	5.92	0.3	1.4	A	172	258
2 - Copthorne Way (E)	0.78	8.74	3.6	12.3	A	1247	1870
3 - Copthorne Way (W)	0.72	6.12	2.6	5.5	A	1290	1936

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	141	35	953	1077	0.131	140	176	0.0	0.1	3.839	A
2 - Copthorne Way (E)	1023	256	100	1938	0.528	1018	993	0.0	1.1	3.895	A
3 - Copthorne Way (W)	1059	265	74	2161	0.490	1055	1044	0.0	1.0	3.245	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	168	42	1141	967	0.174	168	210	0.1	0.2	4.507	A
2 - Copthorne Way (E)	1221	305	120	1925	0.634	1219	1189	1.1	1.7	5.082	A
3 - Copthorne Way (W)	1264	316	88	2150	0.588	1262	1250	1.0	1.4	4.046	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	206	52	1395	816	0.253	206	257	0.2	0.3	5.890	A
2 - Copthorne Way (E)	1496	374	146	1907	0.784	1489	1454	1.7	3.5	8.466	A
3 - Copthorne Way (W)	1548	387	108	2136	0.725	1544	1527	1.4	2.6	6.039	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	206	52	1399	814	0.253	206	258	0.3	0.3	5.923	A
2 - Copthorne Way (E)	1496	374	147	1906	0.785	1495	1458	3.5	3.6	8.739	A
3 - Copthorne Way (W)	1548	387	109	2136	0.725	1548	1534	2.6	2.6	6.123	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	168	42	1146	963	0.175	169	212	0.3	0.2	4.536	A
2 - Copthorne Way (E)	1221	305	120	1924	0.635	1228	1195	3.6	1.8	5.225	A
3 - Copthorne Way (W)	1264	316	89	2150	0.588	1269	1259	2.6	1.4	4.109	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worsell Drive	141	35	958	1074	0.131	141	177	0.2	0.2	3.860	A
2 - Copthorne Way (E)	1023	256	101	1938	0.528	1025	999	1.8	1.1	3.957	A
3 - Copthorne Way (W)	1059	265	74	2160	0.490	1061	1051	1.4	1.0	3.278	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - Copthorne Way (E)	1.11	0.55	1.00	1.40	1.45			N/A	N/A
3 - Copthorne Way (W)	0.95	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Copthorne Way (E)	1.71	0.05	0.47	4.52	7.25			N/A	N/A
3 - Copthorne Way (W)	1.41	0.05	0.48	3.57	5.53			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.33	0.03	0.25	0.46	0.48			N/A	N/A
2 - Copthorne Way (E)	3.49	0.03	0.29	3.49	12.33			N/A	N/A
3 - Copthorne Way (W)	2.57	0.03	0.27	2.57	3.16			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.34	0.03	0.32	1.13	1.38			N/A	N/A
2 - Copthorne Way (E)	3.56	0.03	0.27	3.56	3.56			N/A	N/A
3 - Copthorne Way (W)	2.60	0.03	0.26	2.60	2.60			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Copthorne Way (E)	1.76	0.06	0.94	4.23	6.12			N/A	N/A
3 - Copthorne Way (W)	1.44	0.10	1.15	2.75	3.64			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Worsell Drive	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2 - Copthorne Way (E)	1.13	0.04	0.41	2.83	4.70			N/A	N/A
3 - Copthorne Way (W)	0.97	0.05	0.58	1.97	2.89			N/A	N/A



Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: Dukes Head Roundabout - 2024 Adjusted Growth.j11
Path: S:\Projects\210000 Series\210013ITS - Hurst Farm Crawley Down\Tech\Junction Assessments\Arcady\2026
Report generation date: 16/01/2026 17:06:36

- »D1 - 2023 | Observed | AM
- »D15 - 2031 | Adjusted Growth + Committed Development + Development (400 Homes) | AM
- »D20 - 2032 | Adjusted Growth + Committed Development VL | AM
- »D21 - 2032 | Adjusted Growth + Committed Development + Development (230 Homes) VL | AM

Summary of junction performance

	AM		
	Queue (Veh)	Delay (s)	RFC
2023 - Observed			
1 - Turners Hill Road (N)	0.7	5.30	0.40
2 - A264 Snow Hill	1.6	10.13	0.61
3 - Turners Hill Road (S)	1.2	6.34	0.54
4 - Copthorne Common Road	2.4	6.77	0.71
2031 - Adjusted Growth + Committed Development + Development (400 Homes)			
1 - Turners Hill Road (N)	0.8	6.07	0.45
2 - A264 Snow Hill	3.1	16.84	0.76
3 - Turners Hill Road (S)	2.3	10.09	0.70
4 - Copthorne Common Road	3.5	9.34	0.78
2032 - Adjusted Growth + Committed Development VL			
1 - Turners Hill Road (N)	0.8	5.92	0.44
2 - A264 Snow Hill	3.0	16.16	0.75
3 - Turners Hill Road (S)	1.8	8.63	0.65
4 - Copthorne Common Road	3.2	8.66	0.77
2032 - Adjusted Growth + Committed Development + Development (230 Homes) VL			
1 - Turners Hill Road (N)	0.8	6.08	0.45
2 - A264 Snow Hill	3.2	17.22	0.77
3 - Turners Hill Road (S)	2.3	10.14	0.70
4 - Copthorne Common Road	3.5	9.33	0.78

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

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

File summary

File Description

Title	
Location	
Site number	
Date	15/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓	
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15		
D3	2031	Future Year	AM	ONE HOUR	07:00	08:30	15		Simple
D4	2031	Future Year	PM	ONE HOUR	16:30	18:00	15		
D5		Committed Development	AM	ONE HOUR	07:00	08:30	15		
D6		Committed Development	PM	ONE HOUR	16:30	18:00	15		
D7	2031	Adjusted Growth + Committed Development	AM	ONE HOUR	07:00	08:30	15		Simple
D8	2031	Adjusted Growth + Committed Development	PM	ONE HOUR	16:30	18:00	15		Simple
D9		Development 350 Homes	AM	ONE HOUR	07:00	08:30	15		
D10		Development 350 Homes	PM	ONE HOUR	16:30	18:00	15		
D11		Development 450 Homes	AM	ONE HOUR	07:00	08:30	15		
D12		Development 450 Homes	PM	ONE HOUR	16:30	18:00	15		
D13	2029	+ Committed Development + Development (350 Homes)	AM	ONE HOUR	07:00	08:30	15		
D14	2029	+ Committed Development + Development (350 Homes)	PM	ONE HOUR	16:30	18:00	15		
D15	2031	Adjusted Growth + Committed Development + Development (400 Homes)	AM	ONE HOUR	07:00	08:30	15	✓	
D16	2031	Adjusted Growth + Committed Development + Development (450 Homes)	PM	ONE HOUR	16:30	18:00	15		
D17	2031	Adjusted Growth + Committed Development + Development (400 Homes) VL	AM	ONE HOUR	07:00	08:30	15		
D18	2031	Adjusted Growth + Committed Development	AM	ONE HOUR	07:00	08:30	15		
D19	2031	Adjusted Growth + Committed Development + Development (230 Homes)	AM	ONE HOUR	07:00	08:30	15		
D20	2032	Adjusted Growth + Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓	
D21	2032	Adjusted Growth + Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓	

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2023-2031 AM		1.0394
G2	2023-2031 PM		1.0317
G3	2023-2032 AM		1.0443
G4	2023-2032 PM		1.0355

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

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

D1 - 2023 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Copthorne Common Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Adjusted Growth + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Dukes Head Roundabout	Standard Roundabout		1, 2, 3, 4	7.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.09	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Turners Hill Road (N)		
2	A264 Snow Hill		
3	Turners Hill Road (S)		
4	Copthorne Common Road		

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 - Turners Hill Road (N)	3.30	6.60	13.0	100.0	70.0	7.0		
2 - A264 Snow Hill	3.50	4.80	18.0	25.0	60.0	32.0		
3 - Turners Hill Road (S)	3.10	6.70	16.0	950.0	70.0	4.0		
4 - Copthorne Common Road	4.50	7.50	32.0	45.0	60.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Turners Hill Road (N)	0.540	1736
2 - A264 Snow Hill	0.503	1384
3 - Turners Hill Road (S)	0.553	1791
4 - Copthorne Common Road	0.652	2169

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turners Hill Road (N)		ONE HOUR	✓	415	100.000
2 - A264 Snow Hill		ONE HOUR	✓	511	100.000
3 - Turners Hill Road (S)		ONE HOUR	✓	612	100.000
4 - Copthorne Common Road		ONE HOUR	✓	1153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	1	18	166	230
	2 - A264 Snow Hill	36	0	24	451
	3 - Turners Hill Road (S)	290	29	0	293
	4 - Copthorne Common Road	342	526	283	2

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	0	11	5	7
	2 - A264 Snow Hill	6	0	13	7
	3 - Turners Hill Road (S)	4	17	0	8
	4 - Copthorne Common Road	6	5	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Turners Hill Road (N)	0.40	5.30	0.7	2.9	A	381	571
2 - A264 Snow Hill	0.61	10.13	1.6	2.8	B	469	703
3 - Turners Hill Road (S)	0.54	6.34	1.2	1.7	A	562	842
4 - Copthorne Common Road	0.71	6.77	2.4	4.4	A	1058	1587

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	312	78	630	1294	0.241	311	502	0.0	0.3	3.656	A
2 - A264 Snow Hill	385	96	511	1037	0.371	382	430	0.0	0.6	5.482	A
3 - Turners Hill Road (S)	461	115	539	1382	0.333	459	355	0.0	0.5	3.892	A
4 - Copthorne Common Road	868	217	267	1882	0.461	865	731	0.0	0.9	3.528	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	373	93	754	1228	0.304	373	600	0.3	0.4	4.207	A
2 - A264 Snow Hill	459	115	612	987	0.466	458	514	0.6	0.9	6.801	A
3 - Turners Hill Road (S)	550	138	646	1323	0.416	549	425	0.5	0.7	4.650	A
4 - Copthorne Common Road	1037	259	320	1847	0.561	1035	876	0.9	1.3	4.421	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	457	114	922	1138	0.402	456	734	0.4	0.7	5.273	A
2 - A264 Snow Hill	563	141	749	918	0.613	560	629	0.9	1.5	9.964	A
3 - Turners Hill Road (S)	674	168	790	1243	0.542	672	519	0.7	1.2	6.285	A
4 - Copthorne Common Road	1269	317	391	1801	0.705	1265	1071	1.3	2.3	6.664	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	457	114	925	1136	0.402	457	737	0.7	0.7	5.298	A
2 - A264 Snow Hill	563	141	751	918	0.613	563	631	1.5	1.6	10.133	B
3 - Turners Hill Road (S)	674	168	793	1241	0.543	674	521	1.2	1.2	6.343	A
4 - Copthorne Common Road	1269	317	392	1800	0.705	1269	1074	2.3	2.4	6.774	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	373	93	758	1226	0.304	374	604	0.7	0.4	4.232	A
2 - A264 Snow Hill	459	115	615	985	0.466	462	517	1.6	0.9	6.919	A
3 - Turners Hill Road (S)	550	138	650	1320	0.417	552	427	1.2	0.7	4.698	A
4 - Copthorne Common Road	1037	259	321	1846	0.561	1041	881	2.4	1.3	4.493	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	312	78	634	1292	0.242	313	505	0.4	0.3	3.678	A
2 - A264 Snow Hill	385	96	514	1035	0.372	386	432	0.9	0.6	5.555	A
3 - Turners Hill Road (S)	461	115	543	1380	0.334	462	357	0.7	0.5	3.926	A
4 - Copthorne Common Road	868	217	269	1881	0.462	870	736	1.3	0.9	3.566	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2 - A264 Snow Hill	0.58	0.55	1.00	1.40	1.45			N/A	N/A
3 - Turners Hill Road (S)	0.50	0.00	0.00	0.50	0.50			N/A	N/A
4 - Copthorne Common Road	0.85	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.43	0.00	0.00	0.43	0.43			N/A	N/A
2 - A264 Snow Hill	0.86	0.09	0.87	1.16	1.63			N/A	N/A
3 - Turners Hill Road (S)	0.71	0.09	0.82	1.38	1.45			N/A	N/A
4 - Copthorne Common Road	1.26	0.05	0.60	2.93	4.41			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.66	0.03	0.25	0.66	0.66			N/A	N/A
2 - A264 Snow Hill	1.54	0.03	0.27	1.54	2.07			N/A	N/A
3 - Turners Hill Road (S)	1.17	0.03	0.26	1.17	1.17			N/A	N/A
4 - Copthorne Common Road	2.33	0.03	0.27	2.33	3.04			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.67	0.03	0.29	1.17	2.92			N/A	N/A
2 - A264 Snow Hill	1.56	0.03	0.27	1.56	2.79			N/A	N/A
3 - Turners Hill Road (S)	1.18	0.03	0.27	1.18	1.70			N/A	N/A
4 - Copthorne Common Road	2.36	0.03	0.27	2.36	2.36			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.44	0.00	0.00	0.44	0.44			N/A	N/A
2 - A264 Snow Hill	0.89	0.09	0.87	1.33	1.74			N/A	N/A
3 - Turners Hill Road (S)	0.72	0.18	0.92	1.39	1.44			N/A	N/A
4 - Copthorne Common Road	1.29	0.10	1.08	2.36	2.99			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.32	0.00	0.00	0.32	0.32			N/A	N/A
2 - A264 Snow Hill	0.60	0.05	0.46	1.29	1.29			N/A	N/A
3 - Turners Hill Road (S)	0.50	0.05	0.46	1.28	1.39			N/A	N/A
4 - Copthorne Common Road	0.86	0.05	0.53	1.74	2.49			N/A	N/A

D15 - 2031 | Adjusted Growth + Committed Development + Development (400 Homes) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Copthorne Common Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Adjusted Growth + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Dukes Head Roundabout	Standard Roundabout		1, 2, 3, 4	10.57	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.57	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2031	Adjusted Growth + Committed Development + Development (400 Homes)	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turners Hill Road (N)		ONE HOUR	✓	439	100.000
2 - A264 Snow Hill		ONE HOUR	✓	618	100.000
3 - Turners Hill Road (S)		ONE HOUR	✓	758	100.000
4 - Copthorne Common Road		ONE HOUR	✓	1260	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	1	19	180	239
	2 - A264 Snow Hill	37	0	30	551
	3 - Turners Hill Road (S)	323	44	0	390
	4 - Copthorne Common Road	355	579	323	2

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	0	11	5	7
	2 - A264 Snow Hill	6	0	11	6
	3 - Turners Hill Road (S)	4	11	0	6
	4 - Copthorne Common Road	6	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Turners Hill Road (N)	0.45	6.07	0.8	3.0	A	403	604
2 - A264 Snow Hill	0.76	16.84	3.1	14.7	C	567	851
3 - Turners Hill Road (S)	0.70	10.09	2.3	6.1	B	695	1043
4 - Copthorne Common Road	0.78	9.34	3.5	12.9	A	1156	1734

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	330	83	711	1254	0.263	329	537	0.0	0.4	3.885	A
2 - A264 Snow Hill	465	116	559	1024	0.454	462	481	0.0	0.8	6.371	A
3 - Turners Hill Road (S)	571	143	621	1353	0.422	568	400	0.0	0.7	4.565	A
4 - Copthorne Common Road	948	237	304	1864	0.509	944	885	0.0	1.0	3.899	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	394	99	851	1179	0.334	394	643	0.4	0.5	4.580	A
2 - A264 Snow Hill	555	139	669	968	0.574	554	576	0.8	1.3	8.632	A
3 - Turners Hill Road (S)	681	170	744	1285	0.530	680	478	0.7	1.1	5.932	A
4 - Copthorne Common Road	1132	283	364	1825	0.621	1130	1060	1.0	1.6	5.165	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	483	121	1039	1079	0.448	482	785	0.5	0.8	6.017	A
2 - A264 Snow Hill	680	170	818	894	0.761	674	703	1.3	3.0	15.883	C
3 - Turners Hill Road (S)	834	209	907	1194	0.699	830	584	1.1	2.2	9.764	A
4 - Copthorne Common Road	1387	347	444	1773	0.782	1380	1293	1.6	3.4	8.994	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	483	121	1044	1076	0.449	483	789	0.8	0.8	6.069	A
2 - A264 Snow Hill	680	170	821	893	0.762	680	706	3.0	3.1	16.837	C
3 - Turners Hill Road (S)	834	209	914	1190	0.701	834	587	2.2	2.3	10.090	B
4 - Copthorne Common Road	1387	347	447	1771	0.783	1387	1301	3.4	3.5	9.344	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	394	99	858	1175	0.336	396	649	0.8	0.5	4.623	A
2 - A264 Snow Hill	555	139	673	966	0.575	562	581	3.1	1.4	9.052	A
3 - Turners Hill Road (S)	681	170	754	1280	0.532	686	482	2.3	1.2	6.109	A
4 - Copthorne Common Road	1132	283	368	1822	0.621	1140	1072	3.5	1.7	5.332	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	330	83	716	1252	0.264	331	541	0.5	0.4	3.912	A
2 - A264 Snow Hill	465	116	563	1022	0.455	467	484	1.4	0.8	6.518	A
3 - Turners Hill Road (S)	571	143	628	1350	0.423	572	402	1.2	0.7	4.637	A
4 - Copthorne Common Road	948	237	307	1862	0.509	951	893	1.7	1.0	3.963	A

Queue Variation Results for each time segment

07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2 - A264 Snow Hill	0.82	0.55	1.00	1.40	1.45			N/A	N/A
3 - Turners Hill Road (S)	0.72	0.55	1.00	1.40	1.45			N/A	N/A
4 - Copthorne Common Road	1.03	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.50	0.00	0.00	0.50	0.50			N/A	N/A
2 - A264 Snow Hill	1.32	0.06	0.84	2.87	4.04			N/A	N/A
3 - Turners Hill Road (S)	1.11	0.06	0.78	2.28	3.17			N/A	N/A
4 - Copthorne Common Road	1.61	0.05	0.47	4.19	6.70			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.80	0.03	0.26	0.80	0.80			N/A	N/A
2 - A264 Snow Hill	2.97	0.03	0.31	4.21	14.74			N/A	N/A
3 - Turners Hill Road (S)	2.24	0.03	0.28	2.24	6.13			N/A	N/A
4 - Copthorne Common Road	3.44	0.03	0.29	3.44	12.85			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.81	0.03	0.28	0.81	2.97			N/A	N/A
2 - A264 Snow Hill	3.08	0.03	0.29	3.08	10.41			N/A	N/A
3 - Turners Hill Road (S)	2.30	0.03	0.27	2.30	3.27			N/A	N/A
4 - Copthorne Common Road	3.53	0.03	0.27	3.53	4.16			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.51	0.51	1.00	1.40	1.45			N/A	N/A
2 - A264 Snow Hill	1.38	0.05	0.55	3.38	5.08			N/A	N/A
3 - Turners Hill Road (S)	1.15	0.07	0.91	2.18	2.94			N/A	N/A
4 - Copthorne Common Road	1.67	0.06	0.89	3.95	5.76			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2 - A264 Snow Hill	0.85	0.04	0.36	1.99	3.69			N/A	N/A
3 - Turners Hill Road (S)	0.74	0.04	0.43	1.58	2.35			N/A	N/A
4 - Copthorne Common Road	1.05	0.04	0.40	2.62	4.38			N/A	N/A

D20 - 2032 | Adjusted Growth + Committed Development VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Copthorne Common Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Adjusted Growth + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Dukes Head Roundabout	Standard Roundabout		1, 2, 3, 4	9.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2032	Adjusted Growth + Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turners Hill Road (N)		ONE HOUR	✓	437	100.000
2 - A264 Snow Hill		ONE HOUR	✓	618	100.000
3 - Turners Hill Road (S)		ONE HOUR	✓	694	100.000
4 - Copthorne Common Road		ONE HOUR	✓	1249	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
1 - Turners Hill Road (N)	1	19	177	240
2 - A264 Snow Hill	38	0	27	553
3 - Turners Hill Road (S)	312	37	0	345
4 - Copthorne Common Road	357	581	309	2

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	0	11	5	7
	2 - A264 Snow Hill	6	0	12	6
	3 - Turners Hill Road (S)	4	14	0	7
	4 - Copthorne Common Road	6	4	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Turners Hill Road (N)	0.44	5.92	0.8	3.0	A	401	601
2 - A264 Snow Hill	0.75	16.16	3.0	13.8	C	567	851
3 - Turners Hill Road (S)	0.65	8.63	1.8	2.3	A	637	955
4 - Copthorne Common Road	0.77	8.66	3.2	10.3	A	1146	1719

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	329	82	696	1262	0.261	328	531	0.0	0.4	3.845	A
2 - A264 Snow Hill	465	116	547	1030	0.452	462	478	0.0	0.8	6.306	A
3 - Turners Hill Road (S)	522	131	624	1343	0.389	520	385	0.0	0.6	4.359	A
4 - Copthorne Common Road	940	235	291	1879	0.500	936	853	0.0	1.0	3.803	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	393	98	834	1190	0.330	392	635	0.4	0.5	4.512	A
2 - A264 Snow Hill	556	139	654	976	0.569	554	572	0.8	1.3	8.486	A
3 - Turners Hill Road (S)	624	156	748	1275	0.489	623	460	0.6	0.9	5.506	A
4 - Copthorne Common Road	1123	281	348	1842	0.610	1121	1022	1.0	1.5	4.978	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	481	120	1018	1092	0.441	480	776	0.5	0.8	5.875	A
2 - A264 Snow Hill	680	170	800	903	0.754	674	698	1.3	2.9	15.319	C
3 - Turners Hill Road (S)	764	191	912	1184	0.645	761	562	0.9	1.8	8.439	A
4 - Copthorne Common Road	1375	344	425	1791	0.768	1369	1247	1.5	3.2	8.390	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	481	120	1023	1089	0.442	481	779	0.8	0.8	5.920	A
2 - A264 Snow Hill	680	170	803	902	0.755	680	701	2.9	3.0	16.165	C
3 - Turners Hill Road (S)	764	191	918	1181	0.647	764	565	1.8	1.8	8.634	A
4 - Copthorne Common Road	1375	344	427	1790	0.768	1375	1255	3.2	3.2	8.658	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	393	98	840	1186	0.331	394	640	0.8	0.5	4.550	A
2 - A264 Snow Hill	556	139	658	974	0.570	562	576	3.0	1.4	8.869	A
3 - Turners Hill Road (S)	624	156	757	1270	0.491	627	464	1.8	1.0	5.628	A
4 - Copthorne Common Road	1123	281	351	1840	0.610	1130	1033	3.2	1.6	5.113	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	329	82	701	1260	0.261	330	534	0.5	0.4	3.871	A
2 - A264 Snow Hill	465	116	550	1028	0.453	467	481	1.4	0.8	6.445	A
3 - Turners Hill Road (S)	522	131	630	1340	0.390	524	387	1.0	0.6	4.419	A
4 - Copthorne Common Road	940	235	293	1878	0.501	943	861	1.6	1.0	3.859	A

Queue Variation Results for each time segment
07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2 - A264 Snow Hill	0.81	0.55	1.00	1.40	1.45			N/A	N/A
3 - Turners Hill Road (S)	0.63	0.55	1.00	1.40	1.45			N/A	N/A
4 - Copthorne Common Road	0.99	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.49	0.00	0.00	0.49	0.49			N/A	N/A
2 - A264 Snow Hill	1.29	0.06	0.85	2.80	3.91			N/A	N/A
3 - Turners Hill Road (S)	0.95	0.07	0.82	1.68	2.10			N/A	N/A
4 - Copthorne Common Road	1.54	0.05	0.48	3.95	6.25			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.78	0.03	0.26	0.78	0.78			N/A	N/A
2 - A264 Snow Hill	2.86	0.03	0.31	3.66	13.80			N/A	N/A
3 - Turners Hill Road (S)	1.77	0.03	0.27	1.77	2.25			N/A	N/A
4 - Copthorne Common Road	3.18	0.03	0.29	3.18	10.31			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.79	0.03	0.28	0.86	2.97			N/A	N/A
2 - A264 Snow Hill	2.97	0.03	0.28	2.97	9.43			N/A	N/A
3 - Turners Hill Road (S)	1.81	0.03	0.27	1.81	2.06			N/A	N/A
4 - Copthorne Common Road	3.25	0.03	0.27	3.25	3.25			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.50	0.00	0.00	0.50	0.50			N/A	N/A
2 - A264 Snow Hill	1.36	0.05	0.60	3.26	4.86			N/A	N/A
3 - Turners Hill Road (S)	0.98	0.09	0.93	1.57	1.90			N/A	N/A
4 - Copthorne Common Road	1.59	0.07	0.96	3.64	5.13			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2 - A264 Snow Hill	0.84	0.04	0.37	1.97	3.58			N/A	N/A
3 - Turners Hill Road (S)	0.64	0.05	0.47	1.48	1.56			N/A	N/A
4 - Copthorne Common Road	1.01	0.04	0.42	2.48	3.95			N/A	N/A

D21 - 2032 | Adjusted Growth + Committed Development + Development (230 Homes) VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Copthorne Common Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Adjusted Growth + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Dukes Head Roundabout	Standard Roundabout		1, 2, 3, 4	10.66	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.66	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2032	Adjusted Growth + Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turners Hill Road (N)		ONE HOUR	✓	441	100.000
2 - A264 Snow Hill		ONE HOUR	✓	621	100.000
3 - Turners Hill Road (S)		ONE HOUR	✓	757	100.000
4 - Copthorne Common Road		ONE HOUR	✓	1264	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	1	19	181	240
	2 - A264 Snow Hill	38	0	30	553
	3 - Turners Hill Road (S)	323	44	0	390
	4 - Copthorne Common Road	357	581	324	2

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	0	11	5	7
	2 - A264 Snow Hill	6	0	11	6
	3 - Turners Hill Road (S)	4	12	0	6
	4 - Copthorne Common Road	6	4	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Turners Hill Road (N)	0.45	6.08	0.8	3.0	A	404	607
2 - A264 Snow Hill	0.77	17.22	3.2	15.4	C	570	855
3 - Turners Hill Road (S)	0.70	10.14	2.3	6.2	B	695	1042
4 - Copthorne Common Road	0.78	9.33	3.5	12.9	A	1160	1740

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	332	83	713	1255	0.264	330	539	0.0	0.4	3.890	A
2 - A264 Snow Hill	468	117	561	1023	0.457	464	482	0.0	0.8	6.409	A
3 - Turners Hill Road (S)	570	142	624	1351	0.422	567	401	0.0	0.7	4.574	A
4 - Copthorne Common Road	952	238	304	1869	0.509	948	887	0.0	1.0	3.889	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	396	99	853	1180	0.336	396	645	0.4	0.5	4.587	A
2 - A264 Snow Hill	558	140	671	967	0.577	556	577	0.8	1.3	8.713	A
3 - Turners Hill Road (S)	681	170	748	1282	0.531	679	480	0.7	1.1	5.949	A
4 - Copthorne Common Road	1136	284	364	1830	0.621	1134	1062	1.0	1.6	5.154	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	485	121	1042	1080	0.450	484	787	0.5	0.8	6.033	A
2 - A264 Snow Hill	684	171	821	893	0.766	677	705	1.3	3.0	16.195	C
3 - Turners Hill Road (S)	833	208	911	1191	0.700	829	586	1.1	2.2	9.812	A
4 - Copthorne Common Road	1392	348	444	1778	0.783	1384	1296	1.6	3.4	8.985	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	485	121	1047	1077	0.451	485	791	0.8	0.8	6.085	A
2 - A264 Snow Hill	684	171	824	891	0.767	683	709	3.0	3.2	17.217	C
3 - Turners Hill Road (S)	833	208	918	1188	0.702	833	589	2.2	2.3	10.144	B
4 - Copthorne Common Road	1392	348	447	1776	0.784	1391	1304	3.4	3.5	9.333	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	396	99	861	1176	0.337	397	651	0.8	0.5	4.632	A
2 - A264 Snow Hill	558	140	676	965	0.578	565	582	3.2	1.4	9.153	A
3 - Turners Hill Road (S)	681	170	757	1277	0.533	685	484	2.3	1.2	6.129	A
4 - Copthorne Common Road	1136	284	368	1828	0.622	1144	1075	3.5	1.7	5.318	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	332	83	718	1252	0.265	332	543	0.5	0.4	3.918	A
2 - A264 Snow Hill	468	117	564	1021	0.458	470	486	1.4	0.9	6.555	A
3 - Turners Hill Road (S)	570	142	630	1348	0.423	572	404	1.2	0.7	4.649	A
4 - Copthorne Common Road	952	238	307	1868	0.510	954	895	1.7	1.0	3.953	A

Queue Variation Results for each time segment
07:00 - 07:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2 - A264 Snow Hill	0.83	0.55	1.00	1.40	1.45			N/A	N/A
3 - Turners Hill Road (S)	0.72	0.55	1.00	1.40	1.45			N/A	N/A
4 - Copthorne Common Road	1.03	0.55	1.00	1.40	1.45			N/A	N/A

07:15 - 07:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.50	0.50	1.00	1.40	1.45			N/A	N/A
2 - A264 Snow Hill	1.34	0.06	0.84	2.92	4.17			N/A	N/A
3 - Turners Hill Road (S)	1.12	0.06	0.78	2.29	3.19			N/A	N/A
4 - Copthorne Common Road	1.61	0.05	0.47	4.20	6.71			N/A	N/A

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.81	0.03	0.26	0.81	0.81			N/A	N/A
2 - A264 Snow Hill	3.05	0.03	0.31	4.59	15.35			N/A	N/A
3 - Turners Hill Road (S)	2.25	0.03	0.28	2.25	6.23			N/A	N/A
4 - Copthorne Common Road	3.45	0.03	0.29	3.45	12.89			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.81	0.03	0.28	0.81	2.96			N/A	N/A
2 - A264 Snow Hill	3.17	0.03	0.29	3.17	11.01			N/A	N/A
3 - Turners Hill Road (S)	2.31	0.03	0.27	2.31	3.33			N/A	N/A
4 - Copthorne Common Road	3.53	0.03	0.27	3.53	4.16			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.51	0.51	1.00	1.40	1.45			N/A	N/A
2 - A264 Snow Hill	1.40	0.05	0.52	3.47	5.25			N/A	N/A
3 - Turners Hill Road (S)	1.16	0.07	0.91	2.21	2.96			N/A	N/A
4 - Copthorne Common Road	1.67	0.06	0.89	3.95	5.77			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2 - A264 Snow Hill	0.86	0.04	0.36	2.01	3.77			N/A	N/A
3 - Turners Hill Road (S)	0.74	0.04	0.43	1.59	2.37			N/A	N/A
4 - Copthorne Common Road	1.05	0.04	0.40	2.63	4.39			N/A	N/A



Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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Filename: Dukes Head Roundabout - 2024 Adjusted Growth Validation 430 homes.j11
Path: S:\Projects\210000 Series\210013ITS - Hurst Farm Crawley Down\Tech\Junction Assessments\Arcady\2026
Report generation date: 16/01/2026 17:12:52

- »D2 - 2023 | Observed | PM
- »D18 - 2031 | Adjusted Growth + Committed Development + Development (400 Homes) VL | PM
- »D21 - 2032 | Adjusted Growth + Committed Development VL | PM
- »D22 - 2032 | Adjusted Growth + Committed Development + Development (230 Homes) VL | PM

Summary of junction performance

	PM		
	Queue (Veh)	Delay (s)	RFC
2023 - Observed			
1 - Turners Hill Road (N)	5.0	36.15	0.85
2 - A264 Snow Hill	6.4	43.25	0.89
3 - Turners Hill Road (S)	0.6	4.55	0.38
4 - Copthorne Common Road	1.7	4.88	0.63
2031 - Adjusted Growth + Committed Development + Development (400 Homes) VL			
1 - Turners Hill Road (N)	41.8	243.90	1.14
2 - A264 Snow Hill	33.0	170.40	1.08
3 - Turners Hill Road (S)	0.8	4.95	0.43
4 - Copthorne Common Road	3.0	7.34	0.75
2032 - Adjusted Growth + Committed Development VL			
1 - Turners Hill Road (N)	29.7	178.68	1.08
2 - A264 Snow Hill	27.3	142.62	1.05
3 - Turners Hill Road (S)	0.7	4.89	0.42
4 - Copthorne Common Road	2.7	6.80	0.74
2032 - Adjusted Growth + Committed Development + Development (230 Homes) VL			
1 - Turners Hill Road (N)	45.2	262.65	1.16
2 - A264 Snow Hill	35.1	179.69	1.09
3 - Turners Hill Road (S)	0.8	4.96	0.44
4 - Copthorne Common Road	3.1	7.50	0.76

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

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

File summary

File Description

Title	
Location	
Site number	
Date	15/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15		
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓	
D3	2031	Future Year	AM	ONE HOUR	07:00	08:30	15		Simple
D4	2031	Future Year	PM	ONE HOUR	16:30	18:00	15		Simple
D5		Committed Development	AM	ONE HOUR	07:00	08:30	15		
D6		Committed Development	PM	ONE HOUR	16:30	18:00	15		
D7	2031	Adjusted Growth + Committed Development	AM	ONE HOUR	07:00	08:30	15		Simple
D8	2031	Adjusted Growth + Committed Development	PM	ONE HOUR	16:30	18:00	15		Simple
D9		Development 350 Homes	AM	ONE HOUR	07:00	08:30	15		
D10		Development 350 Homes	PM	ONE HOUR	16:30	18:00	15		
D11		Development 400 Homes	AM	ONE HOUR	07:00	08:30	15		
D12		Development 400 Homes	PM	ONE HOUR	16:30	18:00	15		
D13	2031	+ Committed Development + Development (350 Homes)	AM	ONE HOUR	07:00	08:30	15		Simple
D14	2031	+ Committed Development + Development (350 Homes)	PM	ONE HOUR	16:30	18:00	15		Simple
D15	2031	Adjusted Growth + Committed Development + Development (400 Homes)	AM	ONE HOUR	07:00	08:30	15		Simple
D16	2031	Adjusted Growth + Committed Development + Development (400 Homes)	PM	ONE HOUR	16:30	18:00	15		Simple
D17	2031	Adjusted Growth + Committed Development + Development (400 Homes) VL	AM	ONE HOUR	07:00	08:30	15		
D18	2031	Adjusted Growth + Committed Development + Development (400 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓	
D19	2031	Adjusted Growth + Committed Development	PM	ONE HOUR	16:30	18:00	15		
D20	2031	Adjusted Growth + Committed Development + Development (230 Homes)	PM	ONE HOUR	16:30	18:00	15		
D21	2032	Adjusted Growth + Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓	Simple
D22	2032	Adjusted Growth + Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓	Simple
D23		Northern (230)	PM	ONE HOUR	16:30	18:00	15		
D24		Central (50)	PM	ONE HOUR	16:30	18:00	15		
D25		Southern (150)	PM	ONE HOUR	16:30	18:00	15		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2023-2031 AM		1.0394
G2	2023-2031 PM		1.0317
G3	2023-2032 AM		1.0443
G4	2023-2032 PM		1.0355

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

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

D2 - 2023 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Copthorne Common Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Adjusted Growth + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Dukes Head Roundabout	Standard Roundabout		1, 2, 3, 4	18.21	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.21	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Turners Hill Road (N)		
2	A264 Snow Hill		
3	Turners Hill Road (S)		
4	Copthorne Common Road		

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 - Turners Hill Road (N)	3.30	6.60	13.0	100.0	70.0	7.0		
2 - A264 Snow Hill	3.50	4.80	18.0	25.0	60.0	32.0		
3 - Turners Hill Road (S)	3.10	6.70	16.0	950.0	70.0	4.0		
4 - Copthorne Common Road	4.50	7.50	32.0	45.0	60.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Turners Hill Road (N)	0.540	1736
2 - A264 Snow Hill	0.503	1384
3 - Turners Hill Road (S)	0.553	1791
4 - Copthorne Common Road	0.652	2169

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
1 - Turners Hill Road (N)	Direct	Validation to Queues	-525
2 - A264 Snow Hill	Direct		-165

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turners Hill Road (N)		ONE HOUR	✓	482	100.000
2 - A264 Snow Hill		ONE HOUR	✓	520	100.000
3 - Turners Hill Road (S)		ONE HOUR	✓	442	100.000
4 - Copthorne Common Road		ONE HOUR	✓	1153	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
1 - Turners Hill Road (N)	0	7	183	292
2 - A264 Snow Hill	13	0	29	478
3 - Turners Hill Road (S)	135	18	0	289
4 - Copthorne Common Road	216	406	529	2

Vehicle Mix

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

Heavy Vehicle %

From	To			
	1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
1 - Turners Hill Road (N)	0	14	1	1
2 - A264 Snow Hill	0	0	0	1
3 - Turners Hill Road (S)	0	0	0	4
4 - Copthorne Common Road	2	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Turners Hill Road (N)	0.85	36.15	5.0	27.3	E	442	663
2 - A264 Snow Hill	0.89	43.25	6.4	34.8	E	477	716
3 - Turners Hill Road (S)	0.38	4.55	0.6	2.8	A	406	608
4 - Copthorne Common Road	0.63	4.88	1.7	2.9	A	1058	1587

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	363	91	717	807	0.450	360	273	0.0	0.8	7.988	A
2 - A264 Snow Hill	391	98	753	825	0.474	388	323	0.0	0.9	8.167	A
3 - Turners Hill Road (S)	333	83	586	1427	0.233	332	555	0.0	0.3	3.285	A
4 - Copthorne Common Road	868	217	124	2045	0.425	865	793	0.0	0.7	3.044	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	433	108	858	730	0.593	431	327	0.8	1.4	11.931	B
2 - A264 Snow Hill	467	117	901	750	0.624	465	387	0.9	1.6	12.504	B
3 - Turners Hill Road (S)	397	99	702	1364	0.291	397	664	0.3	0.4	3.722	A
4 - Copthorne Common Road	1037	259	149	2029	0.511	1035	949	0.7	1.0	3.617	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	531	133	1049	626	0.848	518	400	1.4	4.6	30.485	D
2 - A264 Snow Hill	573	143	1094	652	0.879	557	473	1.6	5.5	33.640	D
3 - Turners Hill Road (S)	487	122	842	1287	0.378	486	809	0.4	0.6	4.488	A
4 - Copthorne Common Road	1269	317	182	2008	0.632	1267	1146	1.0	1.7	4.840	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	531	133	1051	625	0.850	529	401	4.6	5.0	36.148	E
2 - A264 Snow Hill	573	143	1106	646	0.887	569	474	5.5	6.4	43.253	E
3 - Turners Hill Road (S)	487	122	860	1277	0.381	487	815	0.6	0.6	4.551	A
4 - Copthorne Common Road	1269	317	183	2008	0.632	1269	1164	1.7	1.7	4.876	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	433	108	861	728	0.595	447	328	5.0	1.5	13.398	B
2 - A264 Snow Hill	467	117	919	741	0.631	486	389	6.4	1.8	15.085	C
3 - Turners Hill Road (S)	397	99	732	1347	0.295	398	674	0.6	0.4	3.798	A
4 - Copthorne Common Road	1037	259	150	2028	0.511	1039	980	1.7	1.1	3.650	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	363	91	720	805	0.451	366	274	1.5	0.8	8.244	A
2 - A264 Snow Hill	391	98	761	821	0.477	395	325	1.8	0.9	8.507	A
3 - Turners Hill Road (S)	333	83	596	1421	0.234	333	560	0.4	0.3	3.310	A
4 - Copthorne Common Road	868	217	125	2044	0.425	869	804	1.1	0.7	3.068	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.80	0.55	1.00	1.40	1.45			N/A	N/A
2 - A264 Snow Hill	0.89	0.55	1.00	1.40	1.45			N/A	N/A
3 - Turners Hill Road (S)	0.30	0.00	0.00	0.30	0.30			N/A	N/A
4 - Copthorne Common Road	0.73	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	1.42	0.06	0.78	3.28	4.76			N/A	N/A
2 - A264 Snow Hill	1.60	0.06	0.78	3.87	5.74			N/A	N/A
3 - Turners Hill Road (S)	0.41	0.00	0.00	0.41	0.41			N/A	N/A
4 - Copthorne Common Road	1.04	0.06	0.75	1.99	2.85			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	4.56	0.04	0.44	12.77	23.37			N/A	N/A
2 - A264 Snow Hill	5.50	0.05	0.70	15.82	26.75			N/A	N/A
3 - Turners Hill Road (S)	0.60	0.03	0.25	0.60	0.60			N/A	N/A
4 - Copthorne Common Road	1.69	0.03	0.26	1.69	1.69			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	5.01	0.04	0.35	11.07	27.31			N/A	N/A
2 - A264 Snow Hill	6.41	0.04	0.40	16.88	34.81			N/A	N/A
3 - Turners Hill Road (S)	0.61	0.03	0.29	1.31	2.83			N/A	N/A
4 - Copthorne Common Road	1.71	0.03	0.26	1.71	1.71			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	1.52	0.04	0.40	3.97	6.98			N/A	N/A
2 - A264 Snow Hill	1.78	0.04	0.40	4.76	8.53			N/A	N/A
3 - Turners Hill Road (S)	0.42	0.00	0.00	0.42	0.42			N/A	N/A
4 - Copthorne Common Road	1.05	0.24	1.05	1.43	1.75			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	0.83	0.03	0.31	1.48	4.10			N/A	N/A
2 - A264 Snow Hill	0.93	0.03	0.30	1.41	4.55			N/A	N/A
3 - Turners Hill Road (S)	0.31	0.00	0.00	0.31	0.31			N/A	N/A
4 - Copthorne Common Road	0.74	0.07	0.77	1.25	1.25			N/A	N/A

D18 - 2031 | Adjusted Growth + Committed Development + Development (400 Homes) VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Copthorne Common Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Adjusted Growth + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Dukes Head Roundabout	Standard Roundabout		1, 2, 3, 4	80.09	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	80.09	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2031	Adjusted Growth + Committed Development + Development (400 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turners Hill Road (N)		ONE HOUR	✓	515	100.000
2 - A264 Snow Hill		ONE HOUR	✓	601	100.000
3 - Turners Hill Road (S)		ONE HOUR	✓	501	100.000
4 - Copthorne Common Road		ONE HOUR	✓	1368	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	0	7	207	301
	2 - A264 Snow Hill	13	0	41	547
	3 - Turners Hill Road (S)	147	24	0	330
	4 - Copthorne Common Road	223	527	616	2

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	0	14	1	1
	2 - A264 Snow Hill	0	0	0	1
	3 - Turners Hill Road (S)	0	0	0	4
	4 - Copthorne Common Road	2	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Turners Hill Road (N)	1.14	243.90	41.8	80.1	F	473	710
2 - A264 Snow Hill	1.08	170.40	33.0	75.6	F	552	828
3 - Turners Hill Road (S)	0.43	4.95	0.8	2.7	A	460	690
4 - Copthorne Common Road	0.75	7.34	3.0	7.1	A	1255	1883

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	388	97	877	720	0.539	384	287	0.0	1.1	10.568	B
2 - A264 Snow Hill	453	113	842	780	0.581	447	419	0.0	1.3	10.662	B
3 - Turners Hill Road (S)	377	94	643	1395	0.271	376	646	0.0	0.4	3.527	A
4 - Copthorne Common Road	1030	257	138	2037	0.506	1026	880	0.0	1.0	3.546	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	463	116	1050	626	0.740	457	344	1.1	2.6	20.669	C
2 - A264 Snow Hill	541	135	1006	696	0.776	533	501	1.3	3.1	21.200	C
3 - Turners Hill Road (S)	451	113	766	1328	0.339	450	773	0.4	0.5	4.098	A
4 - Copthorne Common Road	1230	307	166	2019	0.609	1228	1051	1.0	1.5	4.536	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	568	142	1283	499	1.137	485	419	2.6	23.4	115.978	F
2 - A264 Snow Hill	662	166	1156	620	1.069	597	612	3.1	19.4	85.577	F
3 - Turners Hill Road (S)	552	138	842	1287	0.429	551	911	0.5	0.7	4.886	A
4 - Copthorne Common Road	1506	377	202	1996	0.754	1500	1191	1.5	3.0	7.177	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	568	142	1287	497	1.143	494	421	23.4	41.8	243.897	F
2 - A264 Snow Hill	662	166	1167	614	1.079	608	614	19.4	33.0	170.397	F
3 - Turners Hill Road (S)	552	138	857	1279	0.432	552	918	0.7	0.8	4.953	A
4 - Copthorne Common Road	1506	377	202	1996	0.755	1506	1207	3.0	3.0	7.340	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	463	116	1056	622	0.745	608	347	41.8	5.5	149.734	F
2 - A264 Snow Hill	541	135	1158	620	0.873	601	506	33.0	17.8	155.547	F
3 - Turners Hill Road (S)	451	113	918	1246	0.362	451	842	0.8	0.6	4.536	A
4 - Copthorne Common Road	1230	307	168	2018	0.609	1236	1202	3.0	1.6	4.635	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	388	97	882	717	0.541	405	291	5.5	1.2	12.162	B
2 - A264 Snow Hill	453	113	866	768	0.590	518	422	17.8	1.5	18.401	C
3 - Turners Hill Road (S)	377	94	721	1353	0.279	378	663	0.6	0.4	3.699	A
4 - Copthorne Common Road	1030	257	141	2035	0.506	1032	959	1.6	1.0	3.598	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	1.14	0.09	1.00	1.91	2.58			N/A	N/A
2 - A264 Snow Hill	1.35	0.17	1.20	2.06	2.71			N/A	N/A
3 - Turners Hill Road (S)	0.37	0.00	0.00	0.37	0.37			N/A	N/A
4 - Copthorne Common Road	1.01	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	2.62	0.05	0.73	7.13	11.21			N/A	N/A
2 - A264 Snow Hill	3.15	0.07	1.25	8.31	12.35			N/A	N/A
3 - Turners Hill Road (S)	0.51	0.51	1.00	1.40	1.45			N/A	N/A
4 - Copthorne Common Road	1.54	0.05	0.47	3.95	6.29			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	23.37	5.97	20.38	40.82	48.34			N/A	N/A
2 - A264 Snow Hill	19.40	2.56	15.52	38.04	46.86			N/A	N/A
3 - Turners Hill Road (S)	0.74	0.03	0.25	0.74	0.74			N/A	N/A
4 - Copthorne Common Road	2.98	0.03	0.28	2.98	7.08			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	41.79	14.01	37.95	68.99	80.06			N/A	N/A
2 - A264 Snow Hill	33.03	6.07	27.68	62.37	75.62			N/A	N/A
3 - Turners Hill Road (S)	0.75	0.03	0.28	0.75	2.67			N/A	N/A
4 - Copthorne Common Road	3.03	0.03	0.27	3.03	3.03			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	5.53	0.06	1.23	15.79	25.11			N/A	N/A
2 - A264 Snow Hill	17.84	3.98	15.23	31.78	37.93			N/A	N/A
3 - Turners Hill Road (S)	0.57	0.55	1.00	1.40	1.45			N/A	N/A
4 - Copthorne Common Road	1.58	0.08	1.07	3.43	4.73			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	1.21	0.03	0.27	1.21	1.69			N/A	N/A
2 - A264 Snow Hill	1.49	0.03	0.28	1.49	4.70			N/A	N/A
3 - Turners Hill Road (S)	0.39	0.00	0.00	0.39	0.39			N/A	N/A
4 - Copthorne Common Road	1.03	0.05	0.46	2.44	3.74			N/A	N/A

D21 - 2032 | Adjusted Growth + Committed Development VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Copthorne Common Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Adjusted Growth + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Dukes Head Roundabout	Standard Roundabout		1, 2, 3, 4	63.73	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	63.73	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D21	2032	Adjusted Growth + Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓	Simple	(D2*G4)+D6+D24+D25

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turners Hill Road (N)		ONE HOUR	✓	508	100.000
2 - A264 Snow Hill		ONE HOUR	✓	597	100.000
3 - Turners Hill Road (S)		ONE HOUR	✓	481	100.000
4 - Copthorne Common Road		ONE HOUR	✓	1338	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	0	7	199	302
	2 - A264 Snow Hill	13	0	35	549
	3 - Turners Hill Road (S)	144	22	0	315
	4 - Copthorne Common Road	224	528	584	2

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	0	14	0.95	1
	2 - A264 Snow Hill	0	0	0	1
	3 - Turners Hill Road (S)	0	0	0	4
	4 - Copthorne Common Road	2	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Turners Hill Road (N)	1.08	178.68	29.7	68.3	F	466	699
2 - A264 Snow Hill	1.05	142.62	27.3	70.2	F	548	822
3 - Turners Hill Road (S)	0.42	4.89	0.7	2.8	A	441	662
4 - Copthorne Common Road	0.74	6.80	2.7	5.7	A	1228	1842

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	383	96	852	734	0.521	378	286	0.0	1.1	10.002	B
2 - A264 Snow Hill	450	112	812	795	0.566	445	418	0.0	1.3	10.128	B
3 - Turners Hill Road (S)	362	90	645	1396	0.259	361	612	0.0	0.3	3.472	A
4 - Copthorne Common Road	1007	252	134	2042	0.493	1003	872	0.0	1.0	3.455	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	457	114	1020	643	0.710	452	342	1.1	2.3	18.372	C
2 - A264 Snow Hill	537	134	971	715	0.752	531	500	1.3	2.8	19.000	C
3 - Turners Hill Road (S)	432	108	771	1328	0.326	432	732	0.3	0.5	4.015	A
4 - Copthorne Common Road	1203	301	161	2025	0.594	1201	1042	1.0	1.4	4.359	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	559	140	1246	520	1.077	498	417	2.3	17.7	91.427	F
2 - A264 Snow Hill	658	164	1134	632	1.041	603	611	2.8	16.5	74.670	F
3 - Turners Hill Road (S)	529	132	866	1275	0.415	528	870	0.5	0.7	4.812	A
4 - Copthorne Common Road	1473	368	195	2002	0.736	1468	1199	1.4	2.7	6.674	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	559	140	1251	517	1.081	512	418	17.7	29.7	178.676	F
2 - A264 Snow Hill	658	164	1149	624	1.054	615	613	16.5	27.3	142.617	F
3 - Turners Hill Road (S)	529	132	885	1265	0.418	529	879	0.7	0.7	4.891	A
4 - Copthorne Common Road	1473	368	196	2002	0.736	1473	1219	2.7	2.7	6.801	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	457	114	1025	640	0.714	564	345	29.7	2.9	76.783	F
2 - A264 Snow Hill	537	134	1085	657	0.817	622	505	27.3	6.0	97.680	F
3 - Turners Hill Road (S)	432	108	923	1245	0.347	433	784	0.7	0.5	4.438	A
4 - Copthorne Common Road	1203	301	163	2023	0.595	1208	1193	2.7	1.5	4.444	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	383	96	857	731	0.523	390	288	2.9	1.1	10.735	B
2 - A264 Snow Hill	450	112	826	788	0.570	468	420	6.0	1.4	11.869	B
3 - Turners Hill Road (S)	362	90	674	1380	0.262	363	620	0.5	0.4	3.540	A
4 - Copthorne Common Road	1007	252	135	2041	0.494	1009	902	1.5	1.0	3.499	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	1.06	0.14	1.02	1.62	1.90			N/A	N/A
2 - A264 Snow Hill	1.27	0.23	1.17	1.85	2.24			N/A	N/A
3 - Turners Hill Road (S)	0.35	0.00	0.00	0.35	0.35			N/A	N/A
4 - Copthorne Common Road	0.97	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	2.30	0.05	0.67	6.16	9.65			N/A	N/A
2 - A264 Snow Hill	2.80	0.06	1.08	7.41	11.12			N/A	N/A
3 - Turners Hill Road (S)	0.48	0.00	0.00	0.48	0.48			N/A	N/A
4 - Copthorne Common Road	1.45	0.05	0.48	3.66	5.68			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	17.68	2.39	14.18	34.41	42.30			N/A	N/A
2 - A264 Snow Hill	16.47	1.15	12.20	34.60	43.77			N/A	N/A
3 - Turners Hill Road (S)	0.70	0.03	0.25	0.70	0.70			N/A	N/A
4 - Copthorne Common Road	2.71	0.03	0.27	2.71	4.82			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	29.66	5.25	24.72	56.23	68.29			N/A	N/A
2 - A264 Snow Hill	27.26	2.79	21.11	56.09	70.17			N/A	N/A
3 - Turners Hill Road (S)	0.71	0.03	0.28	0.90	2.82			N/A	N/A
4 - Copthorne Common Road	2.75	0.03	0.27	2.75	2.75			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	2.87	0.04	0.36	7.04	15.27			N/A	N/A
2 - A264 Snow Hill	6.02	0.09	1.72	16.42	24.30			N/A	N/A
3 - Turners Hill Road (S)	0.54	0.54	1.00	1.40	1.45			N/A	N/A
4 - Copthorne Common Road	1.48	0.09	1.11	2.95	3.98			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	1.12	0.03	0.27	1.12	2.42			N/A	N/A
2 - A264 Snow Hill	1.37	0.03	0.28	1.37	4.50			N/A	N/A
3 - Turners Hill Road (S)	0.36	0.00	0.00	0.36	0.36			N/A	N/A
4 - Copthorne Common Road	0.98	0.05	0.49	2.14	3.21			N/A	N/A

D22 - 2032 | Adjusted Growth + Committed Development + Development (230 Homes) VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Copthorne Common Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Adjusted Growth + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Dukes Head Roundabout	Standard Roundabout		1, 2, 3, 4	85.12	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	85.12	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type
D22	2032	Adjusted Growth + Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓	Simple

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Turners Hill Road (N)		ONE HOUR	✓	518	100.000
2 - A264 Snow Hill		ONE HOUR	✓	604	100.000
3 - Turners Hill Road (S)		ONE HOUR	✓	508	100.000
4 - Copthorne Common Road		ONE HOUR	✓	1379	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	0	7	209	302
	2 - A264 Snow Hill	13	0	42	549
	3 - Turners Hill Road (S)	149	25	0	334
	4 - Copthorne Common Road	224	528	625	2

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - Turners Hill Road (N)	2 - A264 Snow Hill	3 - Turners Hill Road (S)	4 - Copthorne Common Road
From	1 - Turners Hill Road (N)	0	14	0.91	1
	2 - A264 Snow Hill	0	0	0	1
	3 - Turners Hill Road (S)	0	0	0	4
	4 - Copthorne Common Road	2	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Turners Hill Road (N)	1.16	262.65	45.2	83.5	F	475	713
2 - A264 Snow Hill	1.09	179.69	35.1	77.7	F	555	832
3 - Turners Hill Road (S)	0.44	4.96	0.8	2.6	A	466	699
4 - Copthorne Common Road	0.76	7.50	3.1	7.8	A	1265	1898

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	390	98	885	717	0.544	385	289	0.0	1.2	10.722	B
2 - A264 Snow Hill	455	114	850	777	0.586	450	420	0.0	1.4	10.837	B
3 - Turners Hill Road (S)	382	96	645	1398	0.273	381	655	0.0	0.4	3.535	A
4 - Copthorne Common Road	1038	260	140	2039	0.509	1034	885	0.0	1.0	3.568	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	466	116	1059	622	0.749	460	346	1.2	2.7	21.353	C
2 - A264 Snow Hill	543	136	1016	692	0.785	536	503	1.4	3.3	21.966	C
3 - Turners Hill Road (S)	456	114	769	1330	0.343	456	783	0.4	0.5	4.113	A
4 - Copthorne Common Road	1240	310	168	2021	0.613	1238	1057	1.0	1.6	4.580	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	570	143	1294	494	1.154	481	422	2.7	25.0	123.120	F
2 - A264 Snow Hill	666	166	1162	618	1.077	597	613	3.3	20.5	89.245	F
3 - Turners Hill Road (S)	559	140	839	1292	0.433	558	920	0.5	0.8	4.897	A
4 - Copthorne Common Road	1518	380	204	1998	0.760	1512	1193	1.6	3.1	7.321	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	570	143	1299	492	1.160	490	424	25.0	45.2	262.648	F
2 - A264 Snow Hill	666	166	1173	612	1.087	607	616	20.5	35.1	179.694	F
3 - Turners Hill Road (S)	559	140	853	1285	0.435	559	927	0.8	0.8	4.961	A
4 - Copthorne Common Road	1518	380	204	1998	0.760	1518	1207	3.1	3.1	7.496	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	466	116	1066	618	0.753	605	349	45.2	10.4	172.713	F
2 - A264 Snow Hill	543	136	1163	618	0.879	601	508	35.1	20.6	169.185	F
3 - Turners Hill Road (S)	456	114	914	1251	0.365	457	850	0.8	0.6	4.539	A
4 - Copthorne Common Road	1240	310	170	2020	0.614	1246	1202	3.1	1.6	4.684	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Turners Hill Road (N)	390	98	890	714	0.546	427	293	10.4	1.2	14.131	B
2 - A264 Snow Hill	455	114	894	755	0.603	531	423	20.6	1.6	22.044	C
3 - Turners Hill Road (S)	382	96	745	1343	0.285	383	680	0.6	0.4	3.753	A
4 - Copthorne Common Road	1038	260	143	2037	0.510	1040	985	1.6	1.0	3.621	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	1.16	0.09	0.99	1.99	2.75			N/A	N/A
2 - A264 Snow Hill	1.37	0.16	1.21	2.24	2.84			N/A	N/A
3 - Turners Hill Road (S)	0.37	0.00	0.00	0.37	0.37			N/A	N/A
4 - Copthorne Common Road	1.03	0.55	1.00	1.40	1.45			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	2.73	0.05	0.76	7.44	11.68			N/A	N/A
2 - A264 Snow Hill	3.28	0.07	1.32	8.66	12.81			N/A	N/A
3 - Turners Hill Road (S)	0.52	0.52	1.00	1.40	1.45			N/A	N/A
4 - Copthorne Common Road	1.57	0.05	0.47	4.04	6.47			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	25.01	7.10	22.13	42.69	50.15			N/A	N/A
2 - A264 Snow Hill	20.45	3.14	16.68	39.29	48.03			N/A	N/A
3 - Turners Hill Road (S)	0.76	0.03	0.25	0.76	0.76			N/A	N/A
4 - Copthorne Common Road	3.06	0.03	0.28	3.06	7.82			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	45.24	16.75	41.60	72.59	83.48			N/A	N/A
2 - A264 Snow Hill	35.10	7.38	29.97	64.63	77.69			N/A	N/A
3 - Turners Hill Road (S)	0.77	0.03	0.28	0.77	2.61			N/A	N/A
4 - Copthorne Common Road	3.11	0.03	0.27	3.11	3.11			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	10.43	0.40	6.38	24.26	32.16			N/A	N/A
2 - A264 Snow Hill	20.64	5.61	18.12	35.36	41.64			N/A	N/A
3 - Turners Hill Road (S)	0.58	0.55	1.00	1.40	1.45			N/A	N/A
4 - Copthorne Common Road	1.61	0.07	1.05	3.56	4.91			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Turners Hill Road (N)	1.24	0.03	0.27	1.24	1.54			N/A	N/A
2 - A264 Snow Hill	1.58	0.03	0.28	1.58	5.27			N/A	N/A
3 - Turners Hill Road (S)	0.40	0.00	0.00	0.40	0.40			N/A	N/A
4 - Copthorne Common Road	1.05	0.04	0.45	2.51	3.86			N/A	N/A

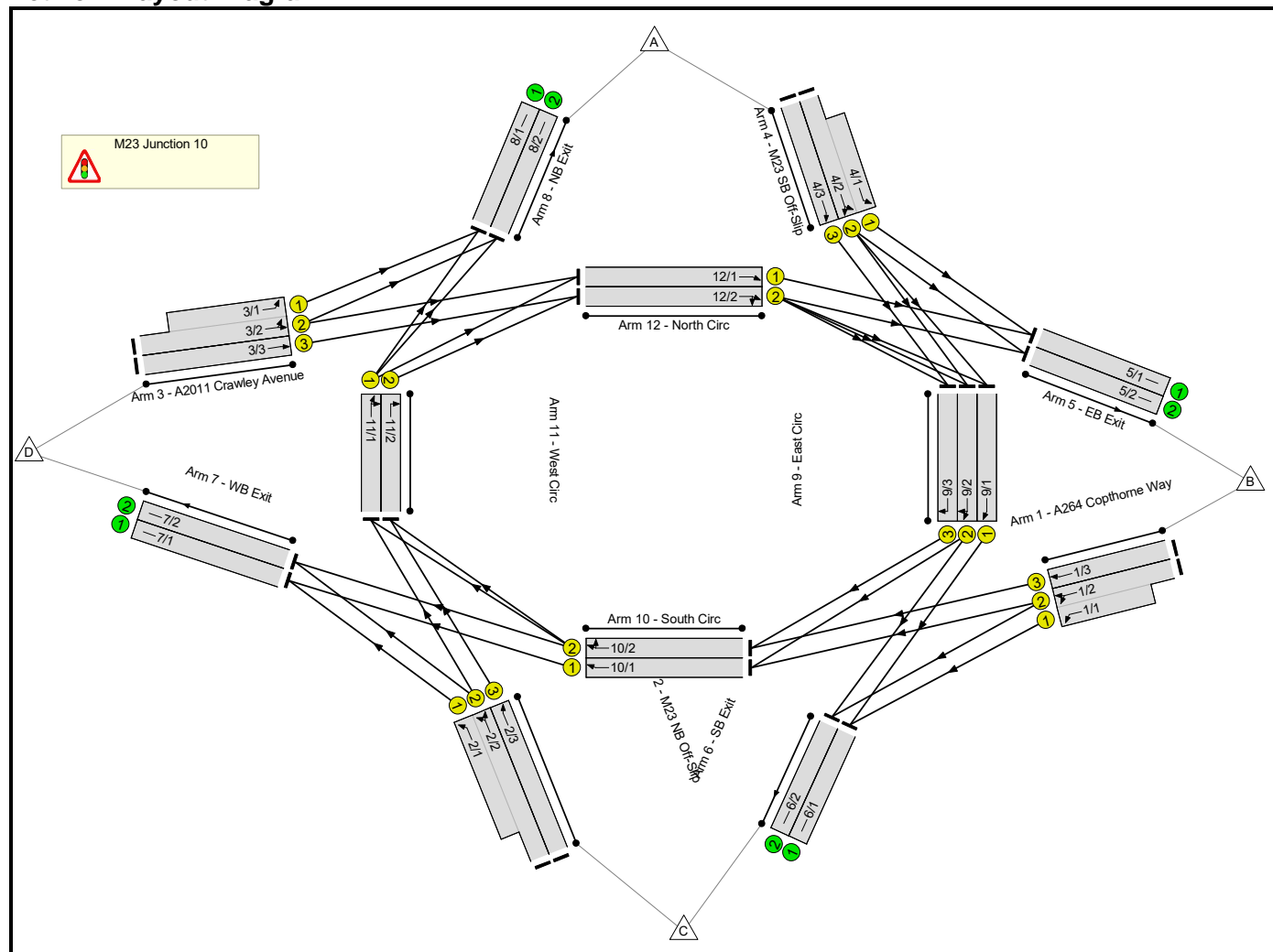


Full Input Data And Results
Full Input Data And Results

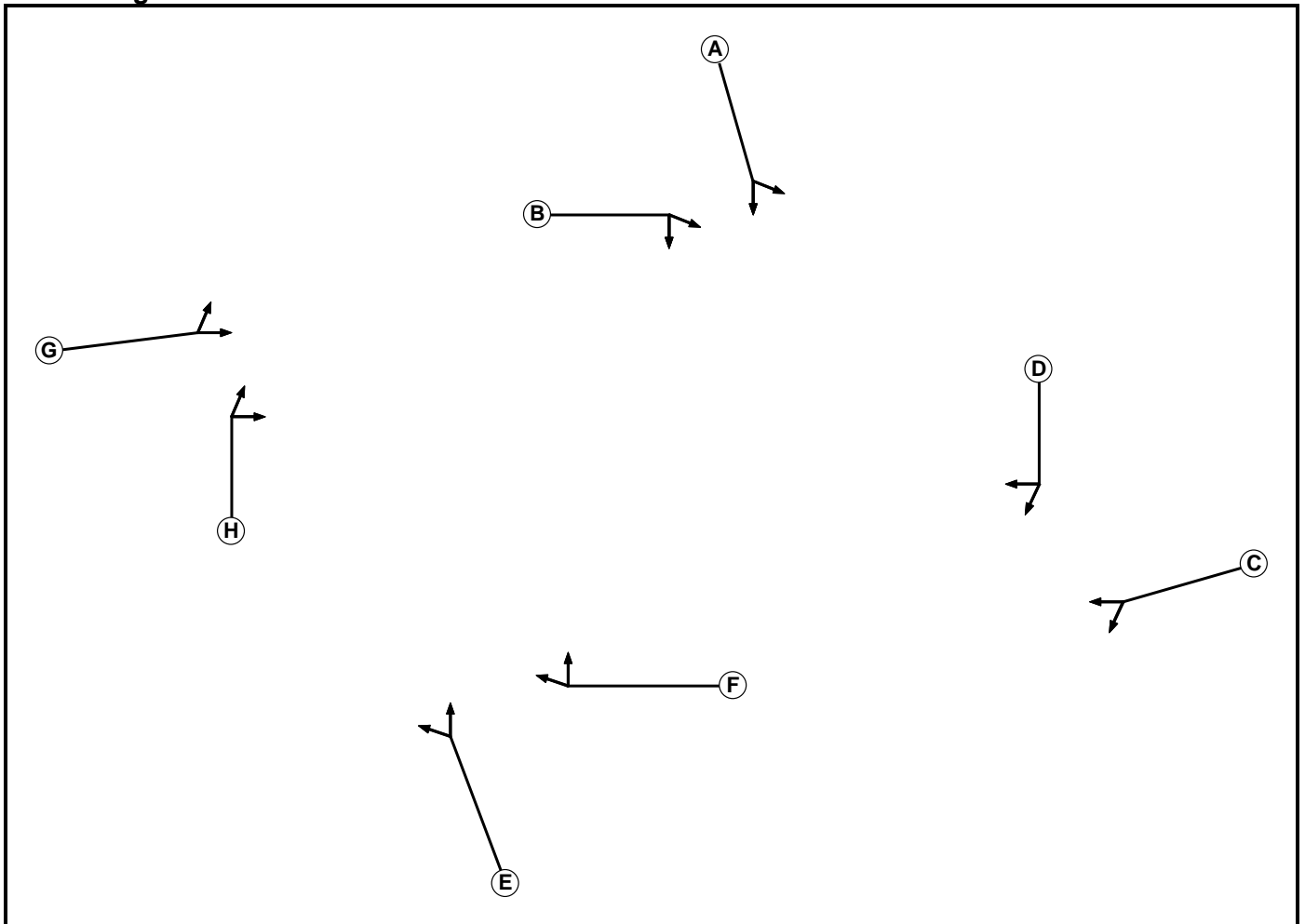
User and Project Details

Project:	Turners Hill, Crawley Down
Title:	M23 Junction 10
Location:	
Client:	Wates
Design Layout Ref:	PBA Drawing24205/014/015
Date Started:	12.02.2024
Model Assumptions:	Committed Scheme
Additional detail:	
File name:	M23 Junction 10 - Committed Scheme 2031 - 5s IG West Sussex Growth - 2026.lsg3x
Author:	Jon Wilkinson
Company:	i-Transport
Address:	Manchester

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Full Input Data And Results

Phase Intergreens Matrix

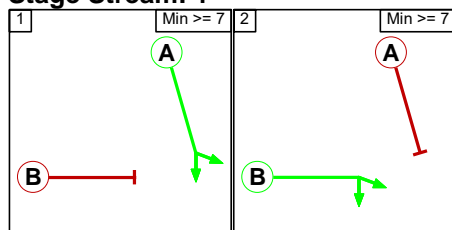
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A	5	-	-	-	-	-	-	-
	B	5	-	-	-	-	-	-	-
	C	-	-	5	-	-	-	-	-
	D	-	-	5	-	-	-	-	-
	E	-	-	-	-	5	-	-	-
	F	-	-	-	-	5	-	-	-
	G	-	-	-	-	-	-	5	-
	H	-	-	-	-	-	-	5	-

Phases in Stage

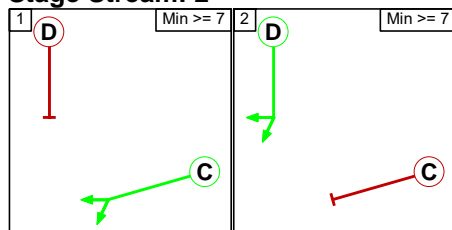
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

Stage Diagram

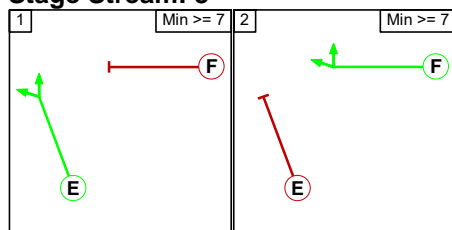
Stage Stream: 1



Stage Stream: 2

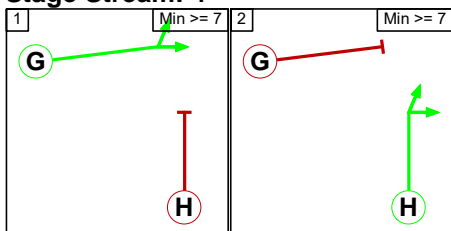


Stage Stream: 3



Full Input Data And Results

Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Stage Stream: 4

		To Stage	
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: M23 Junction 10

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: M23 Junction 10												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A264 Cophthorne Way)	U	C	2	3	10.0	User	1900	-	-	-	-	-
1/2 (A264 Cophthorne Way)	U	C	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A264 Cophthorne Way)	U	C	2	3	60.0	User	1900	-	-	-	-	-
2/1 (M23 NB Off-Slip)	U	E	2	3	15.0	User	1900	-	-	-	-	-
2/2 (M23 NB Off-Slip)	U	E	2	3	60.0	User	1900	-	-	-	-	-
2/3 (M23 NB Off-Slip)	U	E	2	3	60.0	User	1900	-	-	-	-	-
3/1 (A2011 Crawley Avenue)	U	G	2	3	10.0	User	1900	-	-	-	-	-
3/2 (A2011 Crawley Avenue)	U	G	2	3	60.0	User	1900	-	-	-	-	-
3/3 (A2011 Crawley Avenue)	U	G	2	3	60.0	User	1900	-	-	-	-	-
4/1 (M23 SB Off-Slip)	U	A	2	3	10.0	User	1900	-	-	-	-	-
4/2 (M23 SB Off-Slip)	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/3 (M23 SB Off-Slip)	U	A	2	3	60.0	User	1900	-	-	-	-	-
5/1 (EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (SB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (NB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

8/2 (NB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (East Circ)	U	D	2	3	12.2	User	1900	-	-	-	-	-
9/2 (East Circ)	U	D	2	3	12.2	User	1900	-	-	-	-	-
9/3 (East Circ)	U	D	2	3	13.9	User	1900	-	-	-	-	-
10/1 (South Circ)	U	F	2	3	20.9	User	1900	-	-	-	-	-
10/2 (South Circ)	U	F	2	3	21.7	User	1900	-	-	-	-	-
11/1 (West Circ)	U	H	2	3	13.0	User	1900	-	-	-	-	-
11/2 (West Circ)	U	H	2	3	13.9	User	1900	-	-	-	-	-
12/1 (North Circ)	U	B	2	3	21.7	User	1900	-	-	-	-	-
12/2 (North Circ)	U	B	2	3	22.6	User	1900	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Base + Committed Development AM'	07:15	08:15	01:00	
2: '2031 Base + Committed Development PM'	16:45	17:45	01:00	
3: '2031 Base + Committed + Development (350 Dwellings) PP AM'	07:15	08:15	01:00	
4: '2031 Base + Committed + Development (350 Dwellings) PP PM'	16:45	17:45	01:00	
5: '2031 Base + Committed + Development (350 Dwellings) VL AM'	07:15	08:15	01:00	
6: '2031 Base + Committed + Development (350 Dwellings) VL PM'	16:45	17:45	01:00	
7: '2032 Base + Committed VL AM'	07:15	08:15	01:00	
8: '2032 Base + Committed VL PM'	16:45	17:45	01:00	
9: '2032 Base + Committed + Development (230 Dwellings) VL AM'	07:15	08:15	01:00	
10: '2032 Base + Committed + Development (230 Dwellings) VL PM'	16:45	17:45	01:00	
11: '2032 Base + Committed + Development (230 Dwellings) VL AM Sensitivity'	07:15	08:15	01:00	
12: '2032 Base + Committed + Development (230 Dwellings) VL PM Sensitivity'	16:45	17:45	01:00	
13: '2032 Base + Committed VL AM Sensitivity'	07:15	08:15	01:00	
14: '2032 Base + Committed VL PM Sensitivity'	16:45	17:45	01:00	

Full Input Data And Results

Scenario 1: '2031 Base + Committed Development AM' (FG1: '2031 Base + Committed Development AM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	469	0	1083	1552
	B	441	0	632	282	1355
	C	0	517	6	576	1099
	D	777	295	343	0	1415
	Tot.	1218	1281	981	1941	5421

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 Base + Committed Development AM
Junction: M23 Junction 10	
1/1 (short)	451
1/2 (with short)	903(In) 452(Out)
1/3	452
2/1 (short)	366
2/2 (with short)	733(In) 367(Out)
2/3	366
3/1 (short)	472
3/2 (with short)	943(In) 471(Out)
3/3	472
4/1 (short)	469
4/2 (with short)	1010(In) 541(Out)
4/3	542
5/1	792
5/2	489
6/1	625
6/2	356
7/1	1178
7/2	763
8/1	693
8/2	525
9/1	174
9/2	716
9/3	542
10/1	812
10/2	994
11/1	598
11/2	366
12/1	323
12/2	838

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 2: '2031 Base + Committed Development PM' (FG2: '2031 Base + Committed Development PM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	624	0	681	1305
B	308	0	694	337	1339	
C	0	565	8	316	889	
D	833	173	710	0	1716	
Tot.	1141	1362	1412	1334	5249	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 Base + Committed Development PM
Junction: M23 Junction 10	
1/1 (short)	446
1/2 (with short)	893(In) 447(Out)
1/3	446
2/1 (short)	296
2/2 (with short)	593(In) 297(Out)
2/3	296
3/1 (short)	503
3/2 (with short)	1006(In) 503(Out)
3/3	710
4/1 (short)	435
4/2 (with short)	870(In) 435(Out)
4/3	435
5/1	885
5/2	477
6/1	805
6/2	607
7/1	741
7/2	593
8/1	657
8/2	484
9/1	359
9/2	605
9/3	435
10/1	445
10/2	881
11/1	585
11/2	296
12/1	450
12/2	1006

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 3: '2031 Base + Committed + Development (350 Dwellings) PP AM' (FG3: '2031 Base + Committed + Development (350 Dwellings) PP AM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	477	0	1083	1560
B	466	1	647	300	1414	
C	0	522	6	576	1104	
D	777	301	343	0	1421	
Tot.	1243	1301	996	1959	5499	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 Base + Committed + Development (350 Dwellings) PP AM
Junction: M23 Junction 10	
1/1 (short)	471
1/2 (with short)	941(In) 470(Out)
1/3	473
2/1 (short)	368
2/2 (with short)	736(In) 368(Out)
2/3	368
3/1 (short)	474
3/2 (with short)	947(In) 473(Out)
3/3	474
4/1 (short)	477
4/2 (with short)	1018(In) 541(Out)
4/3	542
5/1	808
5/2	493
6/1	645
6/2	351
7/1	1203
7/2	756
8/1	707
8/2	536
9/1	174
9/2	716
9/3	542
10/1	835
10/2	1015
11/1	627
11/2	368
12/1	331
12/2	842

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
1/2 (A264 Copthorne Way Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
1/3 (A264 Copthorne Way Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
2/1 (M23 NB Off-Slip Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
2/2 (M23 NB Off-Slip Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
2/3 (M23 NB Off-Slip Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
3/1 (A2011 Crawley Avenue Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
3/2 (A2011 Crawley Avenue Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
3/3 (A2011 Crawley Avenue Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
4/1 (M23 SB Off-Slip Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
4/2 (M23 SB Off-Slip Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
4/3 (M23 SB Off-Slip Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
5/1 (EB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (EB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (SB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (SB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (WB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (WB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (NB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (NB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (East Circ Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (East Circ Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (East Circ Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 4: '2031 Base + Committed + Development (350 Dwellings) PP PM' (FG4: '2031 Base + Committed + Development (350 Dwellings) PP PM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	647	0	681	1328
	B	318	0	700	345	1363
	C	0	579	8	316	903
	D	833	189	710	0	1732
	Tot.	1151	1415	1418	1342	5326

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Base + Committed + Development (350 Dwellings) PP PM
Junction: M23 Junction 10	
1/1 (short)	454
1/2 (with short)	909(In) 455(Out)
1/3	454
2/1 (short)	301
2/2 (with short)	602(In) 301(Out)
2/3	301
3/1 (short)	511
3/2 (with short)	1022(In) 511(Out)
3/3	710
4/1 (short)	443
4/2 (with short)	885(In) 442(Out)
4/3	443
5/1	918
5/2	497
6/1	813
6/2	605
7/1	748
7/2	594
8/1	670
8/2	481
9/1	359
9/2	597
9/3	443
10/1	447
10/2	897
11/1	604
11/2	301
12/1	475
12/2	1011

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
1/2 (A264 Copthorne Way Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
1/3 (A264 Copthorne Way Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
2/1 (M23 NB Off-Slip Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
2/2 (M23 NB Off-Slip Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
2/3 (M23 NB Off-Slip Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
3/1 (A2011 Crawley Avenue Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
3/2 (A2011 Crawley Avenue Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
3/3 (A2011 Crawley Avenue Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
4/1 (M23 SB Off-Slip Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
4/2 (M23 SB Off-Slip Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
4/3 (M23 SB Off-Slip Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
5/1 (EB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (EB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (SB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (SB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (WB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (WB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (NB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (NB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (East Circ Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (East Circ Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (East Circ Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 5: '2031 Base + Committed + Development (350 Dwellings) VL AM' (FG5: '2031 Base + Committed + Development (350 Dwellings) VL AM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	477	0	1083	1560
	B	464	1	645	298	1408
	C	0	522	6	576	1104
	D	777	300	343	0	1420
	Tot.	1241	1300	994	1957	5492

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2031 Base + Committed + Development (350 Dwellings) VL AM
Junction: M23 Junction 10	
1/1 (short)	469
1/2 (with short)	937(In) 468(Out)
1/3	471
2/1 (short)	368
2/2 (with short)	736(In) 368(Out)
2/3	368
3/1 (short)	473
3/2 (with short)	947(In) 474(Out)
3/3	473
4/1 (short)	477
4/2 (with short)	1018(In) 541(Out)
4/3	542
5/1	808
5/2	492
6/1	643
6/2	351
7/1	1201
7/2	756
8/1	705
8/2	536
9/1	174
9/2	716
9/3	542
10/1	833
10/2	1013
11/1	625
11/2	368
12/1	331
12/2	841

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 6: '2031 Base + Committed + Development (350 Dwellings) VL PM' (FG6: '2031 Base + Committed + Development (350 Dwellings) VL PM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	645	0	681	1326
	B	317	0	700	344	1361
	C	0	578	8	316	902
	D	833	188	710	0	1731
	Tot.	1150	1411	1418	1341	5320

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 Base + Committed + Development (350 Dwellings) VL PM
Junction: M23 Junction 10	
1/1 (short)	454
1/2 (with short)	907(In) 453(Out)
1/3	454
2/1 (short)	301
2/2 (with short)	601(In) 300(Out)
2/3	301
3/1 (short)	510
3/2 (with short)	1021(In) 511(Out)
3/3	710
4/1 (short)	442
4/2 (with short)	884(In) 442(Out)
4/3	442
5/1	915
5/2	496
6/1	813
6/2	605
7/1	747
7/2	594
8/1	669
8/2	481
9/1	359
9/2	598
9/3	442
10/1	446
10/2	896
11/1	602
11/2	301
12/1	473
12/2	1011

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 7: '2032 Base + Committed Development AM' (FG7: '2032 Base + Committed VL AM', Plan 1: 'Existing')
Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	447	0	1021	1468
	B	430	1	606	276	1313
	C	0	491	5	543	1039
	D	733	282	324	0	1339
	Tot.	1163	1221	935	1840	5159

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2032 Base + Committed Development AM
Junction: M23 Junction 10	
1/1 (short)	437
1/2 (with short)	875(In) 438(Out)
1/3	438
2/1 (short)	346
2/2 (with short)	693(In) 347(Out)
2/3	346
3/1 (short)	446
3/2 (with short)	893(In) 447(Out)
3/3	446
4/1 (short)	447
4/2 (with short)	957(In) 510(Out)
4/3	511
5/1	758
5/2	463
6/1	601
6/2	334
7/1	1125
7/2	715
8/1	661
8/2	502
9/1	164
9/2	675
9/3	511
10/1	779
10/2	949
11/1	581
11/2	346
12/1	311
12/2	792

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 8: '2032 Base + Committed Development PM' (FG8: '2032 Base + Committed VL PM', Plan 1: 'Existing')
Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	598	0	638	1236
	B	294	0	654	320	1268
	C	0	538	7	296	841
	D	780	171	665	0	1616
	Tot.	1074	1307	1326	1254	4961

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2032 Base + Committed Development PM
Junction: M23 Junction 10	
1/1 (short)	423
1/2 (with short)	845(In) 422(Out)
1/3	423
2/1 (short)	280
2/2 (with short)	561(In) 281(Out)
2/3	280
3/1 (short)	475
3/2 (with short)	951(In) 476(Out)
3/3	665
4/1 (short)	412
4/2 (with short)	824(In) 412(Out)
4/3	412
5/1	848
5/2	459
6/1	758
6/2	568
7/1	697
7/2	557
8/1	622
8/2	452
9/1	335
9/2	563
9/3	412
10/1	417
10/2	835
11/1	559
11/2	280
12/1	436
12/2	945

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 9: '2032 Base + Committed + Development (230 Dwellings) AM' (FG9: '2032 Base + Committed + Development (230 Dwellings) VL AM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	452	0	1021	1473
	B	445	1	614	287	1347
	C	0	494	5	543	1042
	D	733	285	324	0	1342
	Tot.	1178	1232	943	1851	5204

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2032 Base + Committed + Development (230 Dwellings) AM
Junction: M23 Junction 10	
1/1 (short)	448
1/2 (with short)	896(In) 448(Out)
1/3	451
2/1 (short)	347
2/2 (with short)	695(In) 348(Out)
2/3	347
3/1 (short)	447
3/2 (with short)	895(In) 448(Out)
3/3	447
4/1 (short)	452
4/2 (with short)	962(In) 510(Out)
4/3	511
5/1	767
5/2	465
6/1	612
6/2	331
7/1	1139
7/2	712
8/1	670
8/2	508
9/1	164
9/2	675
9/3	511
10/1	792
10/2	962
11/1	598
11/2	347
12/1	315
12/2	794

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 10: '2032 Base + Committed + Development (230 Dwellings) PM' (FG10: '2032 Base + Committed + Development (230 Dwellings) VL PM', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	611	0	638	1249
B	300	0	657	324	1281	
C	0	546	7	296	849	
D	780	180	665	0	1625	
Tot.	1080	1337	1329	1258	5004	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2032 Base + Committed + Development (230 Dwellings) PM
Junction: M23 Junction 10	
1/1 (short)	427
1/2 (with short)	854(In) 427(Out)
1/3	427
2/1 (short)	283
2/2 (with short)	566(In) 283(Out)
2/3	283
3/1 (short)	480
3/2 (with short)	960(In) 480(Out)
3/3	665
4/1 (short)	416
4/2 (with short)	833(In) 417(Out)
4/3	416
5/1	866
5/2	471
6/1	762
6/2	567
7/1	702
7/2	556
8/1	630
8/2	450
9/1	335
9/2	559
9/3	416
10/1	419
10/2	843
11/1	570
11/2	283
12/1	450
12/2	948

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
1/2 (A264 Copthorne Way Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
1/3 (A264 Copthorne Way Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
2/1 (M23 NB Off-Slip Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
2/2 (M23 NB Off-Slip Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
2/3 (M23 NB Off-Slip Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
3/1 (A2011 Crawley Avenue Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
3/2 (A2011 Crawley Avenue Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
3/3 (A2011 Crawley Avenue Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
4/1 (M23 SB Off-Slip Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
4/2 (M23 SB Off-Slip Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
4/3 (M23 SB Off-Slip Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
5/1 (EB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (EB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (SB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (SB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (WB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (WB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (NB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (NB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (East Circ Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (East Circ Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (East Circ Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 11: '2032 Base + Committed Development AM - Sensitivity' (FG13: '2032 Base + Committed VL AM Sensitivity', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	479	0	1098	1577
	B	460	1	648	295	1404
	C	0	527	6	583	1116
	D	787	302	347	0	1436
	Tot.	1247	1309	1001	1976	5533

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2032 Base + Committed Development AM - Sensitivity
Junction: M23 Junction 10	
1/1 (short)	468
1/2 (with short)	935(In) 467(Out)
1/3	469
2/1 (short)	372
2/2 (with short)	744(In) 372(Out)
2/3	372
3/1 (short)	479
3/2 (with short)	957(In) 478(Out)
3/3	479
4/1 (short)	479
4/2 (with short)	1028(In) 549(Out)
4/3	549
5/1	811
5/2	498
6/1	644
6/2	357
7/1	1208
7/2	768
8/1	709
8/2	538
9/1	176
9/2	726
9/3	549
10/1	836
10/2	1018
11/1	622
11/2	372
12/1	332
12/2	851

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 12: '2032 Base + Committed Development PM - Sensitivity' (FG14: '2032 Base + Committed VL PM Sensitivity', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	644	0	690	1334
B	317	0	706	345	1368	
C	0	579	8	320	907	
D	844	183	719	0	1746	
Tot.	1161	1406	1433	1355	5355	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2032 Base + Committed Development PM - Sensitivity
Junction: M23 Junction 10	
1/1 (short)	456
1/2 (with short)	912(In) 456(Out)
1/3	456
2/1 (short)	302
2/2 (with short)	605(In) 303(Out)
2/3	302
3/1 (short)	513
3/2 (with short)	1027(In) 514(Out)
3/3	719
4/1 (short)	445
4/2 (with short)	889(In) 444(Out)
4/3	445
5/1	913
5/2	493
6/1	819
6/2	614
7/1	753
7/2	602
8/1	672
8/2	489
9/1	363
9/2	609
9/3	445
10/1	451
10/2	901
11/1	602
11/2	302
12/1	468
12/2	1021

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
1/2 (A264 Copthorne Way Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
1/3 (A264 Copthorne Way Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
2/1 (M23 NB Off-Slip Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
2/2 (M23 NB Off-Slip Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
2/3 (M23 NB Off-Slip Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
3/1 (A2011 Crawley Avenue Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
3/2 (A2011 Crawley Avenue Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
3/3 (A2011 Crawley Avenue Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
4/1 (M23 SB Off-Slip Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
4/2 (M23 SB Off-Slip Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
4/3 (M23 SB Off-Slip Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900
5/1 (EB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
5/2 (EB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
6/1 (SB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
6/2 (SB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
7/1 (WB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
7/2 (WB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
8/1 (NB Exit Lane 1)		Infinite Saturation Flow					Inf	Inf
8/2 (NB Exit Lane 2)		Infinite Saturation Flow					Inf	Inf
9/1 (East Circ Lane 1)		This lane uses a directly entered Saturation Flow					1900	1900
9/2 (East Circ Lane 2)		This lane uses a directly entered Saturation Flow					1900	1900
9/3 (East Circ Lane 3)		This lane uses a directly entered Saturation Flow					1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 13: '2032 Base + Committed + Development (230 Dwellings) AM - Sensitivity' (FG11: '2032 Base + Committed + Development (230 Dwellings) VL AM Sensitivity', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	484	0	1098	1582
	B	474	1	656	305	1436
	C	0	530	6	583	1119
	D	787	305	347	0	1439
	Tot.	1261	1320	1009	1986	5576

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2032 Base + Committed + Development (230 Dwellings) AM - Sensitivity
Junction: M23 Junction 10	
1/1 (short)	478
1/2 (with short)	956(In) 478(Out)
1/3	480
2/1 (short)	373
2/2 (with short)	746(In) 373(Out)
2/3	373
3/1 (short)	480
3/2 (with short)	959(In) 479(Out)
3/3	480
4/1 (short)	484
4/2 (with short)	1033(In) 549(Out)
4/3	549
5/1	820
5/2	500
6/1	654
6/2	355
7/1	1222
7/2	764
8/1	717
8/2	544
9/1	176
9/2	726
9/3	549
10/1	849
10/2	1029
11/1	638
11/2	373
12/1	336
12/2	853

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 14: '2032 Base + Committed + Development (230 Dwellings) PM - Sensitivity' (FG12: '2032 Base + Committed + Development (230 Dwellings) VL PM Sensitivity', Plan 1: 'Existing')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	657	0	690	1347
	B	323	0	710	350	1383
	C	0	587	8	320	915
	D	844	193	719	0	1756
	Tot.	1167	1437	1437	1360	5401

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2032 Base + Committed + Development (230 Dwellings) PM - Sensitivity
Junction: M23 Junction 10	
1/1 (short)	461
1/2 (with short)	922(In) 461(Out)
1/3	461
2/1 (short)	305
2/2 (with short)	610(In) 305(Out)
2/3	305
3/1 (short)	519
3/2 (with short)	1037(In) 518(Out)
3/3	719
4/1 (short)	449
4/2 (with short)	898(In) 449(Out)
4/3	449
5/1	932
5/2	505
6/1	824
6/2	613
7/1	758
7/2	602
8/1	681
8/2	486
9/1	363
9/2	605
9/3	449
10/1	453
10/2	910
11/1	613
11/2	305
12/1	483
12/2	1024

Full Input Data And Results

Lane Saturation Flows

Junction: M23 Junction 10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A264 Copthorne Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A264 Copthorne Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A264 Copthorne Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (M23 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (M23 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (M23 NB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A2011 Crawley Avenue Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A2011 Crawley Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A2011 Crawley Avenue Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (M23 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (M23 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (M23 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (NB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (NB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (East Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (East Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (East Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

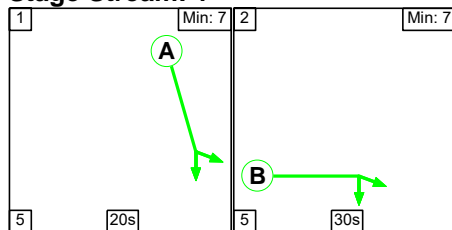
Full Input Data And Results

10/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (West Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (West Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900

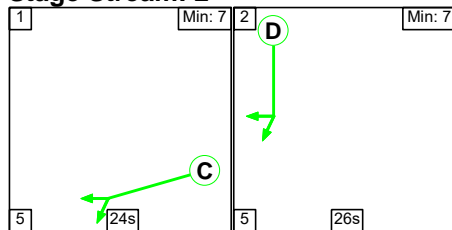
Scenario 1: '2031 Base + Committed Development AM' (FG1: '2031 Base + Committed Development AM', Plan 1: 'Existing')

Stage Sequence Diagram

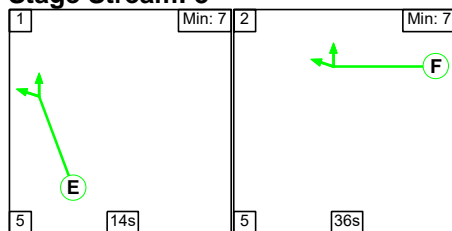
Stage Stream: 1



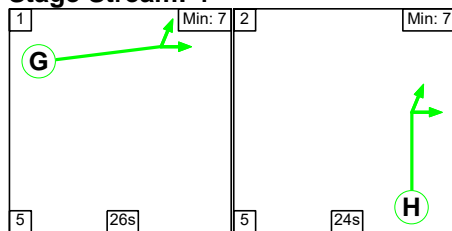
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	53	22

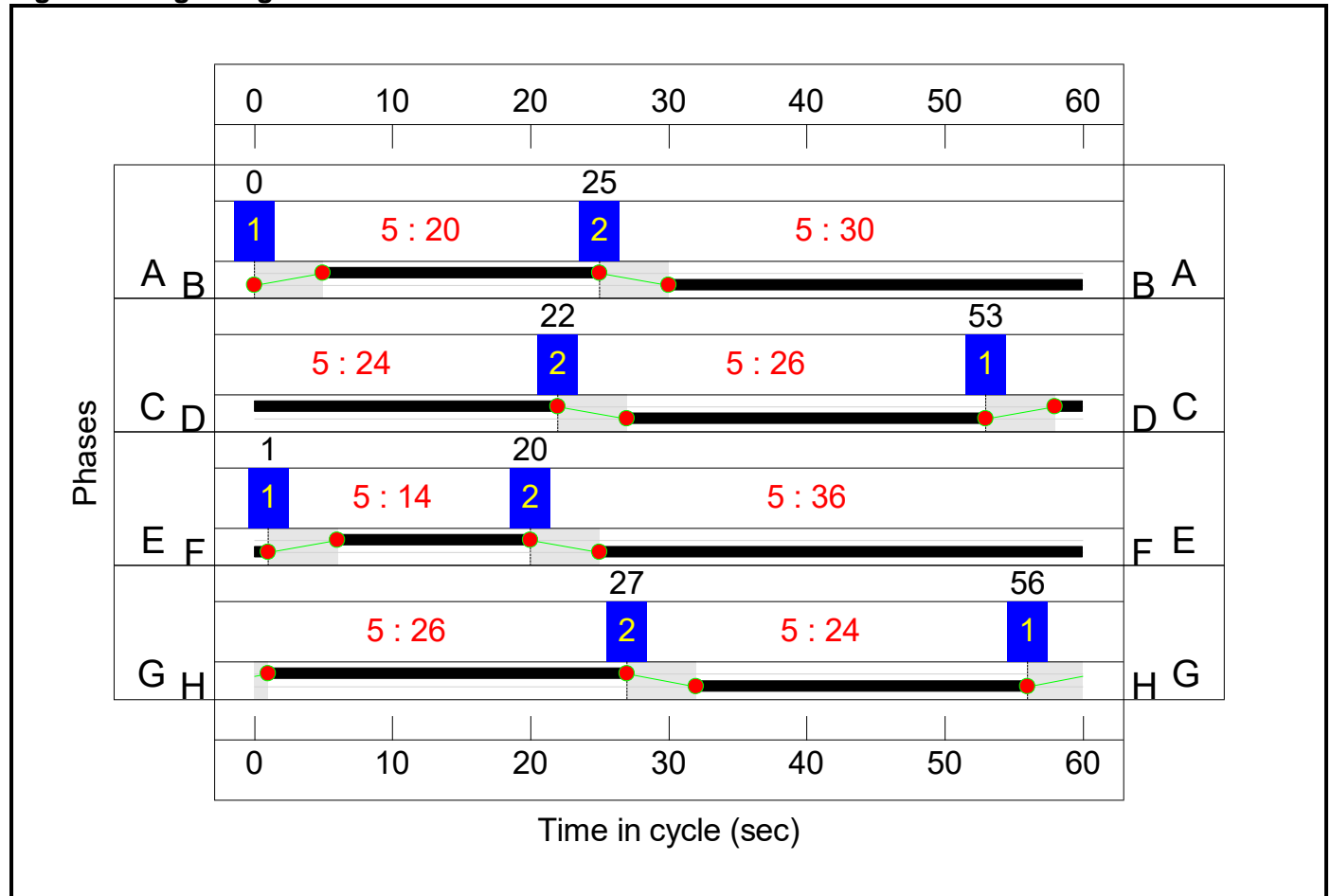
Stage Stream: 3

Stage	1	2
Duration	14	36
Change Point	1	20

Stage Stream: 4

Stage	1	2
Duration	26	24
Change Point	56	27


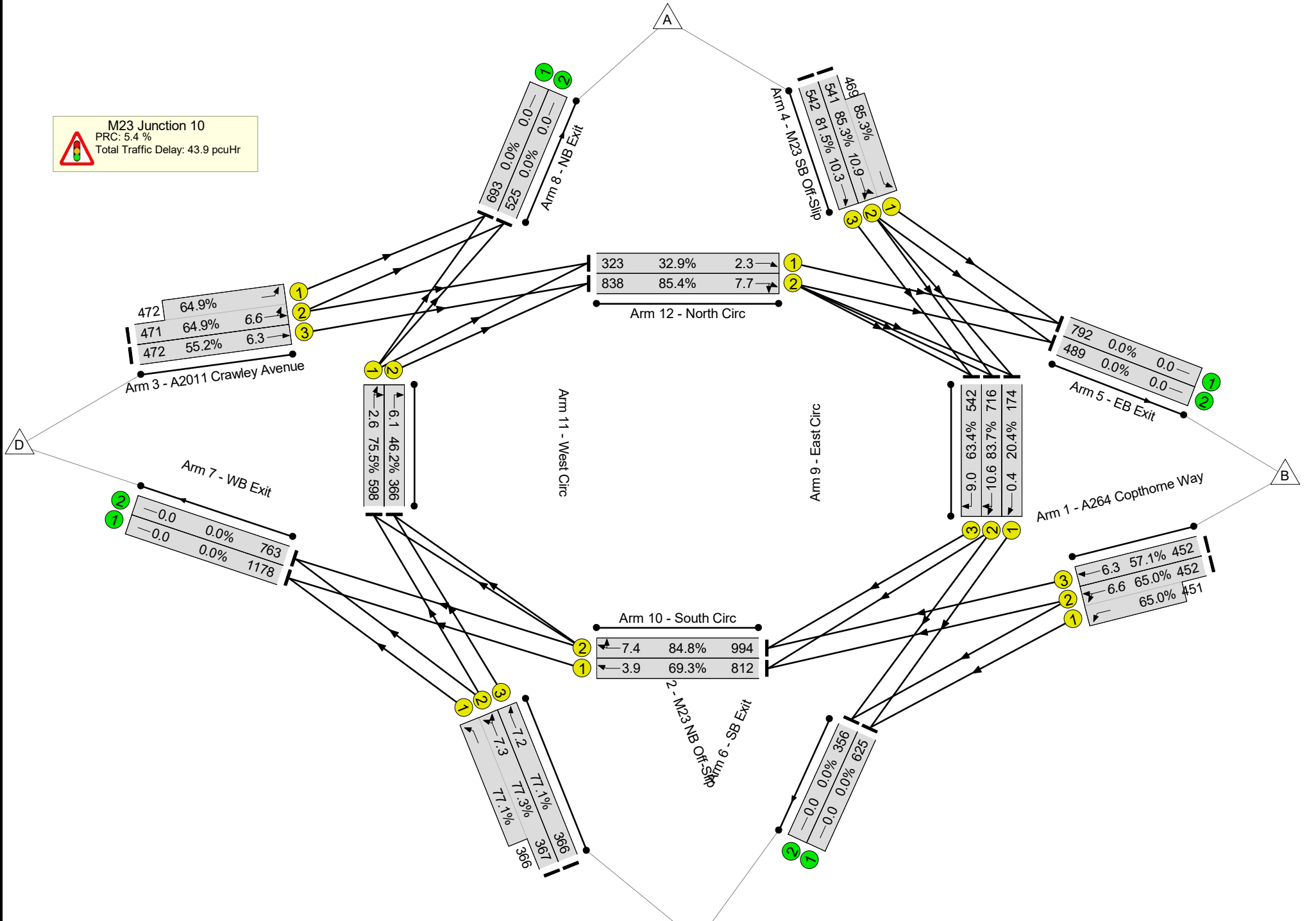
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

M23 Junction 10
 PRC: 5.4 %
 Total Traffic Delay: 43.9 pcuHr

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	24	-	903	1900:1900	695+694	65.0 : 65.0%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	24	-	452	1900	792	57.1%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	14	-	733	1900:1900	475+475	77.3 : 77.1%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	14	-	366	1900	475	77.1%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	26	-	943	1900:1900	725+727	64.9 : 64.9%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	26	-	472	1900	855	55.2%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	20	-	1010	1900:1900	634+550	85.3 : 85.3%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	542	1900	665	81.5%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	26	-	174	1900	855	20.4%
9/2	East Circ Ahead Right	U	2	N/A	D		1	26	-	716	1900	855	83.7%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	26	-	542	1900	855	63.4%
10/1	South Circ Ahead	U	3	N/A	F		1	36	-	812	1900	1172	69.3%
10/2	South Circ Ahead Right	U	3	N/A	F		1	36	-	994	1900	1172	84.8%
11/1	West Circ Ahead Right	U	4	N/A	H		1	24	-	598	1900	792	75.5%
11/2	West Circ Right	U	4	N/A	H		1	24	-	366	1900	792	46.2%
12/1	North Circ Ahead	U	1	N/A	B		1	30	-	323	1900	982	32.9%
12/2	North Circ Ahead Right	U	1	N/A	B		1	30	-	838	1900	982	85.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	32.5	11.4	0.0	43.9	-	-	-	-
M23 Junction 10	-	-	0	0	0	32.5	11.4	0.0	43.9	-	-	-	-
1/2+1/1	903	903	-	-	-	3.4	0.9	-	4.3	17.1	5.7	0.9	6.6
1/3	452	452	-	-	-	1.7	0.7	-	2.3	18.7	5.7	0.7	6.3
2/2+2/1	733	733	-	-	-	4.3	1.7	-	5.9	29.1	5.6	1.7	7.3
2/3	366	366	-	-	-	2.1	1.6	-	3.8	36.9	5.6	1.6	7.2
3/2+3/1	943	943	-	-	-	3.2	0.9	-	4.1	15.6	5.6	0.9	6.6
3/3	472	472	-	-	-	1.6	0.6	-	2.2	16.8	5.6	0.6	6.3
4/2+4/1	1010	1010	-	-	-	4.9	2.8	-	7.7	27.4	8.1	2.8	10.9
4/3	542	542	-	-	-	2.7	2.1	-	4.8	31.9	8.1	2.1	10.3
5/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	174	174	-	-	-	0.2	0.0	-	0.2	4.5	0.4	0.0	0.4
9/2	716	716	-	-	-	2.0	0.0	-	2.0	10.0	10.6	0.0	10.6
9/3	542	542	-	-	-	1.6	0.0	-	1.6	10.8	9.0	0.0	9.0
10/1	812	812	-	-	-	0.5	0.0	-	0.5	2.1	3.9	0.0	3.9
10/2	994	994	-	-	-	1.1	0.0	-	1.1	4.0	7.4	0.0	7.4
11/1	598	598	-	-	-	0.4	0.0	-	0.4	2.5	2.6	0.0	2.6
11/2	366	366	-	-	-	1.3	0.0	-	1.3	12.9	6.1	0.0	6.1

Full Input Data And Results

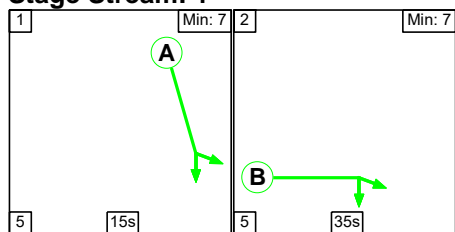
12/1	323	323	-	-	-	0.3	0.0	-	0.3	3.3	2.3	0.0	2.3
12/2	838	838	-	-	-	1.4	0.0	-	1.4	5.8	7.7	0.0	7.7
		C1	Stream: 1 PRC for Signalled Lanes (%)	5.4	Total Delay for Signalled Lanes (pcuHr):		14.13	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	7.5	Total Delay for Signalled Lanes (pcuHr):		10.47	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	6.1	Total Delay for Signalled Lanes (pcuHr):		11.25	Cycle Time (s):		60			
		C1	Stream: 4 PRC for Signalled Lanes (%)	19.1	Total Delay for Signalled Lanes (pcuHr):		8.01	Cycle Time (s):		60			
			PRC Over All Lanes (%)	5.4	Total Delay Over All Lanes(pcuHr):		43.87						

Full Input Data And Results

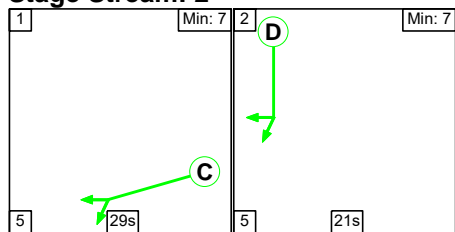
Scenario 2: '2031 Base + Committed Development PM' (FG2: '2031 Base + Committed Development PM', Plan 1: 'Existing')

Stage Sequence Diagram

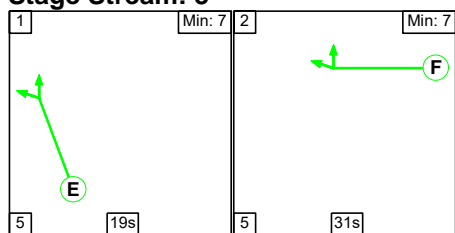
Stage Stream: 1



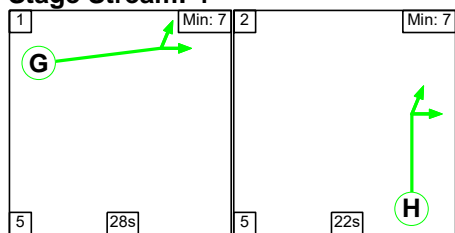
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	35
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	5	39

Stage Stream: 3

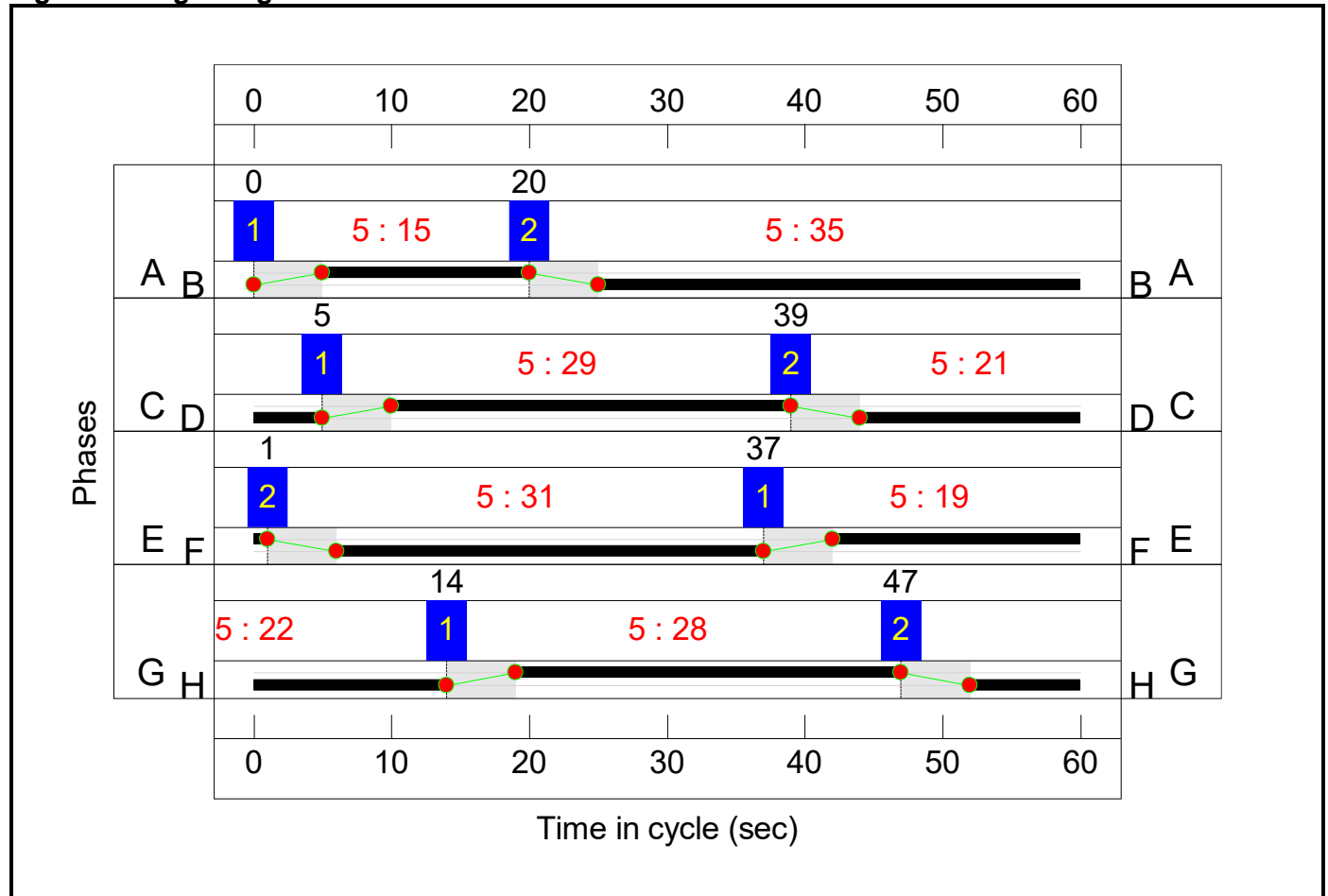
Stage	1	2
Duration	19	31
Change Point	37	1

Full Input Data And Results

Stage Stream: 4


Stage	1	2
Duration	28	22
Change Point	14	47

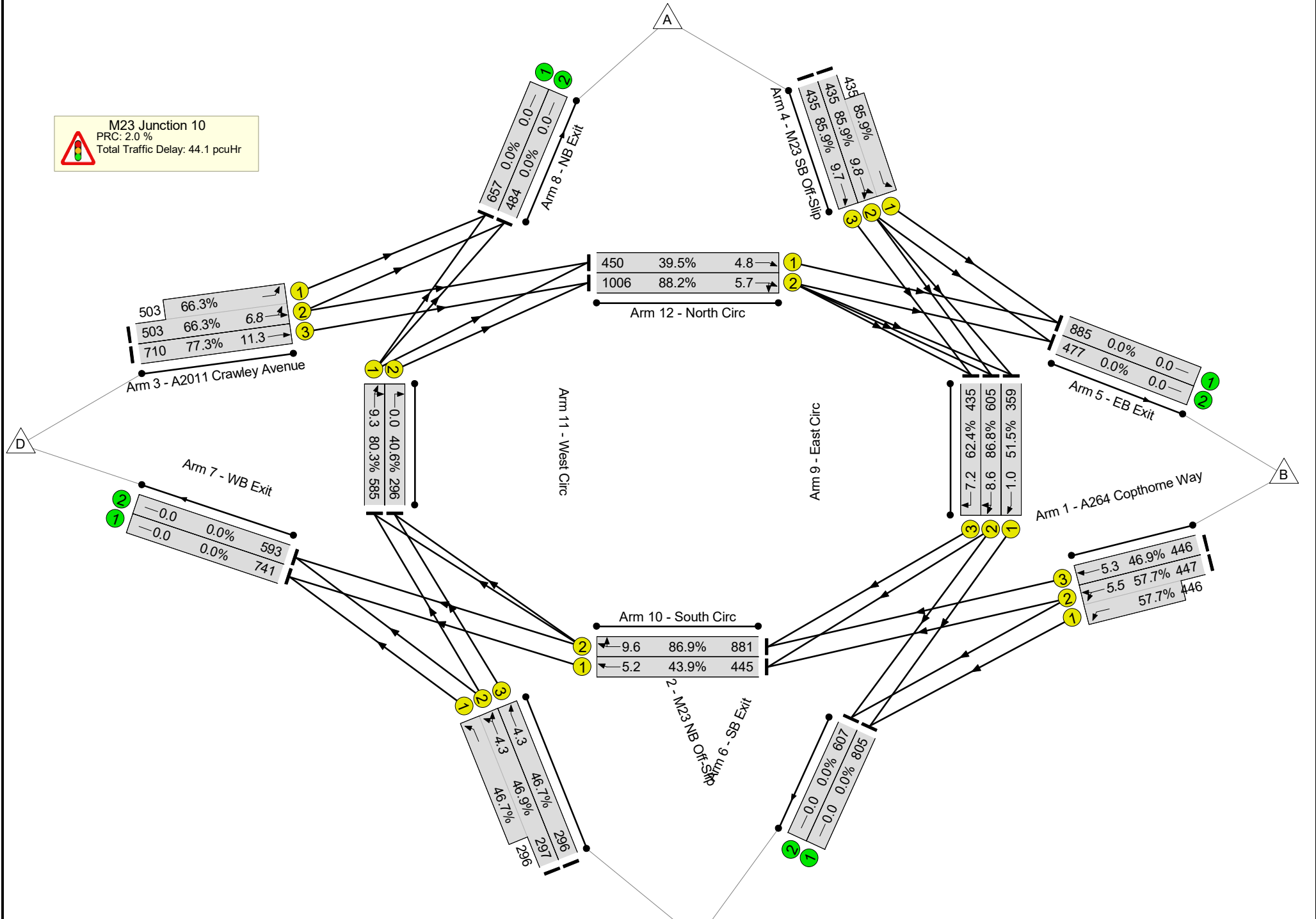
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


M23 Junction 10
 PRC: 2.0 %
 Total Traffic Delay: 44.1 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	88.2%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	88.2%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	29	-	893	1900:1900	774+773	57.7 : 57.7%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	29	-	446	1900	950	46.9%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	19	-	593	1900:1900	633+633	46.9 : 46.7%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	19	-	296	1900	633	46.7%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	28	-	1006	1900:1900	758+758	66.3 : 66.3%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	28	-	710	1900	918	77.3%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	15	-	870	1900:1900	507+507	85.9 : 85.9%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	15	-	435	1900	507	85.9%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	21	-	359	1900	697	51.5%
9/2	East Circ Ahead Right	U	2	N/A	D		1	21	-	605	1900	697	86.8%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	21	-	435	1900	697	62.4%
10/1	South Circ Ahead	U	3	N/A	F		1	31	-	445	1900	1013	43.9%
10/2	South Circ Ahead Right	U	3	N/A	F		1	31	-	881	1900	1013	86.9%
11/1	West Circ Ahead Right	U	4	N/A	H		1	22	-	585	1900	728	80.3%
11/2	West Circ Right	U	4	N/A	H		1	22	-	296	1900	728	40.6%
12/1	North Circ Ahead	U	1	N/A	B		1	35	-	450	1900	1140	39.5%
12/2	North Circ Ahead Right	U	1	N/A	B		1	35	-	1006	1900	1140	88.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	33.7	10.4	0.0	44.1	-	-	-	-
M23 Junction 10	-	-	0	0	0	33.7	10.4	0.0	44.1	-	-	-	-
1/2+1/1	893	893	-	-	-	2.4	0.7	-	3.1	12.6	4.8	0.7	5.5
1/3	446	446	-	-	-	1.2	0.4	-	1.7	13.4	4.8	0.4	5.3
2/2+2/1	593	593	-	-	-	2.6	0.4	-	3.0	18.5	3.9	0.4	4.3
2/3	296	296	-	-	-	1.3	0.4	-	1.7	21.1	3.9	0.4	4.3
3/2+3/1	1006	1006	-	-	-	3.0	1.0	-	4.0	14.4	5.9	1.0	6.8
3/3	710	710	-	-	-	2.5	1.7	-	4.2	21.3	9.7	1.7	11.3
4/2+4/1	870	870	-	-	-	5.1	2.9	-	8.0	33.0	6.9	2.9	9.8
4/3	435	435	-	-	-	2.5	2.8	-	5.3	44.2	6.9	2.8	9.7
5/1	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	359	359	-	-	-	0.4	0.0	-	0.4	4.1	1.0	0.0	1.0
9/2	605	605	-	-	-	2.5	0.0	-	2.5	14.6	8.6	0.0	8.6
9/3	435	435	-	-	-	3.4	0.0	-	3.4	27.9	7.2	0.0	7.2
10/1	445	445	-	-	-	0.7	0.0	-	0.7	6.0	5.2	0.0	5.2
10/2	881	881	-	-	-	2.0	0.0	-	2.0	8.0	9.6	0.0	9.6
11/1	585	585	-	-	-	2.1	0.0	-	2.1	12.9	9.3	0.0	9.3
11/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

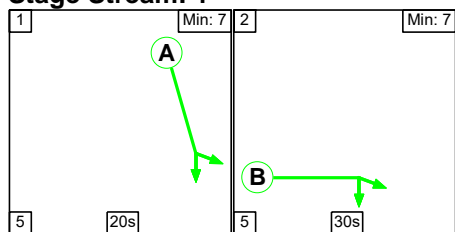
12/1	450	450	-	-	-	0.6	0.0	-	0.6	4.5	4.8	0.0	4.8
12/2	1006	1006	-	-	-	1.4	0.0	-	1.4	5.0	5.7	0.0	5.7
		C1	Stream: 1 PRC for Signalled Lanes (%)	2.0	Total Delay for Signalled Lanes (pcuHr):			15.28	Cycle Time (s):		60		
		C1	Stream: 2 PRC for Signalled Lanes (%)	3.6	Total Delay for Signalled Lanes (pcuHr):			11.02	Cycle Time (s):		60		
		C1	Stream: 3 PRC for Signalled Lanes (%)	3.5	Total Delay for Signalled Lanes (pcuHr):			7.48	Cycle Time (s):		60		
		C1	Stream: 4 PRC for Signalled Lanes (%)	12.1	Total Delay for Signalled Lanes (pcuHr):			10.32	Cycle Time (s):		60		
			PRC Over All Lanes (%)	2.0	Total Delay Over All Lanes(pcuHr):			44.09					

Full Input Data And Results

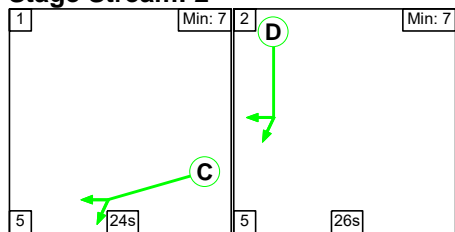
Scenario 3: '2031 Base + Committed + Development (350 Dwellings) PP AM' (FG3: '2031 Base + Committed + Development (350 Dwellings) PP AM', Plan 1: 'Existing')

Stage Sequence Diagram

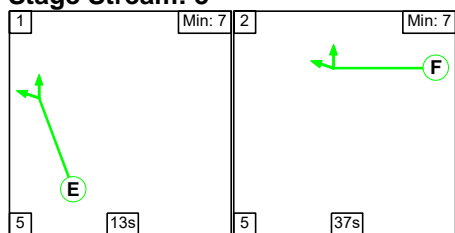
Stage Stream: 1



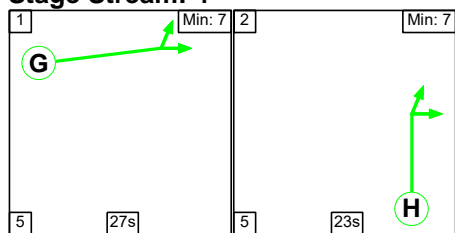
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	36	5

Stage Stream: 3

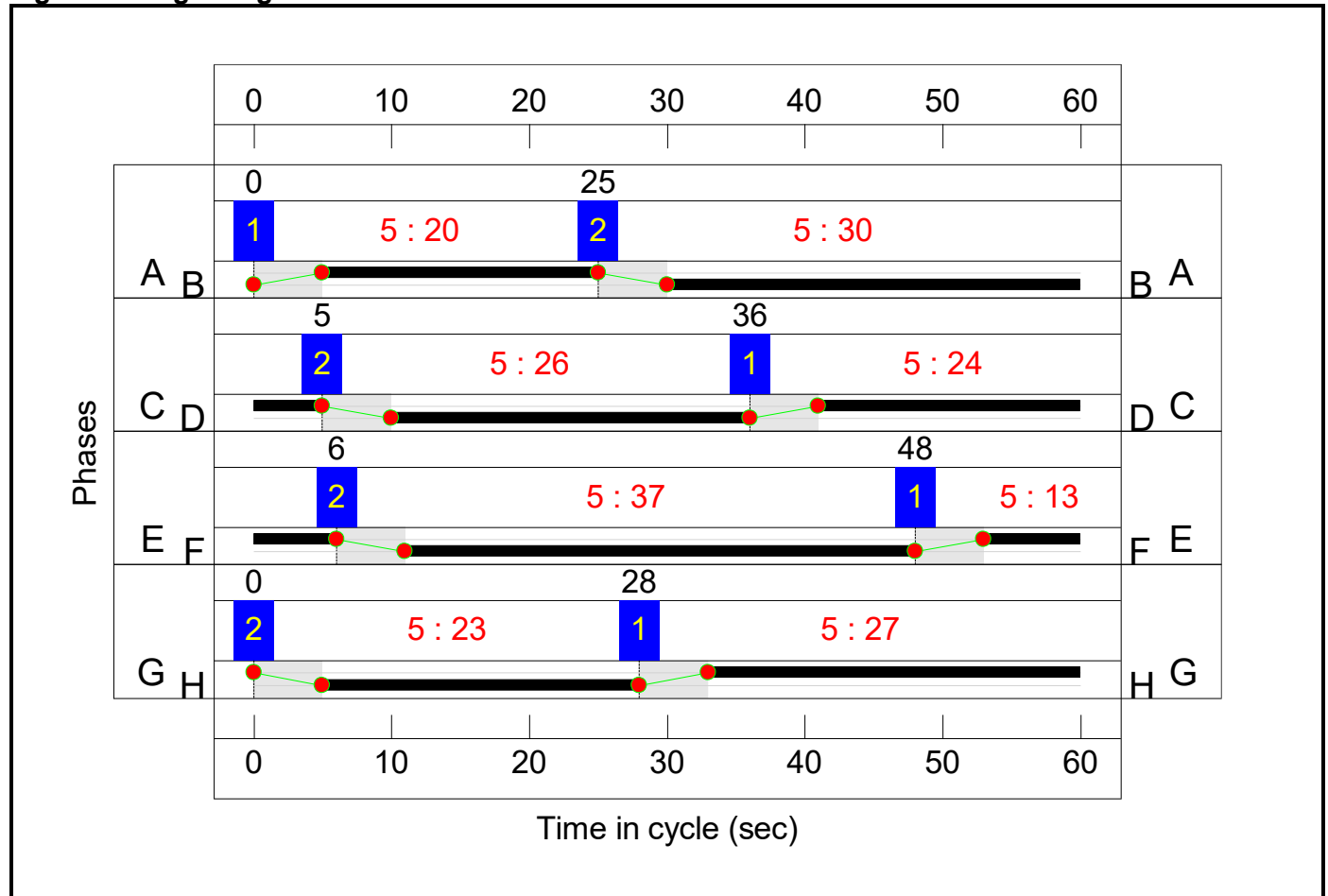
Stage	1	2
Duration	13	37
Change Point	48	6

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	27	23
Change Point	28	0


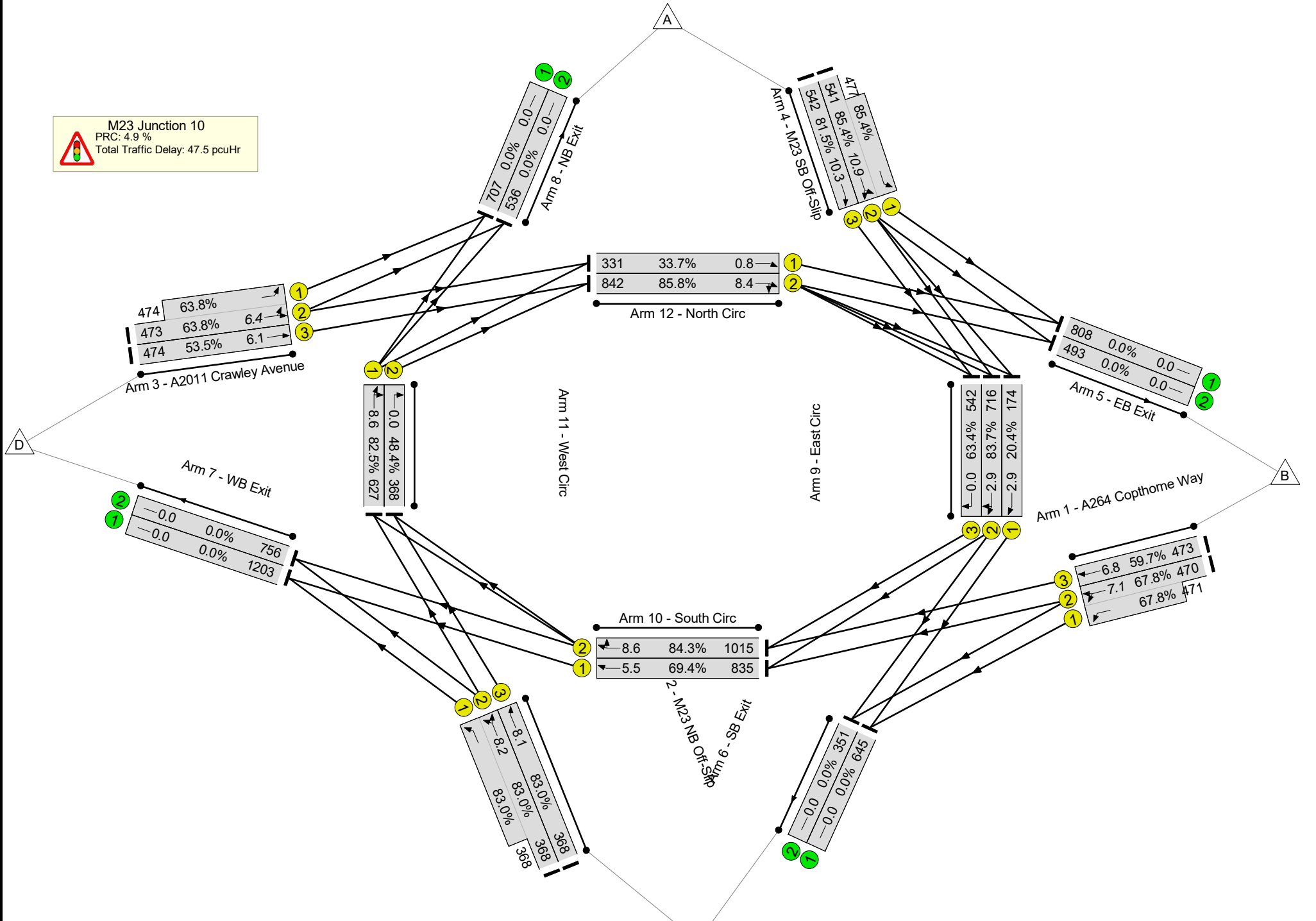
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

M23 Junction 10
 PRC: 4.9 %
 Total Traffic Delay: 47.5 pcuHr

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	24	-	941	1900:1900	694+695	67.8 : 67.8%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	24	-	473	1900	792	59.7%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	13	-	736	1900:1900	443+443	83.0 : 83.0%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	13	-	368	1900	443	83.0%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	27	-	947	1900:1900	741+743	63.8 : 63.8%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	27	-	474	1900	887	53.5%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	20	-	1018	1900:1900	634+559	85.4 : 85.4%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	542	1900	665	81.5%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	1203	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	26	-	174	1900	855	20.4%
9/2	East Circ Ahead Right	U	2	N/A	D		1	26	-	716	1900	855	83.7%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	26	-	542	1900	855	63.4%
10/1	South Circ Ahead	U	3	N/A	F		1	37	-	835	1900	1203	69.4%
10/2	South Circ Ahead Right	U	3	N/A	F		1	37	-	1015	1900	1203	84.3%
11/1	West Circ Ahead Right	U	4	N/A	H		1	23	-	627	1900	760	82.5%
11/2	West Circ Right	U	4	N/A	H		1	23	-	368	1900	760	48.4%
12/1	North Circ Ahead	U	1	N/A	B		1	30	-	331	1900	982	33.7%
12/2	North Circ Ahead Right	U	1	N/A	B		1	30	-	842	1900	982	85.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	34.6	12.9	0.0	47.5	-	-	-	-
M23 Junction 10	-	-	0	0	0	34.6	12.9	0.0	47.5	-	-	-	-
1/2+1/1	941	941	-	-	-	3.5	1.0	-	4.6	17.6	6.0	1.0	7.1
1/3	473	473	-	-	-	1.8	0.7	-	2.5	19.2	6.0	0.7	6.8
2/2+2/1	736	736	-	-	-	4.5	2.4	-	6.8	33.5	5.8	2.4	8.2
2/3	368	368	-	-	-	2.2	2.3	-	4.5	44.4	5.8	2.3	8.1
3/2+3/1	947	947	-	-	-	3.0	0.9	-	3.9	14.7	5.5	0.9	6.4
3/3	474	474	-	-	-	1.5	0.6	-	2.1	15.7	5.5	0.6	6.1
4/2+4/1	1018	1018	-	-	-	4.9	2.8	-	7.7	27.4	8.1	2.8	10.9
4/3	542	542	-	-	-	2.7	2.1	-	4.8	31.9	8.1	2.1	10.3
5/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	174	174	-	-	-	0.6	0.0	-	0.6	13.1	2.9	0.0	2.9
9/2	716	716	-	-	-	0.6	0.0	-	0.6	3.2	2.9	0.0	2.9
9/3	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	835	835	-	-	-	1.1	0.0	-	1.1	4.8	5.5	0.0	5.5
10/2	1015	1015	-	-	-	2.0	0.0	-	2.0	7.1	8.6	0.0	8.6
11/1	627	627	-	-	-	3.9	0.0	-	3.9	22.1	8.6	0.0	8.6
11/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

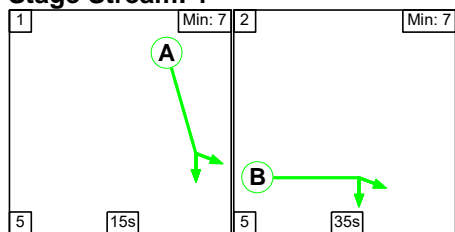
12/1	331	331	-	-	-	0.3	0.0	-	0.3	3.1	0.8	0.0	0.8
12/2	842	842	-	-	-	2.0	0.0	-	2.0	8.5	8.4	0.0	8.4
		C1	Stream: 1 PRC for Signalled Lanes (%)	4.9	Total Delay for Signalled Lanes (pcuHr)		14.81	Cycle Time (s)		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	7.5	Total Delay for Signalled Lanes (pcuHr)		8.39	Cycle Time (s)		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	6.7	Total Delay for Signalled Lanes (pcuHr)		14.49	Cycle Time (s)		60			
		C1	Stream: 4 PRC for Signalled Lanes (%)	9.1	Total Delay for Signalled Lanes (pcuHr)		9.79	Cycle Time (s)		60			
			PRC Over All Lanes (%)	4.9	Total Delay Over All Lanes(pcuHr)		47.48						

Full Input Data And Results

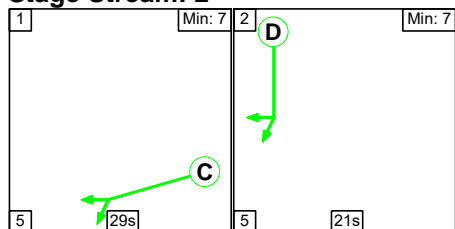
Scenario 4: '2031 Base + Committed + Development (350 Dwellings) PP PM' (FG4: '2031 Base + Committed + Development (350 Dwellings) PP PM', Plan 1: 'Existing')

Stage Sequence Diagram

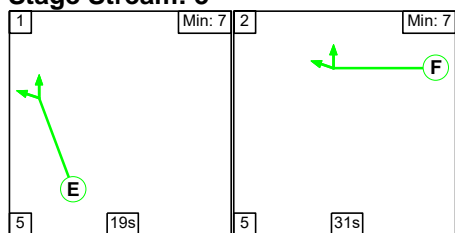
Stage Stream: 1



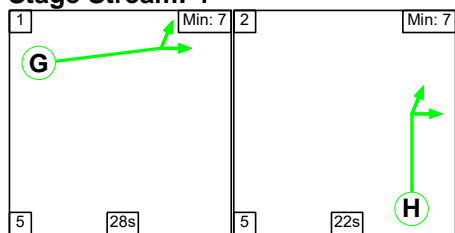
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	35
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	5	39

Stage Stream: 3

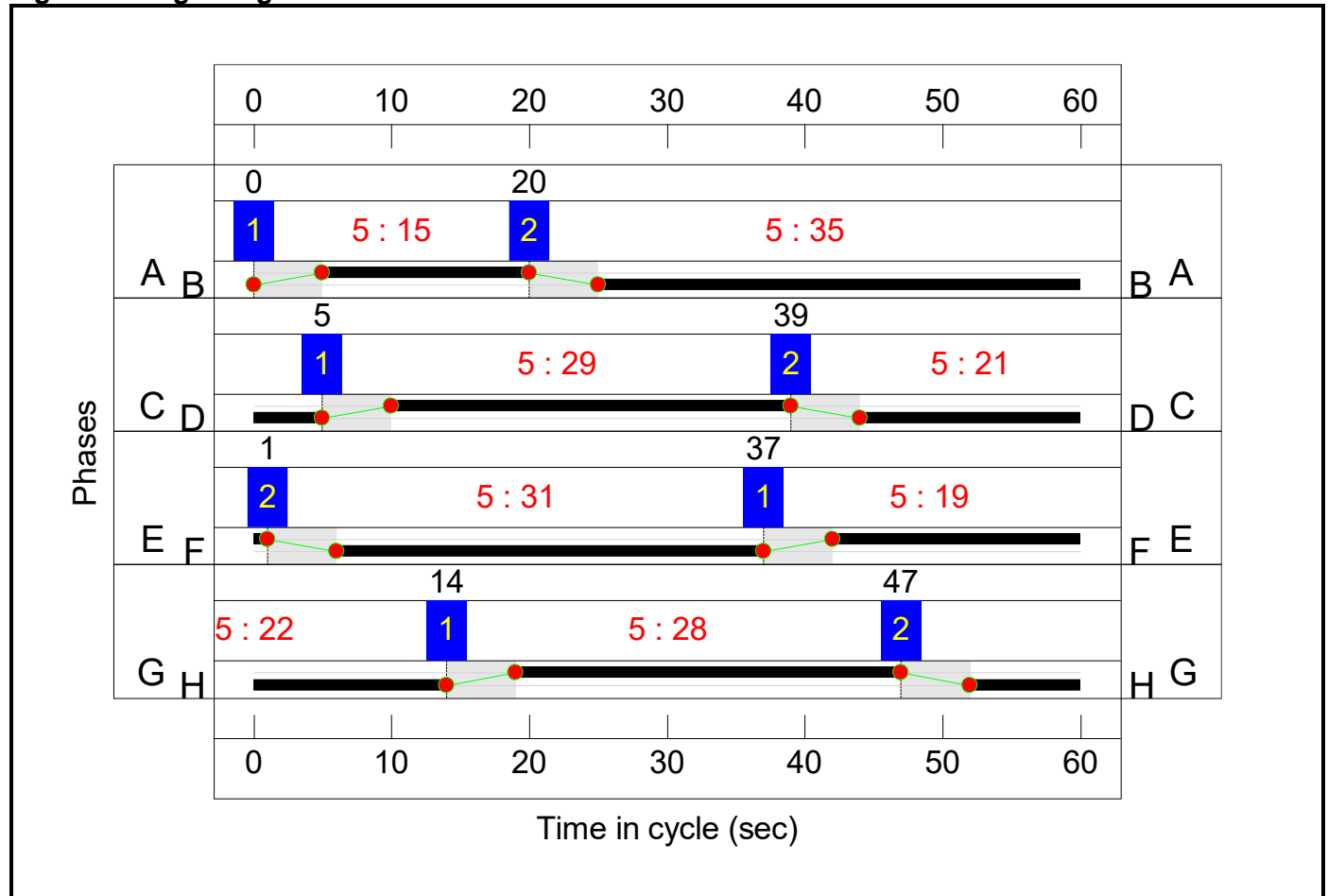
Stage	1	2
Duration	19	31
Change Point	37	1

Full Input Data And Results

Stage Stream: 4


Stage	1	2
Duration	28	22
Change Point	14	47

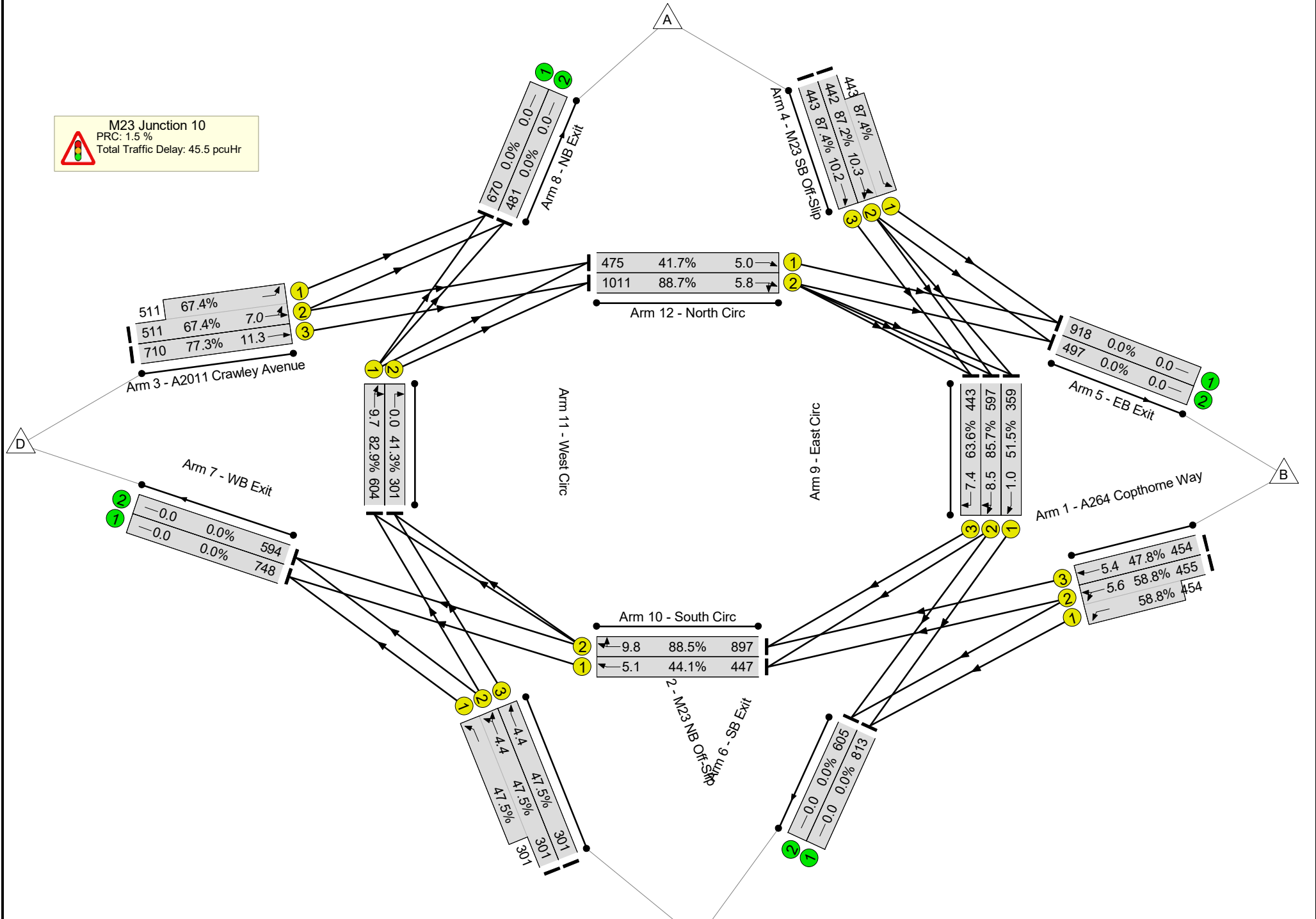
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


M23 Junction 10
 PRC: 1.5 %
 Total Traffic Delay: 45.5 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	29	-	909	1900:1900	774+773	58.8 : 58.8%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	29	-	454	1900	950	47.8%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	19	-	602	1900:1900	633+633	47.5 : 47.5%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	19	-	301	1900	633	47.5%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	28	-	1022	1900:1900	758+758	67.4 : 67.4%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	28	-	710	1900	918	77.3%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	15	-	885	1900:1900	507+507	87.2 : 87.4%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	15	-	443	1900	507	87.4%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	918	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	21	-	359	1900	697	51.5%
9/2	East Circ Ahead Right	U	2	N/A	D		1	21	-	597	1900	697	85.7%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	21	-	443	1900	697	63.6%
10/1	South Circ Ahead	U	3	N/A	F		1	31	-	447	1900	1013	44.1%
10/2	South Circ Ahead Right	U	3	N/A	F		1	31	-	897	1900	1013	88.5%
11/1	West Circ Ahead Right	U	4	N/A	H		1	22	-	604	1900	728	82.9%
11/2	West Circ Right	U	4	N/A	H		1	22	-	301	1900	728	41.3%
12/1	North Circ Ahead	U	1	N/A	B		1	35	-	475	1900	1140	41.7%
12/2	North Circ Ahead Right	U	1	N/A	B		1	35	-	1011	1900	1140	88.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	34.3	11.2	0.0	45.5	-	-	-	-
M23 Junction 10	-	-	0	0	0	34.3	11.2	0.0	45.5	-	-	-	-
1/2+1/1	909	909	-	-	-	2.5	0.7	-	3.2	12.7	4.9	0.7	5.6
1/3	454	454	-	-	-	1.2	0.5	-	1.7	13.5	4.9	0.5	5.4
2/2+2/1	602	602	-	-	-	2.7	0.5	-	3.1	18.6	3.9	0.5	4.4
2/3	301	301	-	-	-	1.3	0.5	-	1.8	21.3	3.9	0.5	4.4
3/2+3/1	1022	1022	-	-	-	3.1	1.0	-	4.1	14.6	6.0	1.0	7.0
3/3	710	710	-	-	-	2.5	1.7	-	4.2	21.3	9.7	1.7	11.3
4/2+4/1	885	885	-	-	-	5.2	3.3	-	8.5	34.4	7.0	3.3	10.3
4/3	443	443	-	-	-	2.6	3.2	-	5.8	46.8	7.0	3.2	10.2
5/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	359	359	-	-	-	0.4	0.0	-	0.4	4.1	1.0	0.0	1.0
9/2	597	597	-	-	-	2.4	0.0	-	2.4	14.3	8.5	0.0	8.5
9/3	443	443	-	-	-	3.4	0.0	-	3.4	27.9	7.4	0.0	7.4
10/1	447	447	-	-	-	0.8	0.0	-	0.8	6.1	5.1	0.0	5.1
10/2	897	897	-	-	-	2.0	0.0	-	2.0	8.0	9.8	0.0	9.8
11/1	604	604	-	-	-	2.2	0.0	-	2.2	13.1	9.7	0.0	9.7
11/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

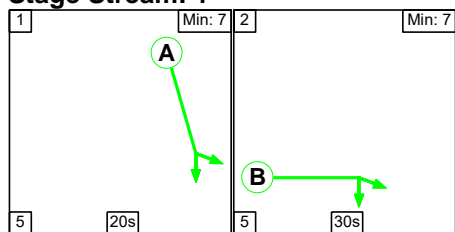
12/1	475	475	-	-	-	0.6	0.0	-	0.6	4.3	5.0	0.0	5.0
12/2	1011	1011	-	-	-	1.4	0.0	-	1.4	5.1	5.8	0.0	5.8
		C1	Stream: 1 PRC for Signalled Lanes (%):	1.5	Total Delay for Signalled Lanes (pcuHr):		16.20	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):		11.12	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):		7.64	Cycle Time (s):		60			
		C1	Stream: 4 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):		10.53	Cycle Time (s):		60			
			PRC Over All Lanes (%):	1.5	Total Delay Over All Lanes(pcuHr):		45.49						

Full Input Data And Results

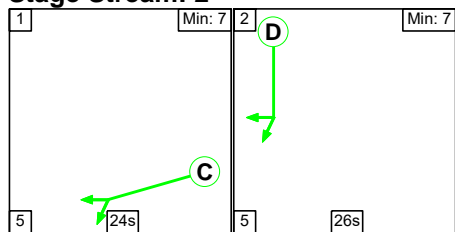
Scenario 5: '2031 Base + Committed + Development (350 Dwellings) VL AM' (FG5: '2031 Base + Committed + Development (350 Dwellings) VL AM', Plan 1: 'Existing')

Stage Sequence Diagram

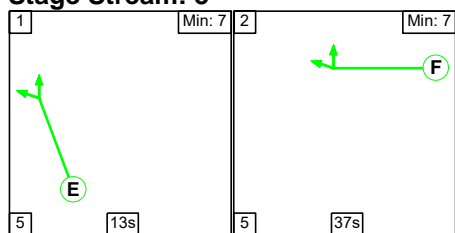
Stage Stream: 1



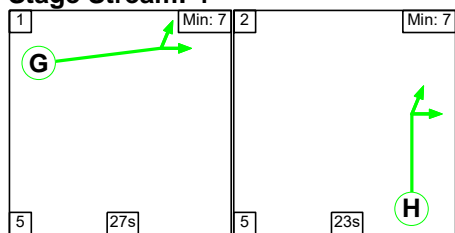
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	36	5

Stage Stream: 3

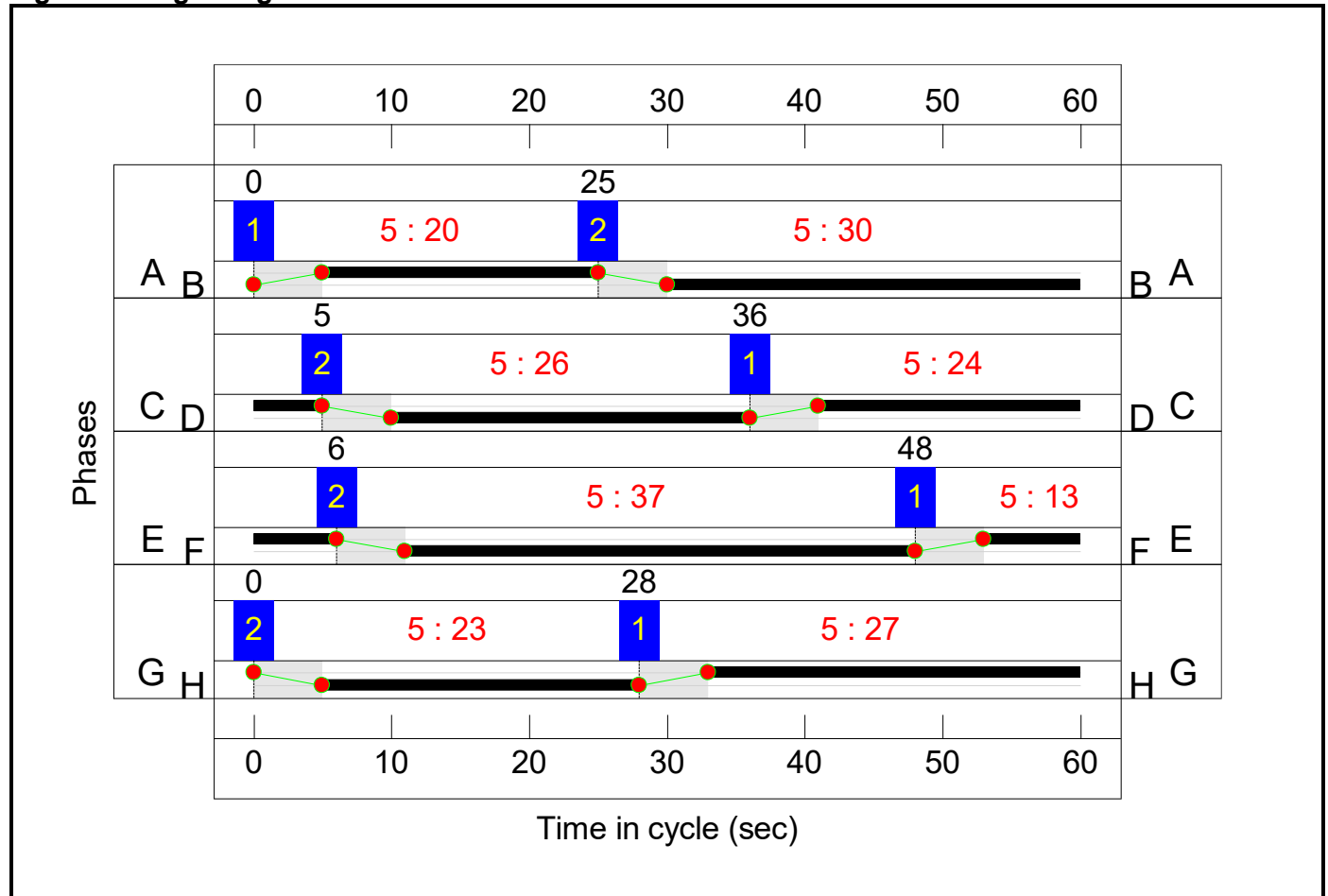
Stage	1	2
Duration	13	37
Change Point	48	6

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	27	23
Change Point	28	0


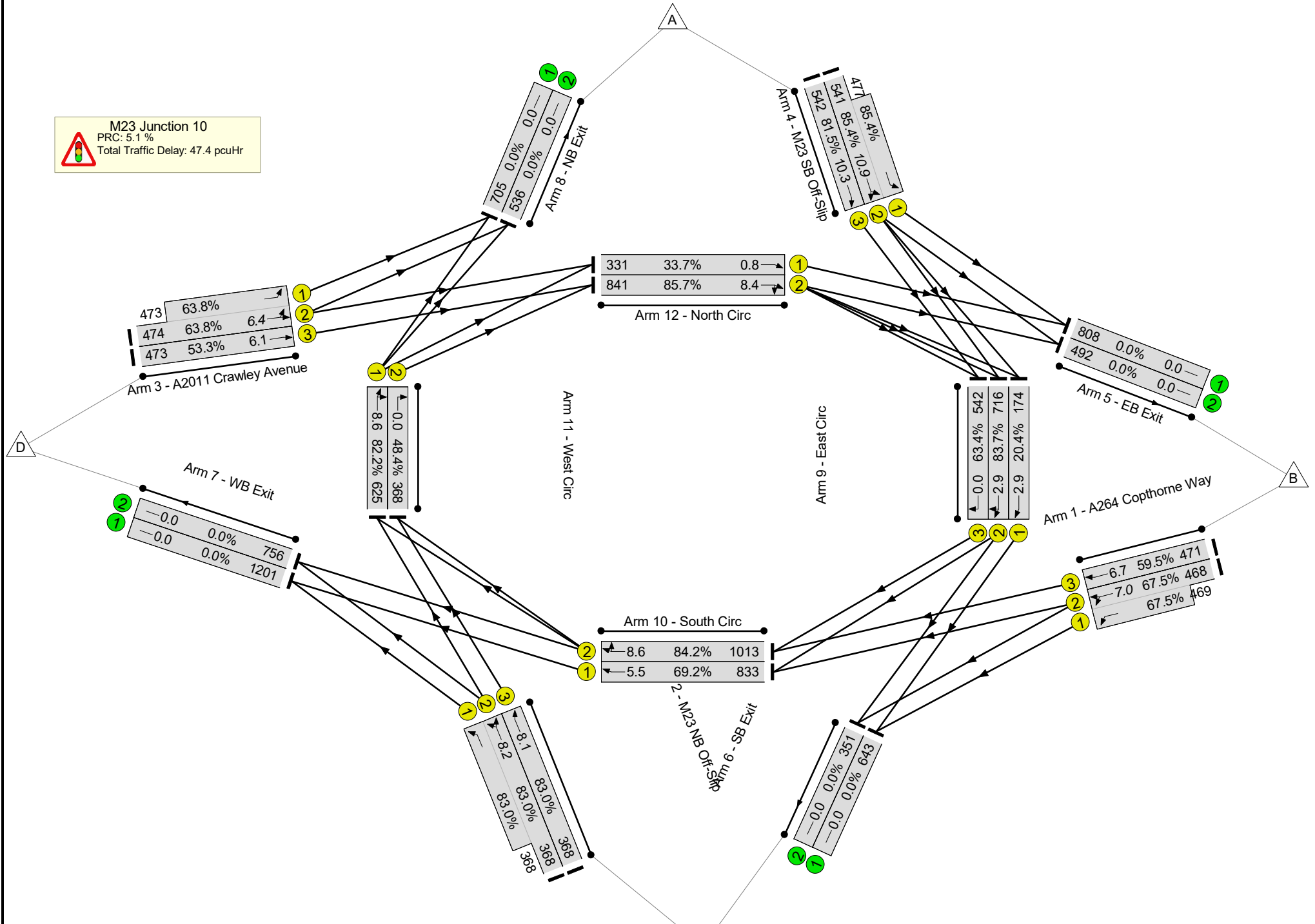
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

M23 Junction 10
 PRC: 5.1 %
 Total Traffic Delay: 47.4 pcuHr

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	85.7%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	85.7%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	24	-	937	1900:1900	694+695	67.5 : 67.5%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	24	-	471	1900	792	59.5%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	13	-	736	1900:1900	443+443	83.0 : 83.0%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	13	-	368	1900	443	83.0%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	27	-	947	1900:1900	743+741	63.8 : 63.8%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	27	-	473	1900	887	53.3%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	20	-	1018	1900:1900	634+559	85.4 : 85.4%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	542	1900	665	81.5%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	1201	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	26	-	174	1900	855	20.4%
9/2	East Circ Ahead Right	U	2	N/A	D		1	26	-	716	1900	855	83.7%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	26	-	542	1900	855	63.4%
10/1	South Circ Ahead	U	3	N/A	F		1	37	-	833	1900	1203	69.2%
10/2	South Circ Ahead Right	U	3	N/A	F		1	37	-	1013	1900	1203	84.2%
11/1	West Circ Ahead Right	U	4	N/A	H		1	23	-	625	1900	760	82.2%
11/2	West Circ Right	U	4	N/A	H		1	23	-	368	1900	760	48.4%
12/1	North Circ Ahead	U	1	N/A	B		1	30	-	331	1900	982	33.7%
12/2	North Circ Ahead Right	U	1	N/A	B		1	30	-	841	1900	982	85.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	34.5	12.8	0.0	47.4	-	-	-	-
M23 Junction 10	-	-	0	0	0	34.5	12.8	0.0	47.4	-	-	-	-
1/2+1/1	937	937	-	-	-	3.5	1.0	-	4.6	17.5	6.0	1.0	7.0
1/3	471	471	-	-	-	1.8	0.7	-	2.5	19.2	6.0	0.7	6.7
2/2+2/1	736	736	-	-	-	4.5	2.4	-	6.8	33.5	5.8	2.4	8.2
2/3	368	368	-	-	-	2.2	2.3	-	4.5	44.4	5.8	2.3	8.1
3/2+3/1	947	947	-	-	-	3.0	0.9	-	3.9	14.7	5.5	0.9	6.4
3/3	473	473	-	-	-	1.5	0.6	-	2.1	15.7	5.5	0.6	6.1
4/2+4/1	1018	1018	-	-	-	4.9	2.8	-	7.7	27.4	8.1	2.8	10.9
4/3	542	542	-	-	-	2.7	2.1	-	4.8	31.9	8.1	2.1	10.3
5/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1201	1201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	174	174	-	-	-	0.6	0.0	-	0.6	13.1	2.9	0.0	2.9
9/2	716	716	-	-	-	0.6	0.0	-	0.6	3.2	2.9	0.0	2.9
9/3	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	833	833	-	-	-	1.1	0.0	-	1.1	4.8	5.5	0.0	5.5
10/2	1013	1013	-	-	-	2.0	0.0	-	2.0	7.1	8.6	0.0	8.6
11/1	625	625	-	-	-	3.8	0.0	-	3.8	22.1	8.6	0.0	8.6
11/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

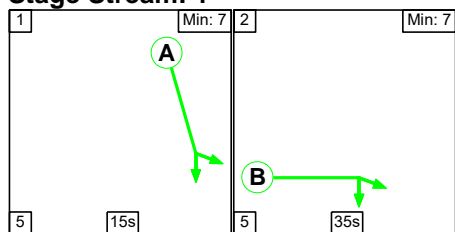
12/1	331	331	-	-	-	0.3	0.0	-	0.3	3.1	0.8	0.0	0.8
12/2	841	841	-	-	-	2.0	0.0	-	2.0	8.5	8.4	0.0	8.4
		C1	Stream: 1 PRC for Signalled Lanes (%)	5.1	Total Delay for Signalled Lanes (pcuHr):		14.81	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	7.5	Total Delay for Signalled Lanes (pcuHr):		8.34	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	6.9	Total Delay for Signalled Lanes (pcuHr):		14.48	Cycle Time (s):		60			
		C1	Stream: 4 PRC for Signalled Lanes (%)	9.4	Total Delay for Signalled Lanes (pcuHr):		9.76	Cycle Time (s):		60			
			PRC Over All Lanes (%)	5.1	Total Delay Over All Lanes(pcuHr):		47.39						

Full Input Data And Results

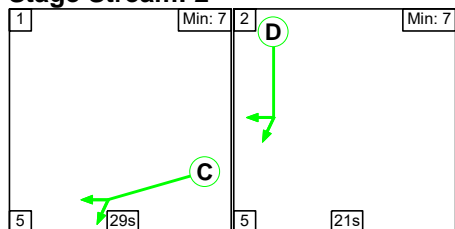
Scenario 6: '2031 Base + Committed + Development (350 Dwellings) VL PM' (FG6: '2031 Base + Committed + Development (350 Dwellings) VL PM', Plan 1: 'Existing')

Stage Sequence Diagram

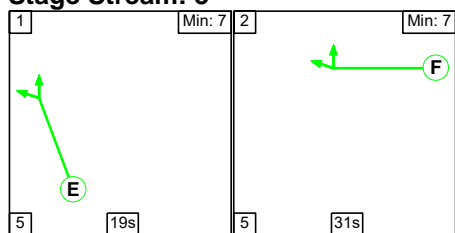
Stage Stream: 1



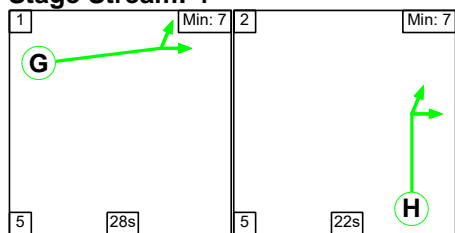
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	35
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	5	39

Stage Stream: 3

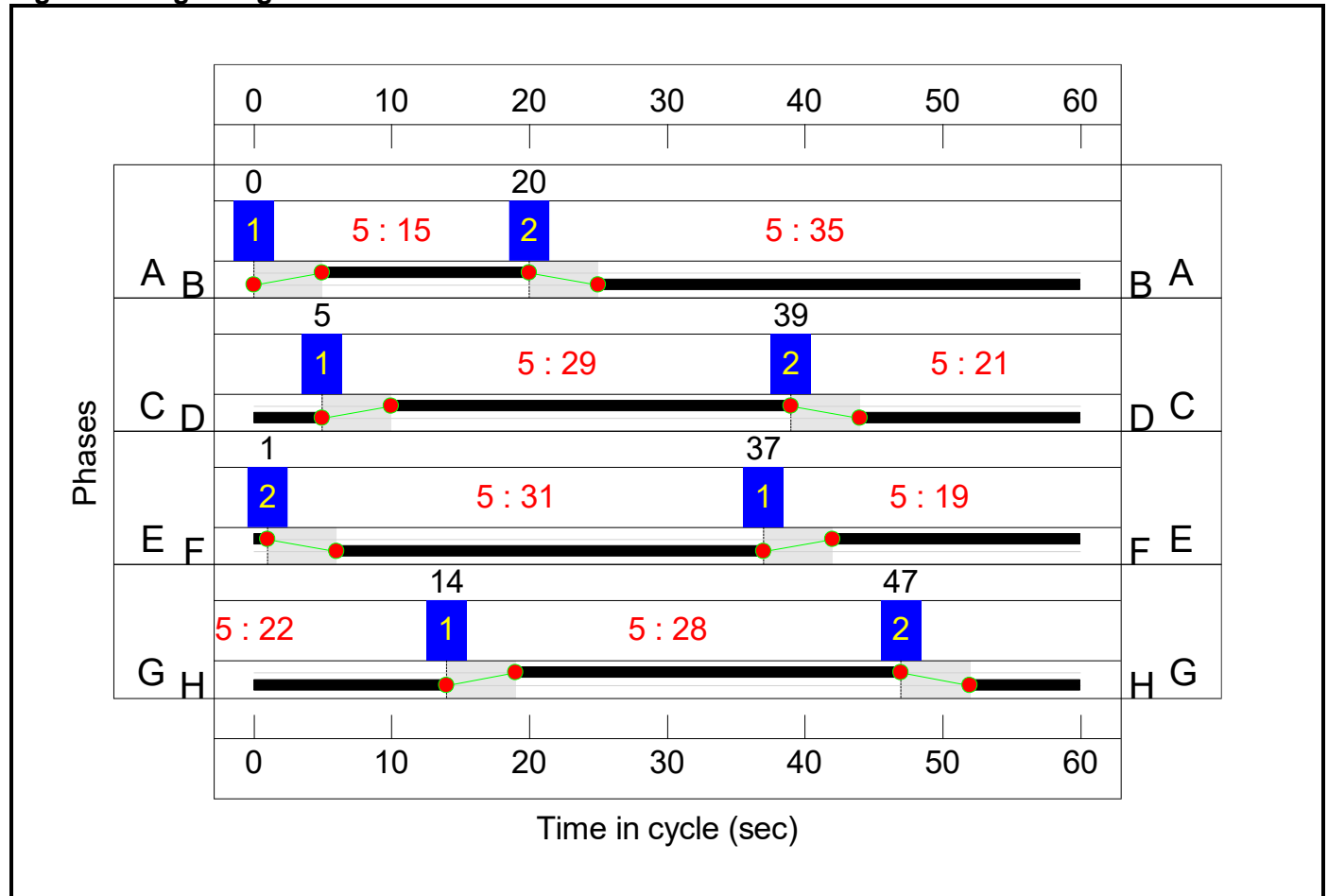
Stage	1	2
Duration	19	31
Change Point	37	1

Full Input Data And Results

Stage Stream: 4


Stage	1	2
Duration	28	22
Change Point	14	47

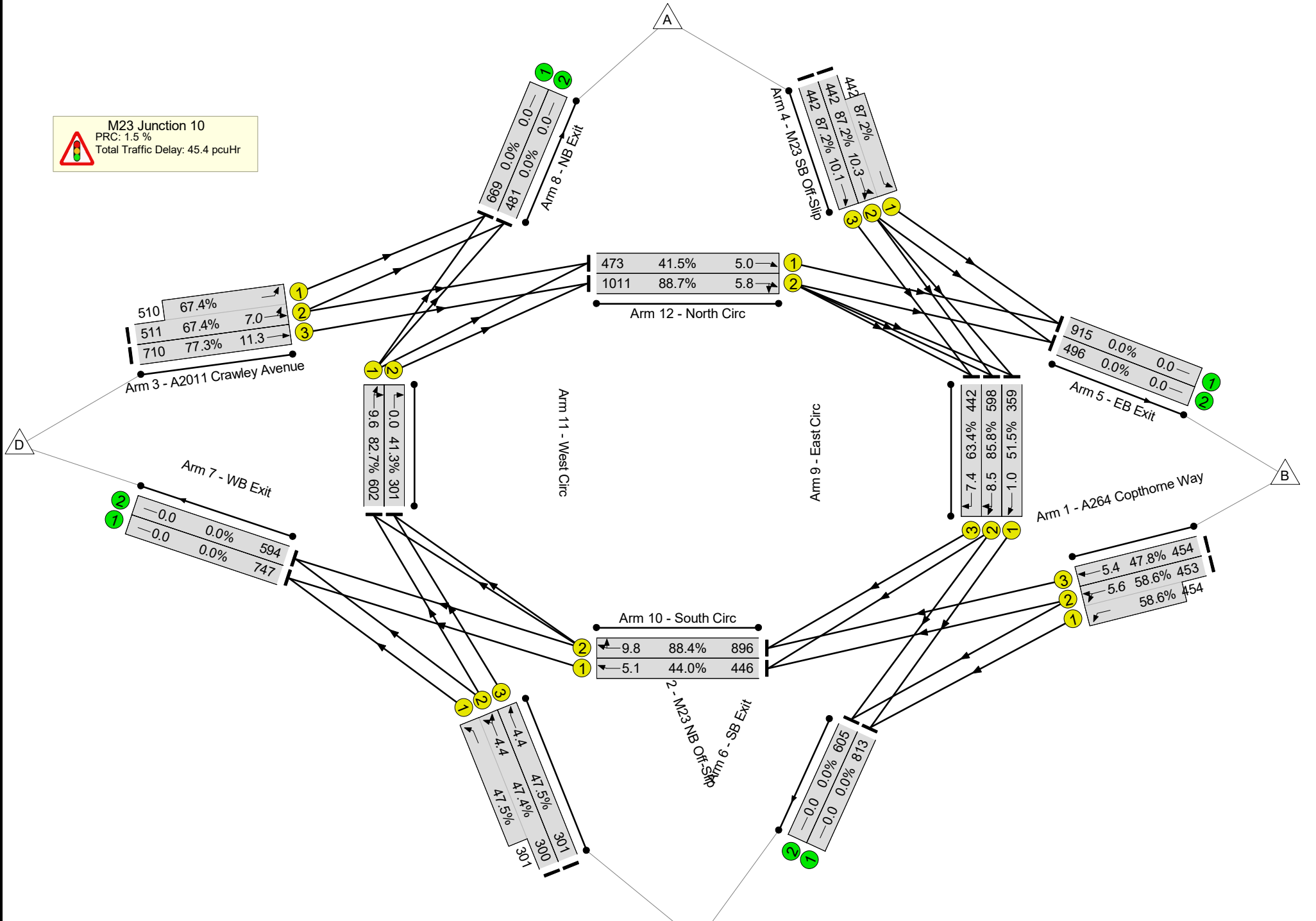
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


M23 Junction 10
 PRC: 1.5 %
 Total Traffic Delay: 45.4 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	29	-	907	1900:1900	773+774	58.6 : 58.6%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	29	-	454	1900	950	47.8%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	19	-	601	1900:1900	633+633	47.4 : 47.5%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	19	-	301	1900	633	47.5%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	28	-	1021	1900:1900	758+757	67.4 : 67.4%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	28	-	710	1900	918	77.3%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	15	-	884	1900:1900	507+507	87.2 : 87.2%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	15	-	442	1900	507	87.2%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	915	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	21	-	359	1900	697	51.5%
9/2	East Circ Ahead Right	U	2	N/A	D		1	21	-	598	1900	697	85.8%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	21	-	442	1900	697	63.4%
10/1	South Circ Ahead	U	3	N/A	F		1	31	-	446	1900	1013	44.0%
10/2	South Circ Ahead Right	U	3	N/A	F		1	31	-	896	1900	1013	88.4%
11/1	West Circ Ahead Right	U	4	N/A	H		1	22	-	602	1900	728	82.7%
11/2	West Circ Right	U	4	N/A	H		1	22	-	301	1900	728	41.3%
12/1	North Circ Ahead	U	1	N/A	B		1	35	-	473	1900	1140	41.5%
12/2	North Circ Ahead Right	U	1	N/A	B		1	35	-	1011	1900	1140	88.7%

Full Input Data And Results

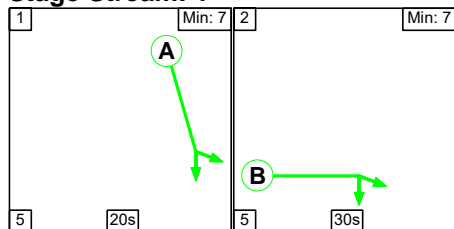
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	34.2	11.1	0.0	45.4	-	-	-	-
M23 Junction 10	-	-	0	0	0	34.2	11.1	0.0	45.4	-	-	-	-
1/2+1/1	907	907	-	-	-	2.5	0.7	-	3.2	12.7	4.9	0.7	5.6
1/3	454	454	-	-	-	1.2	0.5	-	1.7	13.5	4.9	0.5	5.4
2/2+2/1	601	601	-	-	-	2.6	0.5	-	3.1	18.5	3.9	0.5	4.4
2/3	301	301	-	-	-	1.3	0.5	-	1.8	21.3	3.9	0.5	4.4
3/2+3/1	1021	1021	-	-	-	3.1	1.0	-	4.1	14.6	6.0	1.0	7.0
3/3	710	710	-	-	-	2.5	1.7	-	4.2	21.3	9.7	1.7	11.3
4/2+4/1	884	884	-	-	-	5.2	3.3	-	8.4	34.3	7.0	3.3	10.3
4/3	442	442	-	-	-	2.6	3.1	-	5.7	46.4	7.0	3.1	10.1
5/1	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	359	359	-	-	-	0.4	0.0	-	0.4	4.1	1.0	0.0	1.0
9/2	598	598	-	-	-	2.4	0.0	-	2.4	14.3	8.5	0.0	8.5
9/3	442	442	-	-	-	3.4	0.0	-	3.4	28.0	7.4	0.0	7.4
10/1	446	446	-	-	-	0.8	0.0	-	0.8	6.1	5.1	0.0	5.1
10/2	896	896	-	-	-	2.0	0.0	-	2.0	8.0	9.8	0.0	9.8
11/1	602	602	-	-	-	2.2	0.0	-	2.2	13.1	9.6	0.0	9.6
11/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

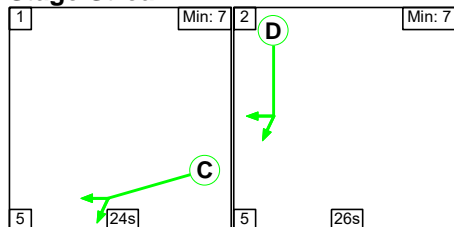
12/1	473	473	-	-	-	0.6	0.0	-	0.6	4.3	5.0	0.0	5.0
12/2	1011	1011	-	-	-	1.4	0.0	-	1.4	5.1	5.8	0.0	5.8
		C1	Stream: 1 PRC for Signalled Lanes (%)	1.5	Total Delay for Signalled Lanes (pcuHr):		16.11	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	4.8	Total Delay for Signalled Lanes (pcuHr):		11.11	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	1.8	Total Delay for Signalled Lanes (pcuHr):		7.63	Cycle Time (s):		60			
		C1	Stream: 4 PRC for Signalled Lanes (%)	8.9	Total Delay for Signalled Lanes (pcuHr):		10.52	Cycle Time (s):		60			
			PRC Over All Lanes (%)	1.5	Total Delay Over All Lanes (pcuHr):		45.36						

Stage Sequence Diagram

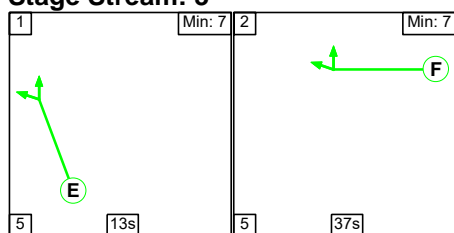
Stage Stream: 1



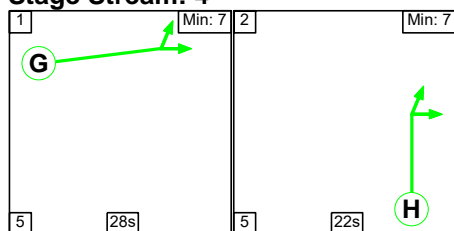
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	30	59

Stage Stream: 3

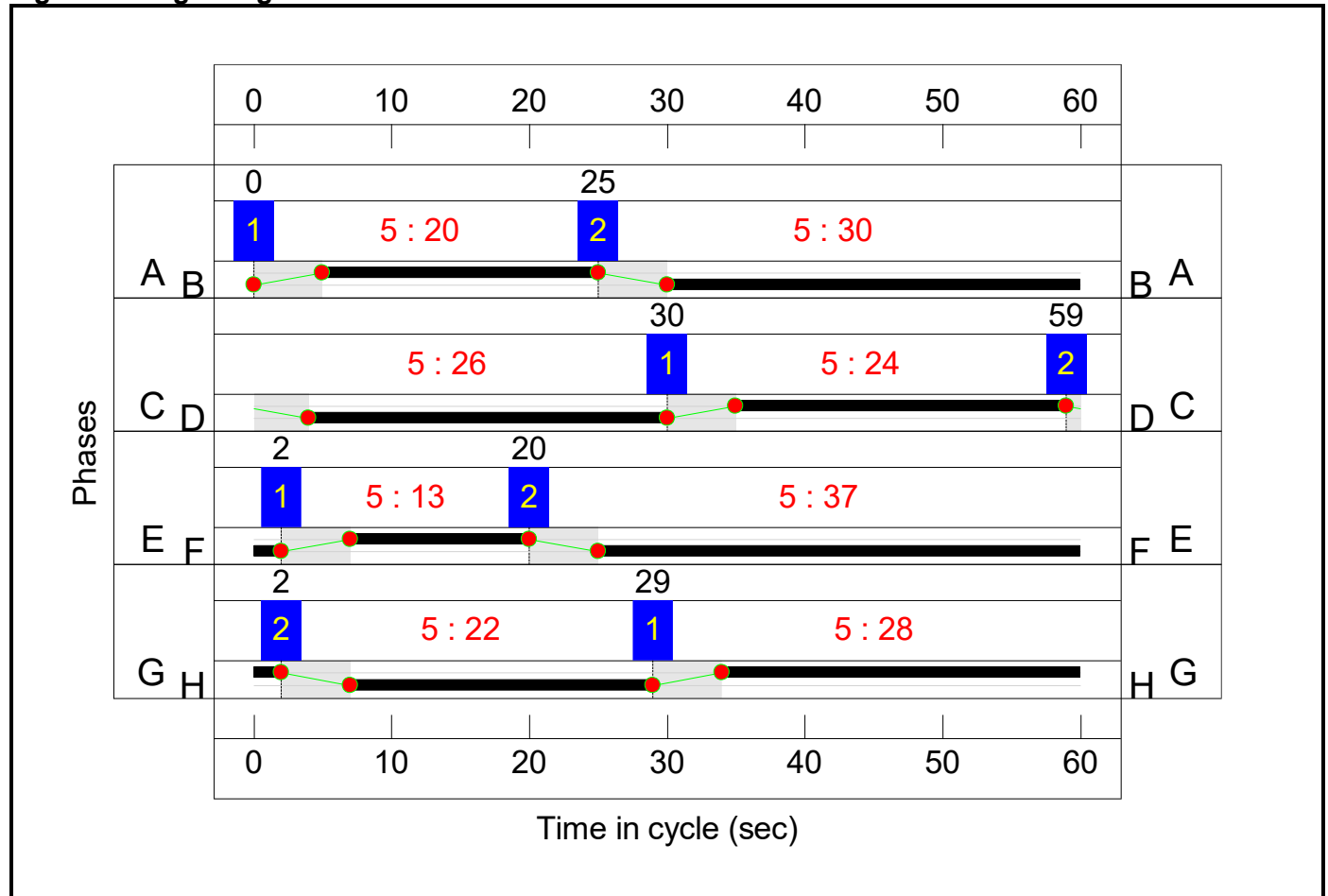
Stage	1	2
Duration	13	37
Change Point	2	20

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	28	22
Change Point	29	2


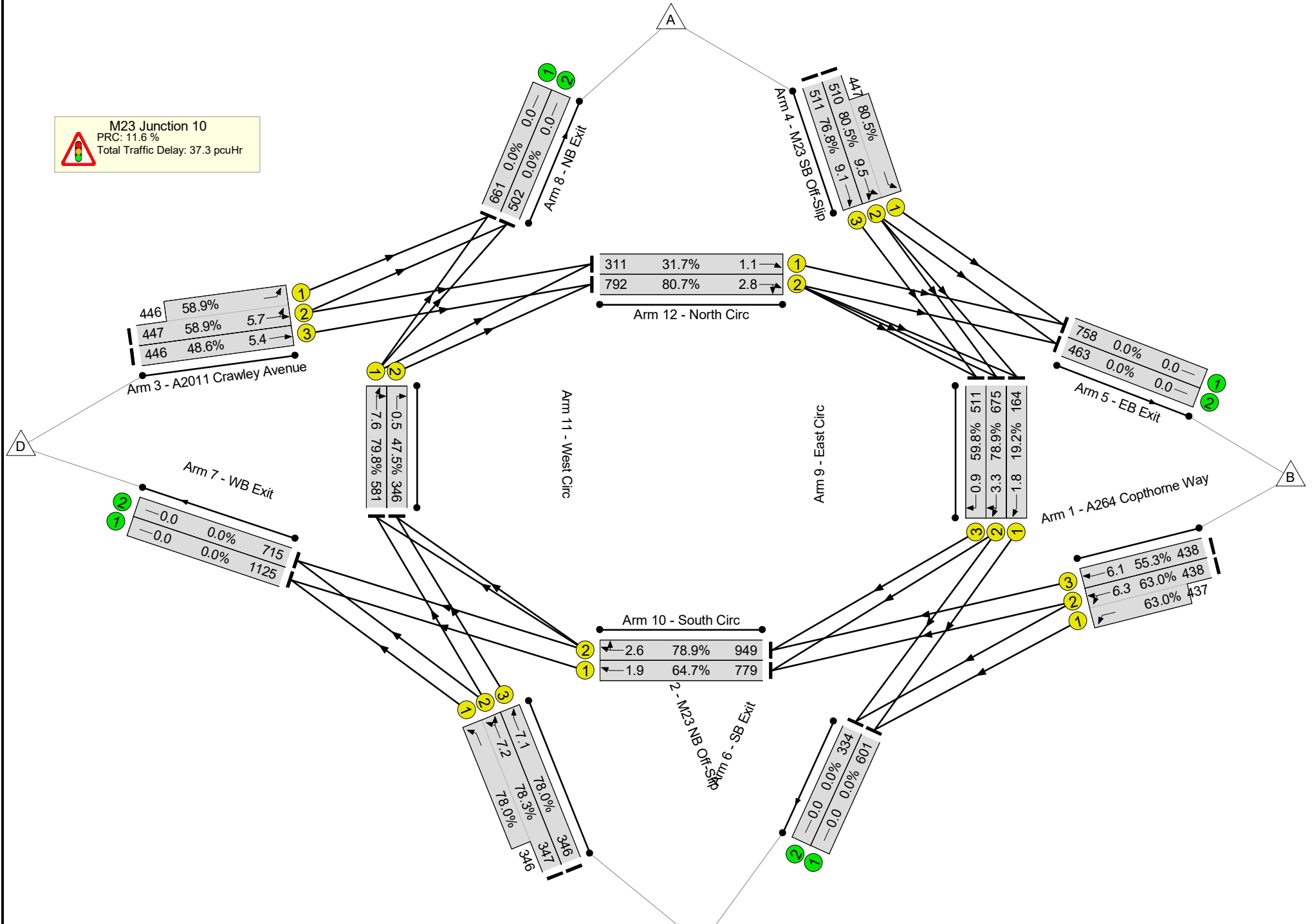
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

M23 Junction 10
 PRC: 11.6 %
 Total Traffic Delay: 37.3 pcuHr

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	24	-	875	1900:1900	695+694	63.0 : 63.0%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	24	-	438	1900	792	55.3%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	13	-	693	1900:1900	443+443	78.3 : 78.0%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	13	-	346	1900	443	78.0%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	28	-	893	1900:1900	759+757	58.9 : 58.9%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	28	-	446	1900	918	48.6%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	20	-	957	1900:1900	634+555	80.5 : 80.5%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	511	1900	665	76.8%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	1125	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	26	-	164	1900	855	19.2%
9/2	East Circ Ahead Right	U	2	N/A	D		1	26	-	675	1900	855	78.9%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	26	-	511	1900	855	59.8%
10/1	South Circ Ahead	U	3	N/A	F		1	37	-	779	1900	1203	64.7%
10/2	South Circ Ahead Right	U	3	N/A	F		1	37	-	949	1900	1203	78.9%
11/1	West Circ Ahead Right	U	4	N/A	H		1	22	-	581	1900	728	79.8%
11/2	West Circ Right	U	4	N/A	H		1	22	-	346	1900	728	47.5%
12/1	North Circ Ahead	U	1	N/A	B		1	30	-	311	1900	982	31.7%
12/2	North Circ Ahead Right	U	1	N/A	B		1	30	-	792	1900	982	80.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	27.5	9.8	0.0	37.3	-	-	-	-
M23 Junction 10	-	-	0	0	0	27.5	9.8	0.0	37.3	-	-	-	-
1/2+1/1	875	875	-	-	-	3.2	0.8	-	4.1	16.8	5.5	0.8	6.3
1/3	438	438	-	-	-	1.6	0.6	-	2.2	18.3	5.5	0.6	6.1
2/2+2/1	693	693	-	-	-	4.2	1.8	-	5.9	30.7	5.4	1.8	7.2
2/3	346	346	-	-	-	2.1	1.7	-	3.8	39.4	5.4	1.7	7.1
3/2+3/1	893	893	-	-	-	2.6	0.7	-	3.3	13.4	5.0	0.7	5.7
3/3	446	446	-	-	-	1.3	0.5	-	1.8	14.3	5.0	0.5	5.4
4/2+4/1	957	957	-	-	-	4.5	2.0	-	6.5	24.6	7.5	2.0	9.5
4/3	511	511	-	-	-	2.5	1.6	-	4.1	28.8	7.5	1.6	9.1
5/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1125	1125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	164	164	-	-	-	0.3	0.0	-	0.3	7.7	1.8	0.0	1.8
9/2	675	675	-	-	-	0.9	0.0	-	0.9	4.5	3.3	0.0	3.3
9/3	511	511	-	-	-	0.4	0.0	-	0.4	3.1	0.9	0.0	0.9
10/1	779	779	-	-	-	0.4	0.0	-	0.4	1.7	1.9	0.0	1.9
10/2	949	949	-	-	-	0.6	0.0	-	0.6	2.2	2.6	0.0	2.6
11/1	581	581	-	-	-	1.5	0.0	-	1.5	9.0	7.6	0.0	7.6
11/2	346	346	-	-	-	0.3	0.0	-	0.3	3.0	0.5	0.0	0.5

Full Input Data And Results

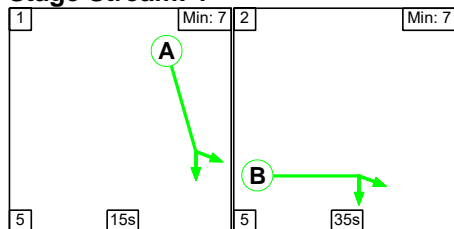
12/1	311	311	-	-	-	0.3	0.0	-	0.3	3.6	1.1	0.0	1.1
12/2	792	792	-	-	-	0.9	0.0	-	0.9	4.3	2.8	0.0	2.8
		C1	Stream: 1 PRC for Signalled Lanes (%)		11.6	Total Delay for Signalled Lanes (pcuHr)		11.88	Cycle Time (s)		60		
		C1	Stream: 2 PRC for Signalled Lanes (%)		14.0	Total Delay for Signalled Lanes (pcuHr)		7.94	Cycle Time (s)		60		
		C1	Stream: 3 PRC for Signalled Lanes (%)		14.1	Total Delay for Signalled Lanes (pcuHr)		10.64	Cycle Time (s)		60		
		C1	Stream: 4 PRC for Signalled Lanes (%)		12.8	Total Delay for Signalled Lanes (pcuHr)		6.83	Cycle Time (s)		60		
			PRC Over All Lanes (%)		11.6	Total Delay Over All Lanes (pcuHr)		37.29					

Full Input Data And Results

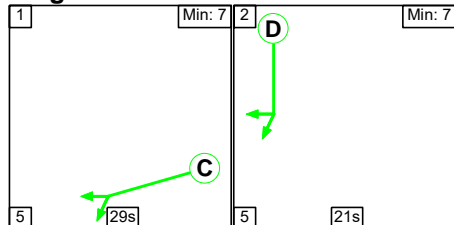
Scenario 8: '2032 Base + Committed Development PM' (FG8: '2032 Base + Committed VL PM', Plan 1: 'Existing')

Stage Sequence Diagram

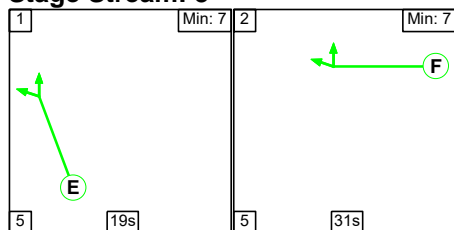
Stage Stream: 1



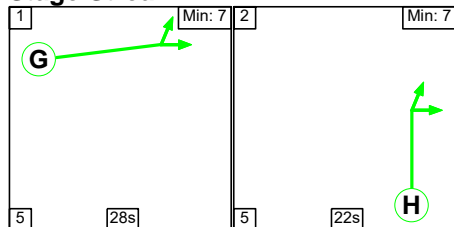
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	35
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	2	36

Stage Stream: 3

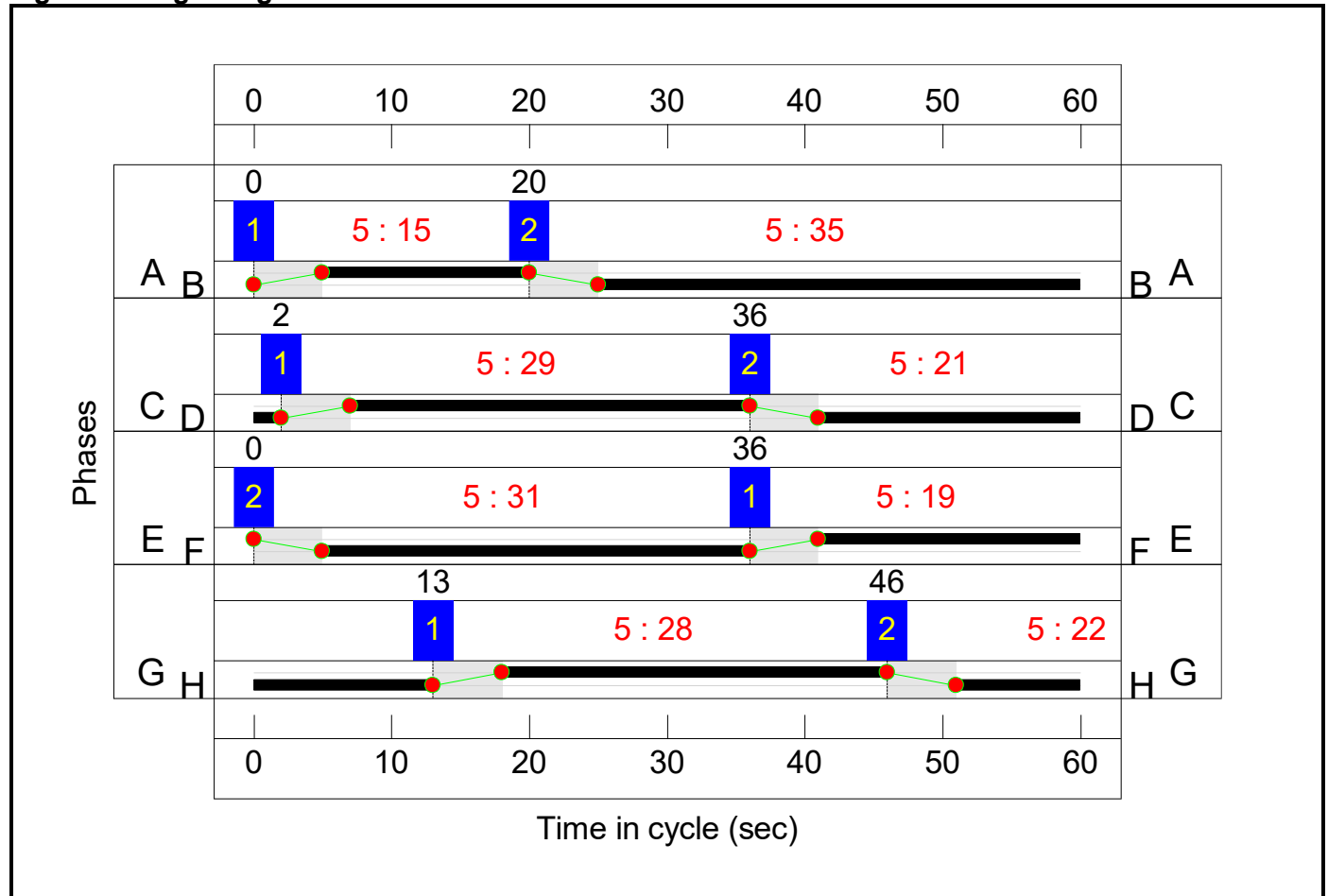
Stage	1	2
Duration	19	31
Change Point	36	0

Full Input Data And Results

Stage Stream: 4


Stage	1	2
Duration	28	22
Change Point	13	46

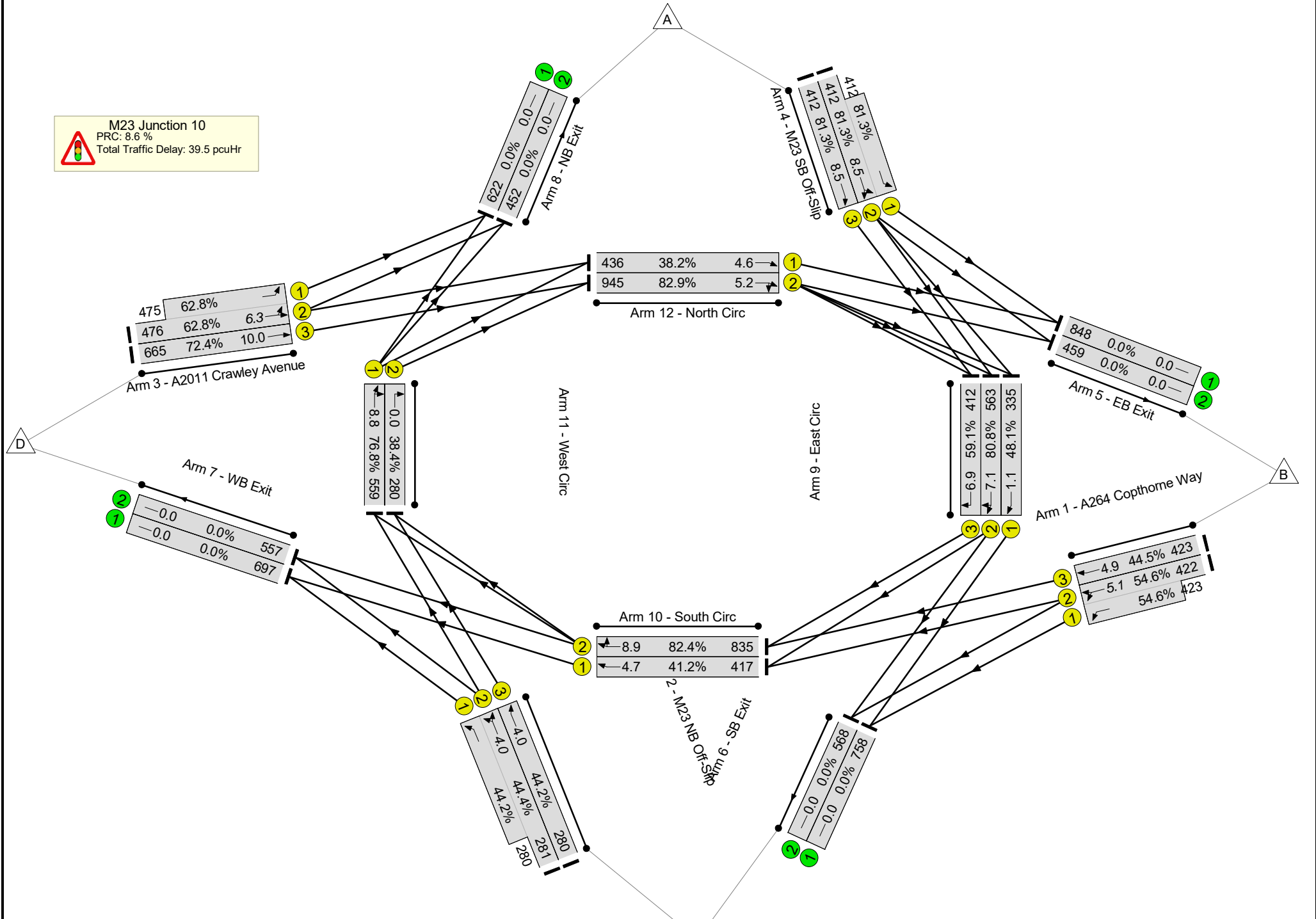
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


M23 Junction 10
 PRC: 8.6 %
 Total Traffic Delay: 39.5 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	29	-	845	1900:1900	773+774	54.6 : 54.6%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	29	-	423	1900	950	44.5%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	19	-	561	1900:1900	633+633	44.4 : 44.2%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	19	-	280	1900	633	44.2%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	28	-	951	1900:1900	758+757	62.8 : 62.8%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	28	-	665	1900	918	72.4%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	15	-	824	1900:1900	507+507	81.3 : 81.3%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	15	-	412	1900	507	81.3%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	21	-	335	1900	697	48.1%
9/2	East Circ Ahead Right	U	2	N/A	D		1	21	-	563	1900	697	80.8%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	21	-	412	1900	697	59.1%
10/1	South Circ Ahead	U	3	N/A	F		1	31	-	417	1900	1013	41.2%
10/2	South Circ Ahead Right	U	3	N/A	F		1	31	-	835	1900	1013	82.4%
11/1	West Circ Ahead Right	U	4	N/A	H		1	22	-	559	1900	728	76.8%
11/2	West Circ Right	U	4	N/A	H		1	22	-	280	1900	728	38.4%
12/1	North Circ Ahead	U	1	N/A	B		1	35	-	436	1900	1140	38.2%
12/2	North Circ Ahead Right	U	1	N/A	B		1	35	-	945	1900	1140	82.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	31.3	8.1	0.0	39.5	-	-	-	-
M23 Junction 10	-	-	0	0	0	31.3	8.1	0.0	39.5	-	-	-	-
1/2+1/1	845	845	-	-	-	2.3	0.6	-	2.9	12.2	4.5	0.6	5.1
1/3	423	423	-	-	-	1.1	0.4	-	1.5	13.1	4.5	0.4	4.9
2/2+2/1	561	561	-	-	-	2.4	0.4	-	2.8	18.2	3.6	0.4	4.0
2/3	280	280	-	-	-	1.2	0.4	-	1.6	20.7	3.6	0.4	4.0
3/2+3/1	951	951	-	-	-	2.8	0.8	-	3.7	13.9	5.4	0.8	6.3
3/3	665	665	-	-	-	2.3	1.3	-	3.6	19.4	8.7	1.3	10.0
4/2+4/1	824	824	-	-	-	4.7	2.1	-	6.8	29.9	6.4	2.1	8.5
4/3	412	412	-	-	-	2.4	2.1	-	4.4	38.8	6.4	2.1	8.5
5/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	335	335	-	-	-	0.5	0.0	-	0.5	5.4	1.1	0.0	1.1
9/2	563	563	-	-	-	2.1	0.0	-	2.1	13.5	7.1	0.0	7.1
9/3	412	412	-	-	-	2.8	0.0	-	2.8	24.9	6.9	0.0	6.9
10/1	417	417	-	-	-	0.8	0.0	-	0.8	6.5	4.7	0.0	4.7
10/2	835	835	-	-	-	1.9	0.0	-	1.9	8.4	8.9	0.0	8.9
11/1	559	559	-	-	-	2.0	0.0	-	2.0	12.9	8.8	0.0	8.8
11/2	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

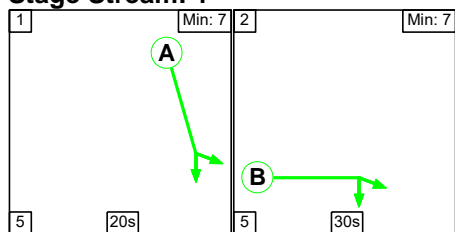
12/1	436	436	-	-	-	0.6	0.0	-	0.6	5.1	4.6	0.0	4.6
12/2	945	945	-	-	-	1.3	0.0	-	1.3	4.9	5.2	0.0	5.2
		C1	Stream: 1 PRC for Signalled Lanes (%)	8.6	Total Delay for Signalled Lanes (pcuHr)		13.20	Cycle Time (s)		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	11.4	Total Delay for Signalled Lanes (pcuHr)		9.87	Cycle Time (s)		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	9.2	Total Delay for Signalled Lanes (pcuHr)		7.15	Cycle Time (s)		60			
		C1	Stream: 4 PRC for Signalled Lanes (%)	17.3	Total Delay for Signalled Lanes (pcuHr)		9.24	Cycle Time (s)		60			
			PRC Over All Lanes (%)	8.6	Total Delay Over All Lanes(pcuHr)		39.45						

Full Input Data And Results

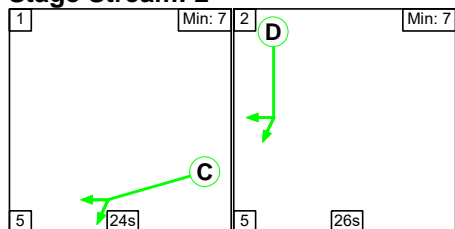
Scenario 9: '2032 Base + Committed + Development (230 Dwellings) AM' (FG9: '2032 Base + Committed + Development (230 Dwellings) VL AM', Plan 1: 'Existing')

Stage Sequence Diagram

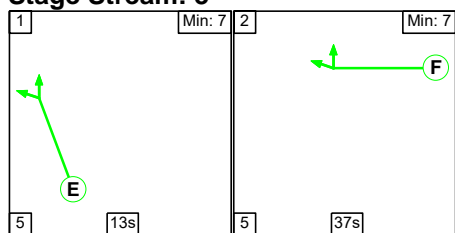
Stage Stream: 1



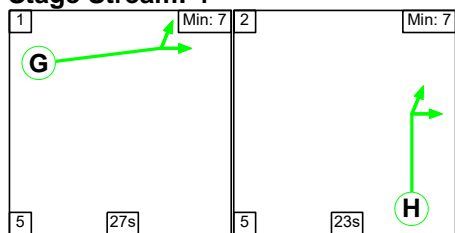
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	29	55

Stage Stream: 3

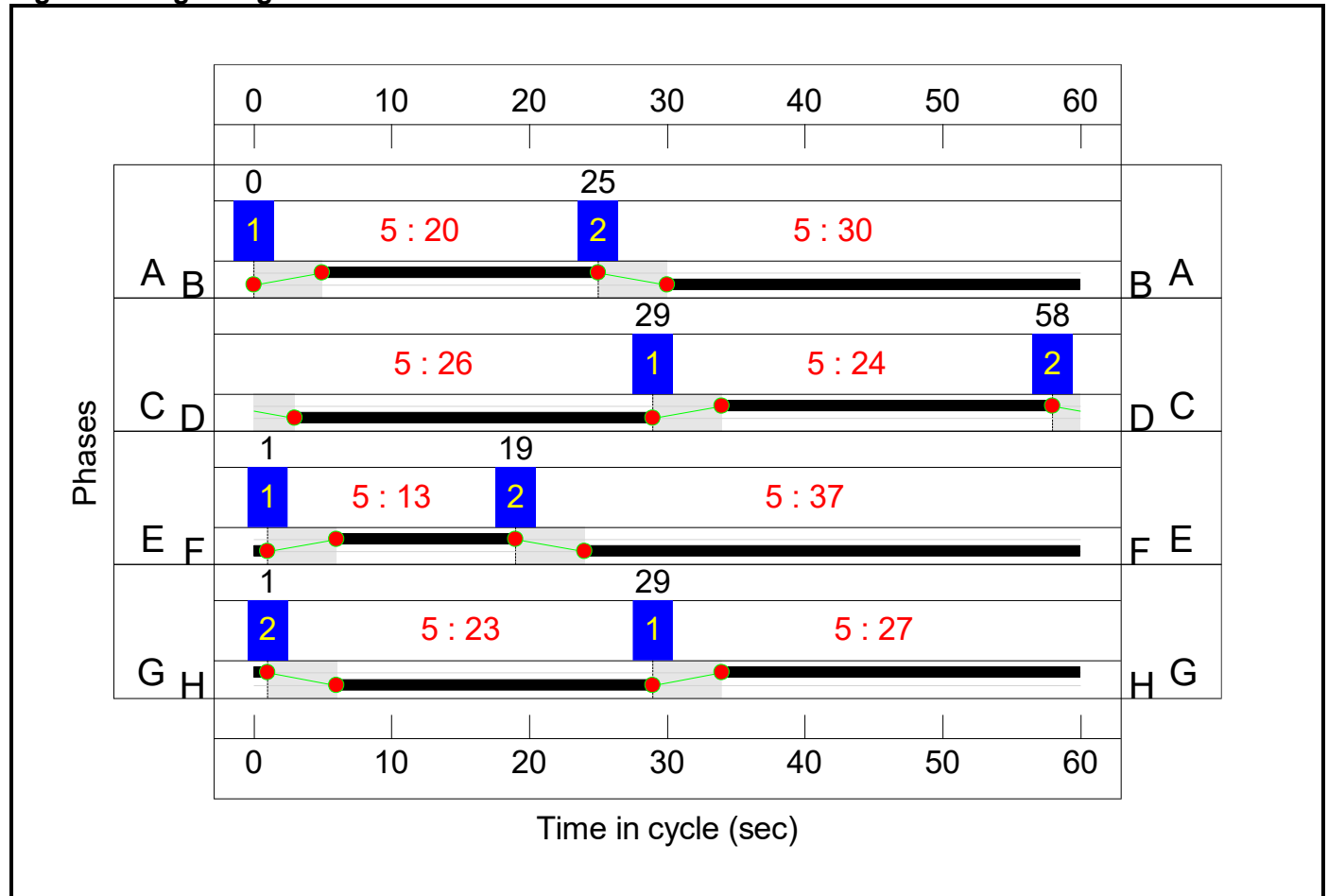
Stage	1	2
Duration	13	37
Change Point	1	18

Full Input Data And Results

Stage Stream: 4


Stage	1	2
Duration	27	23
Change Point	29	1

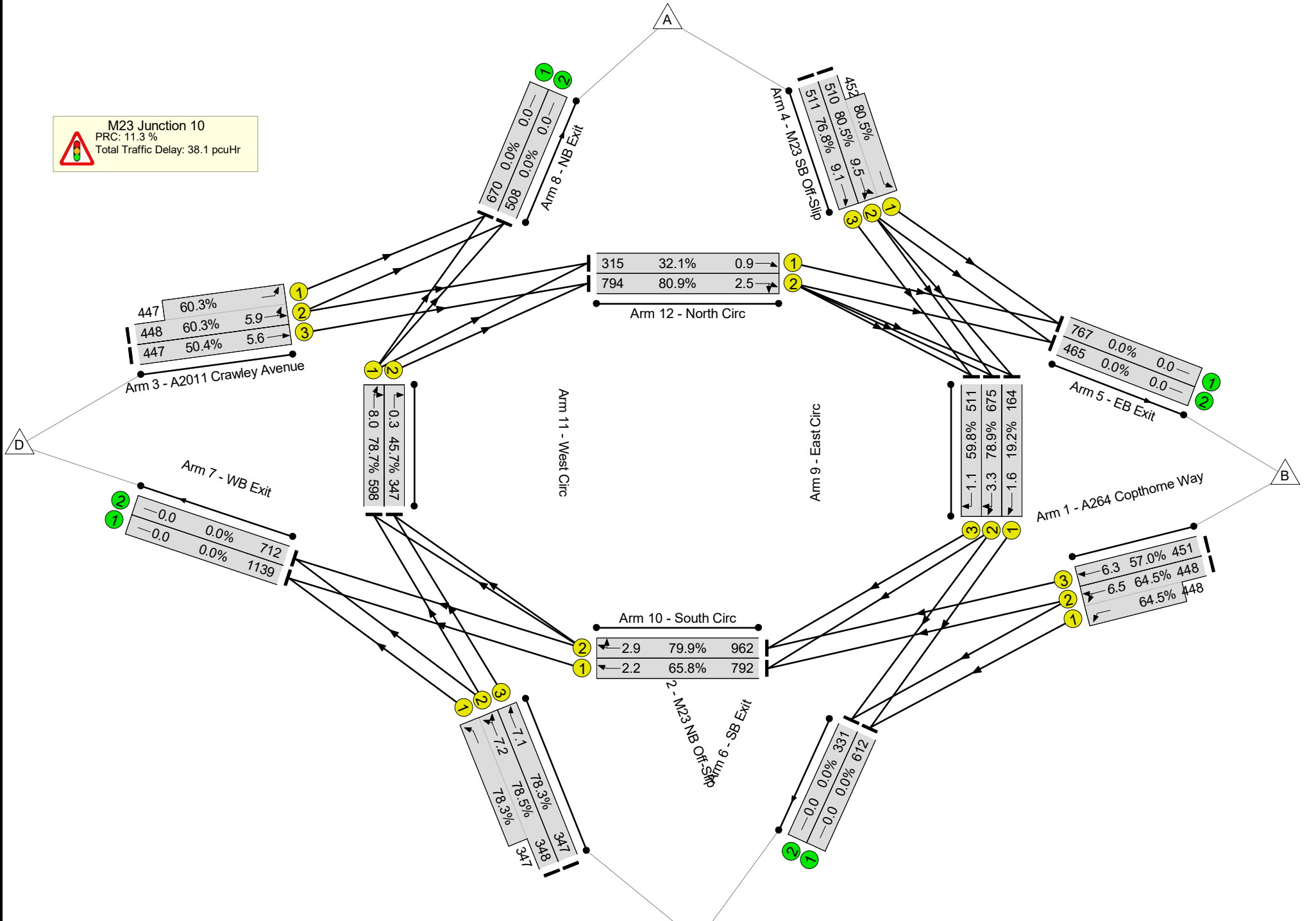
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


M23 Junction 10
 PRC: 11.3 %
 Total Traffic Delay: 38.1 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	24	-	896	1900:1900	695+695	64.5 : 64.5%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	24	-	451	1900	792	57.0%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	13	-	695	1900:1900	443+443	78.5 : 78.3%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	13	-	347	1900	443	78.3%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	27	-	895	1900:1900	743+741	60.3 : 60.3%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	27	-	447	1900	887	50.4%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	20	-	962	1900:1900	634+562	80.5 : 80.5%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	511	1900	665	76.8%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	1139	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	26	-	164	1900	855	19.2%
9/2	East Circ Ahead Right	U	2	N/A	D		1	26	-	675	1900	855	78.9%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	26	-	511	1900	855	59.8%
10/1	South Circ Ahead	U	3	N/A	F		1	37	-	792	1900	1203	65.8%
10/2	South Circ Ahead Right	U	3	N/A	F		1	37	-	962	1900	1203	79.9%
11/1	West Circ Ahead Right	U	4	N/A	H		1	23	-	598	1900	760	78.7%
11/2	West Circ Right	U	4	N/A	H		1	23	-	347	1900	760	45.7%
12/1	North Circ Ahead	U	1	N/A	B		1	30	-	315	1900	982	32.1%
12/2	North Circ Ahead Right	U	1	N/A	B		1	30	-	794	1900	982	80.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	28.1	10.0	0.0	38.1	-	-	-	-
M23 Junction 10	-	-	0	0	0	28.1	10.0	0.0	38.1	-	-	-	-
1/2+1/1	896	896	-	-	-	3.3	0.9	-	4.2	17.0	5.6	0.9	6.5
1/3	451	451	-	-	-	1.7	0.7	-	2.3	18.7	5.6	0.7	6.3
2/2+2/1	695	695	-	-	-	4.2	1.8	-	5.9	30.8	5.4	1.8	7.2
2/3	347	347	-	-	-	2.1	1.7	-	3.8	39.6	5.4	1.7	7.1
3/2+3/1	895	895	-	-	-	2.8	0.8	-	3.5	14.2	5.1	0.8	5.9
3/3	447	447	-	-	-	1.4	0.5	-	1.9	15.2	5.1	0.5	5.6
4/2+4/1	962	962	-	-	-	4.5	2.0	-	6.6	24.6	7.5	2.0	9.5
4/3	511	511	-	-	-	2.5	1.6	-	4.1	28.8	7.5	1.6	9.1
5/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1139	1139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	164	164	-	-	-	0.3	0.0	-	0.3	6.6	1.6	0.0	1.6
9/2	675	675	-	-	-	0.9	0.0	-	0.9	5.1	3.3	0.0	3.3
9/3	511	511	-	-	-	0.6	0.0	-	0.6	4.1	1.1	0.0	1.1
10/1	792	792	-	-	-	0.4	0.0	-	0.4	1.8	2.2	0.0	2.2
10/2	962	962	-	-	-	0.6	0.0	-	0.6	2.3	2.9	0.0	2.9
11/1	598	598	-	-	-	1.4	0.0	-	1.4	8.7	8.0	0.0	8.0
11/2	347	347	-	-	-	0.2	0.0	-	0.2	1.7	0.3	0.0	0.3

Full Input Data And Results

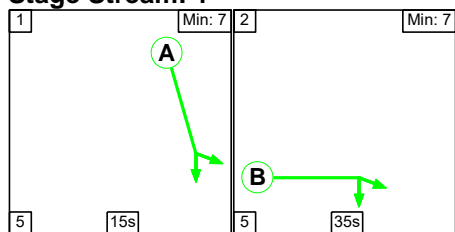
12/1	315	315	-	-	-	0.3	0.0	-	0.3	3.4	0.9	0.0	0.9	
12/2	794	794	-	-	-	0.9	0.0	-	0.9	4.0	2.5	0.0	2.5	
		C1	Stream: 1 PRC for Signalled Lanes (%)			11.3	Total Delay for Signalled Lanes (pcuHr)			11.84	Cycle Time (s):		60	
		C1	Stream: 2 PRC for Signalled Lanes (%)			14.0	Total Delay for Signalled Lanes (pcuHr)			8.40	Cycle Time (s):		60	
		C1	Stream: 3 PRC for Signalled Lanes (%)			12.6	Total Delay for Signalled Lanes (pcuHr)			10.80	Cycle Time (s):		60	
		C1	Stream: 4 PRC for Signalled Lanes (%)			14.4	Total Delay for Signalled Lanes (pcuHr)			7.04	Cycle Time (s):		60	
			PRC Over All Lanes (%)			11.3	Total Delay Over All Lanes(pcuHr)			38.07				

Full Input Data And Results

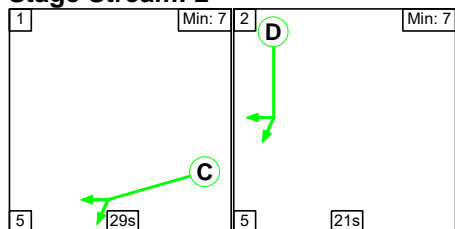
Scenario 10: '2032 Base + Committed + Development (230 Dwellings) PM' (FG10: '2032 Base + Committed + Development (230 Dwellings) VL PM', Plan 1: 'Existing')

Stage Sequence Diagram

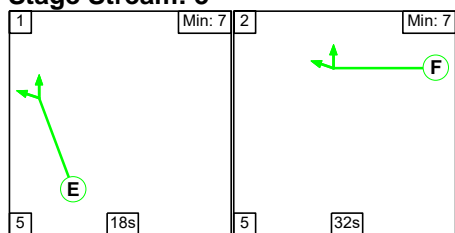
Stage Stream: 1



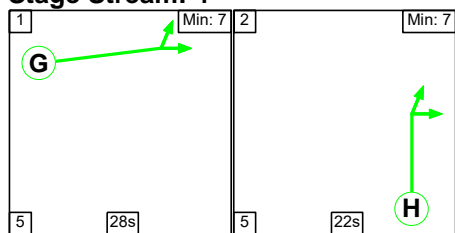
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	35
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	2	36

Stage Stream: 3

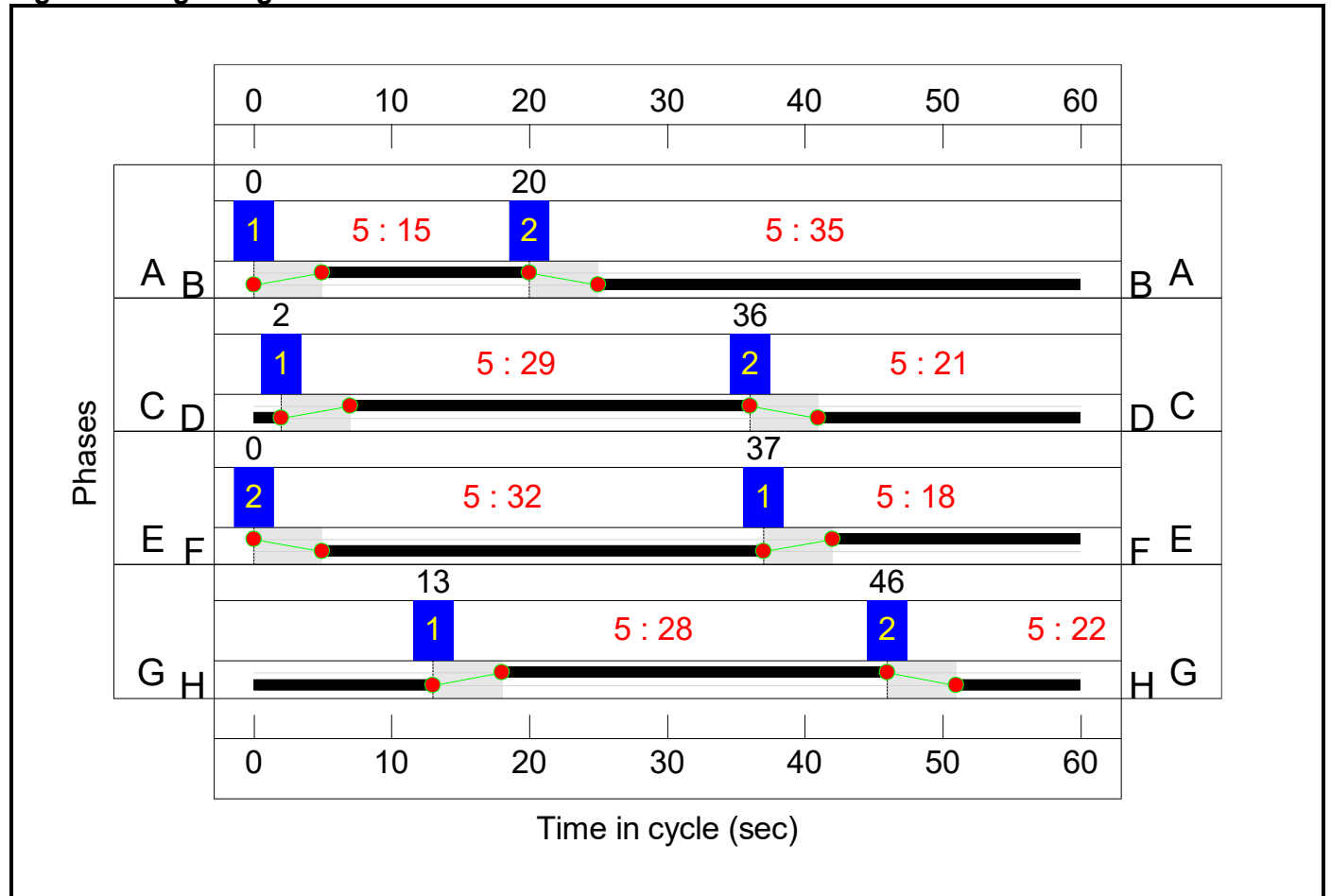
Stage	1	2
Duration	18	32
Change Point	37	0

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	28	22
Change Point	13	46


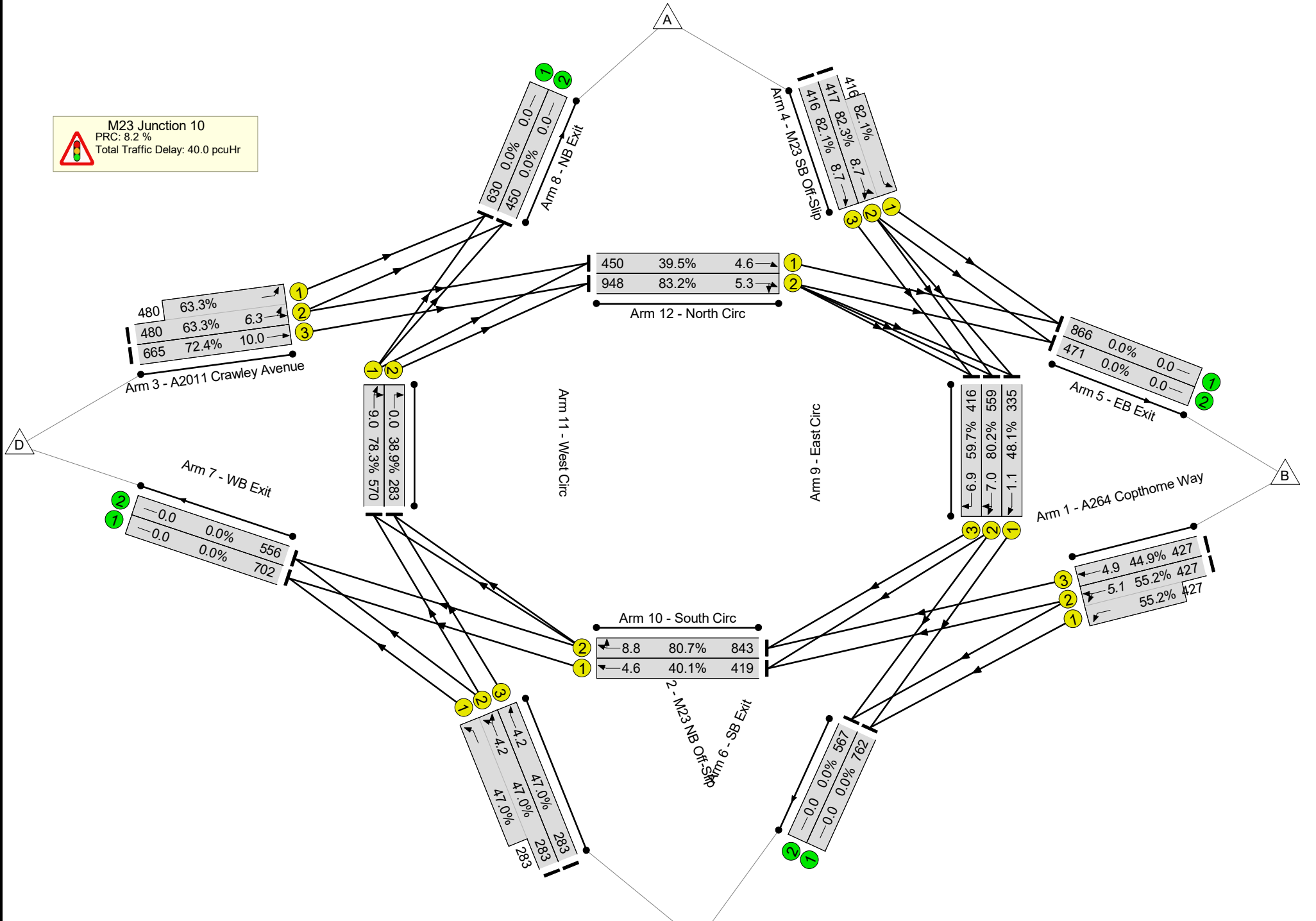
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

M23 Junction 10
 PRC: 8.2 %
 Total Traffic Delay: 40.0 pcuHr

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	29	-	854	1900:1900	774+774	55.2 : 55.2%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	29	-	427	1900	950	44.9%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	18	-	566	1900:1900	602+602	47.0 : 47.0%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	18	-	283	1900	602	47.0%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	28	-	960	1900:1900	758+758	63.3 : 63.3%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	28	-	665	1900	918	72.4%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	15	-	833	1900:1900	507+507	82.3 : 82.1%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	15	-	416	1900	507	82.1%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	21	-	335	1900	697	48.1%
9/2	East Circ Ahead Right	U	2	N/A	D		1	21	-	559	1900	697	80.2%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	21	-	416	1900	697	59.7%
10/1	South Circ Ahead	U	3	N/A	F		1	32	-	419	1900	1045	40.1%
10/2	South Circ Ahead Right	U	3	N/A	F		1	32	-	843	1900	1045	80.7%
11/1	West Circ Ahead Right	U	4	N/A	H		1	22	-	570	1900	728	78.3%
11/2	West Circ Right	U	4	N/A	H		1	22	-	283	1900	728	38.9%
12/1	North Circ Ahead	U	1	N/A	B		1	35	-	450	1900	1140	39.5%
12/2	North Circ Ahead Right	U	1	N/A	B		1	35	-	948	1900	1140	83.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	31.5	8.5	0.0	40.0	-	-	-	-
M23 Junction 10	-	-	0	0	0	31.5	8.5	0.0	40.0	-	-	-	-
1/2+1/1	854	854	-	-	-	2.3	0.6	-	2.9	12.3	4.5	0.6	5.1
1/3	427	427	-	-	-	1.1	0.4	-	1.6	13.1	4.5	0.4	4.9
2/2+2/1	566	566	-	-	-	2.6	0.4	-	3.0	19.3	3.8	0.4	4.2
2/3	283	283	-	-	-	1.3	0.4	-	1.7	22.1	3.8	0.4	4.2
3/2+3/1	960	960	-	-	-	2.9	0.9	-	3.7	13.9	5.5	0.9	6.3
3/3	665	665	-	-	-	2.3	1.3	-	3.6	19.4	8.7	1.3	10.0
4/2+4/1	833	833	-	-	-	4.8	2.3	-	7.0	30.4	6.5	2.3	8.7
4/3	416	416	-	-	-	2.4	2.2	-	4.6	39.6	6.5	2.2	8.7
5/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	335	335	-	-	-	0.5	0.0	-	0.5	5.4	1.1	0.0	1.1
9/2	559	559	-	-	-	2.1	0.0	-	2.1	13.3	7.0	0.0	7.0
9/3	416	416	-	-	-	2.9	0.0	-	2.9	24.9	6.9	0.0	6.9
10/1	419	419	-	-	-	0.7	0.0	-	0.7	6.2	4.6	0.0	4.6
10/2	843	843	-	-	-	1.9	0.0	-	1.9	8.0	8.8	0.0	8.8
11/1	570	570	-	-	-	2.0	0.0	-	2.0	12.4	9.0	0.0	9.0
11/2	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

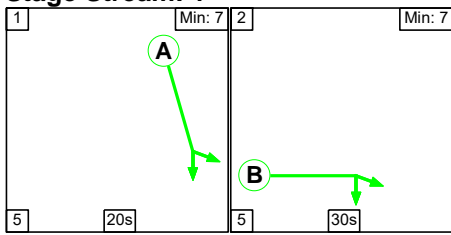
12/1	450	450	-	-	-	0.6	0.0	-	0.6	5.0	4.6	0.0	4.6
12/2	948	948	-	-	-	1.2	0.0	-	1.2	4.7	5.3	0.0	5.3
		C1	Stream: 1 PRC for Signalled Lanes (%)	8.2	Total Delay for Signalled Lanes (pcuHr)		13.48	Cycle Time (s)		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	12.2	Total Delay for Signalled Lanes (pcuHr)		9.92	Cycle Time (s)		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	11.6	Total Delay for Signalled Lanes (pcuHr)		7.38	Cycle Time (s)		60			
		C1	Stream: 4 PRC for Signalled Lanes (%)	15.0	Total Delay for Signalled Lanes (pcuHr)		9.26	Cycle Time (s)		60			
			PRC Over All Lanes (%)	8.2	Total Delay Over All Lanes(pcuHr)		40.03						

Full Input Data And Results

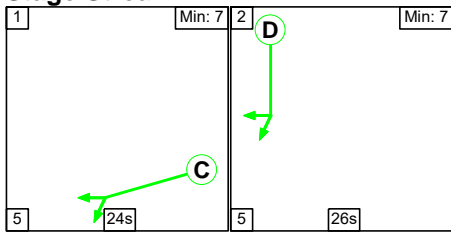
Scenario 11: '2032 Base + Committed Development AM - Sensitivity' (FG13: '2032 Base + Committed VL AM Sensitivity', Plan 1: 'Existing')

Stage Sequence Diagram

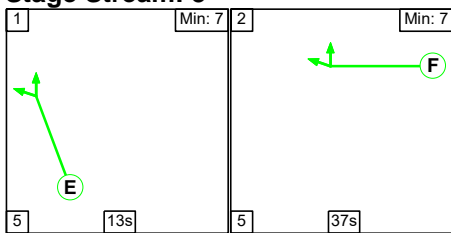
Stage Stream: 1



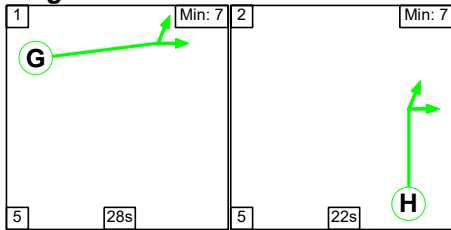
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	31	0

Stage Stream: 3

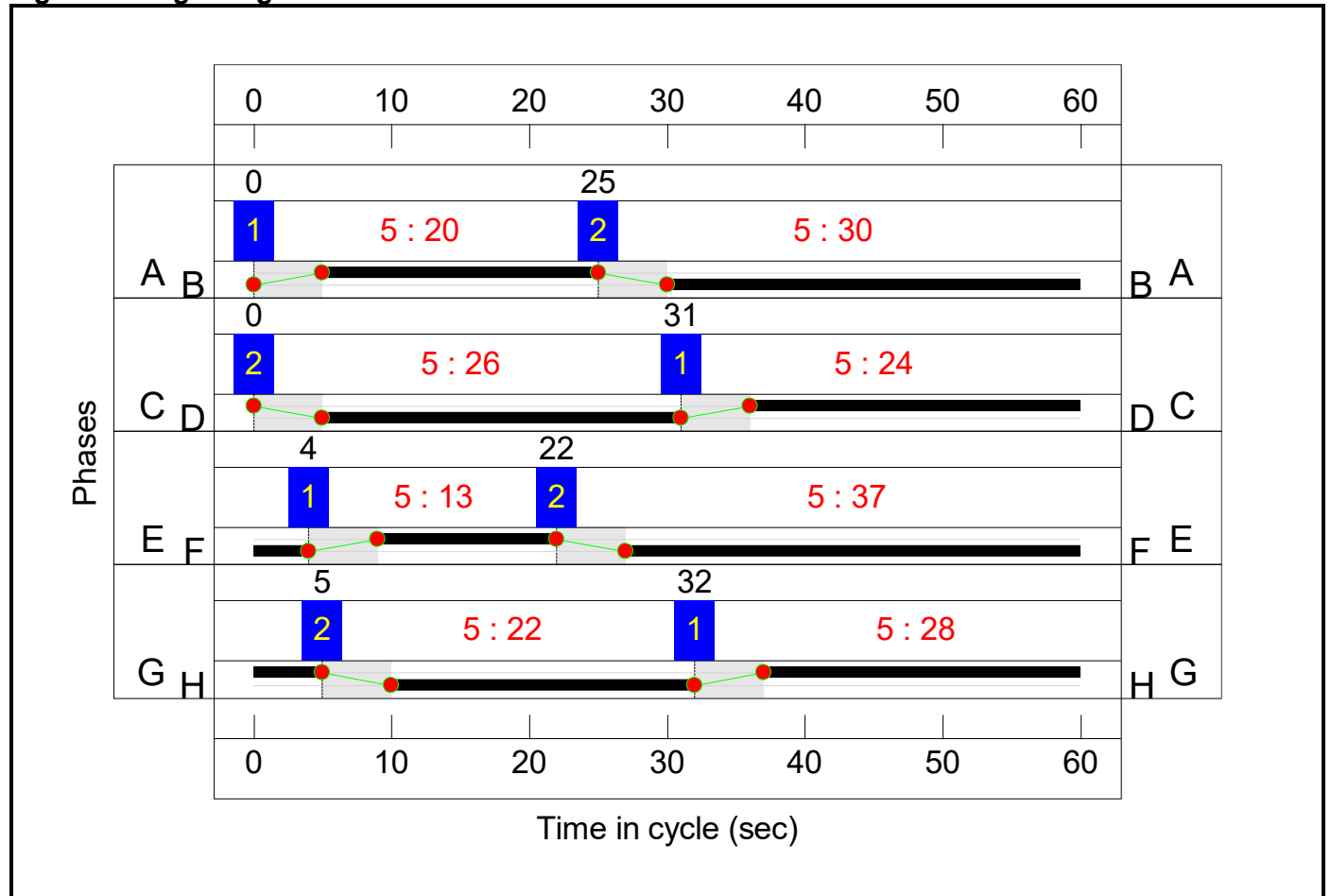
Stage	1	2
Duration	13	37
Change Point	4	22

Full Input Data And Results

Stage Stream: 4

Stage	1	2
Duration	28	22
Change Point	32	5

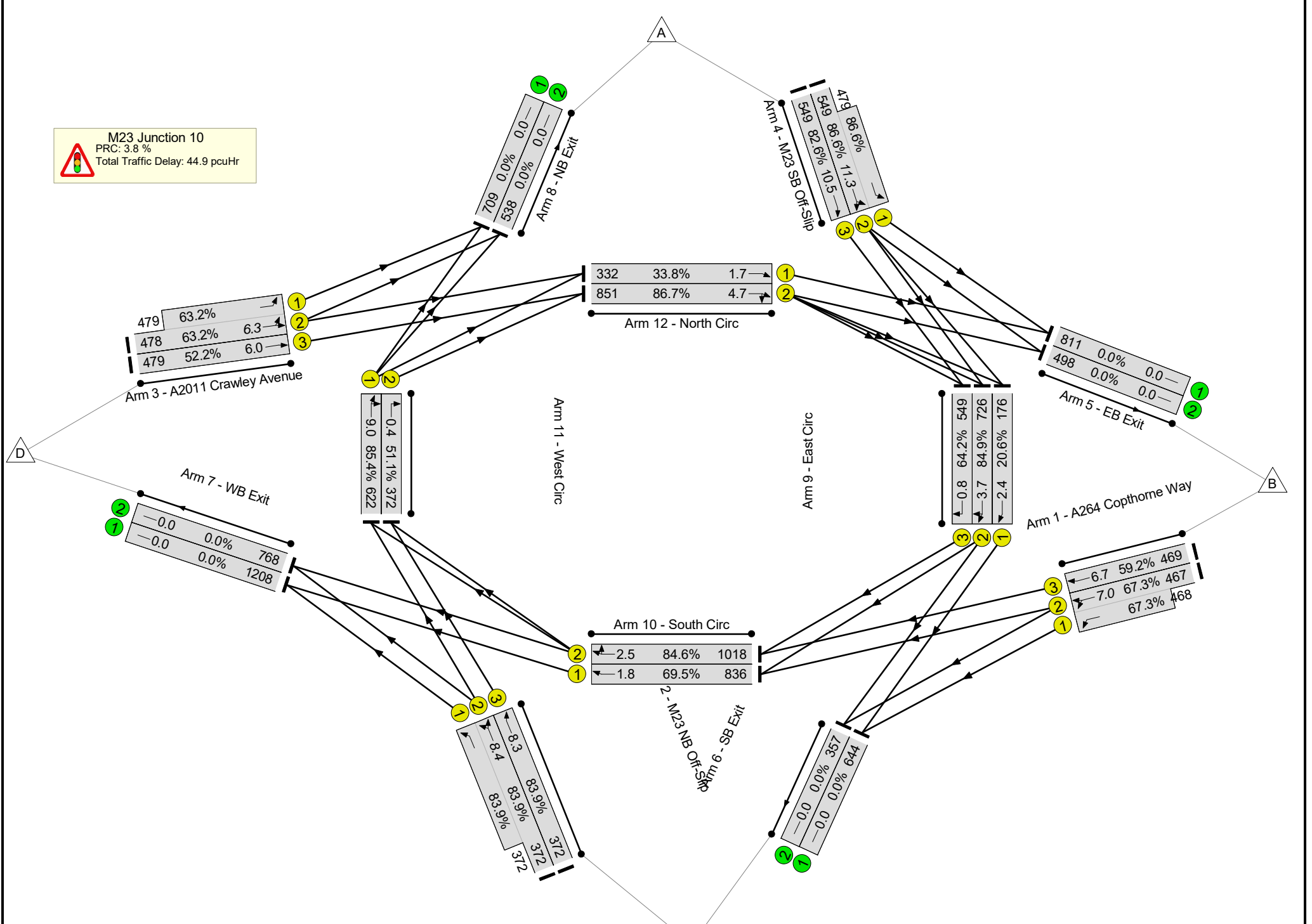
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

M23 Junction 10
 PRC: 3.8 %
 Total Traffic Delay: 44.9 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	86.7%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	86.7%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	24	-	935	1900:1900	694+695	67.3 : 67.3%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	24	-	469	1900	792	59.2%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	13	-	744	1900:1900	443+443	83.9 : 83.9%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	13	-	372	1900	443	83.9%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	28	-	957	1900:1900	757+758	63.2 : 63.2%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	28	-	479	1900	918	52.2%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	20	-	1028	1900:1900	634+553	86.6 : 86.6%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	549	1900	665	82.6%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	26	-	176	1900	855	20.6%
9/2	East Circ Ahead Right	U	2	N/A	D		1	26	-	726	1900	855	84.9%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	26	-	549	1900	855	64.2%
10/1	South Circ Ahead	U	3	N/A	F		1	37	-	836	1900	1203	69.5%
10/2	South Circ Ahead Right	U	3	N/A	F		1	37	-	1018	1900	1203	84.6%
11/1	West Circ Ahead Right	U	4	N/A	H		1	22	-	622	1900	728	85.4%
11/2	West Circ Right	U	4	N/A	H		1	22	-	372	1900	728	51.1%
12/1	North Circ Ahead	U	1	N/A	B		1	30	-	332	1900	982	33.8%
12/2	North Circ Ahead Right	U	1	N/A	B		1	30	-	851	1900	982	86.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	31.4	13.5	0.0	44.9	-	-	-	-
M23 Junction 10	-	-	0	0	0	31.4	13.5	0.0	44.9	-	-	-	-
1/2+1/1	935	935	-	-	-	3.5	1.0	-	4.5	17.5	6.0	1.0	7.0
1/3	469	469	-	-	-	1.8	0.7	-	2.5	19.1	6.0	0.7	6.7
2/2+2/1	744	744	-	-	-	4.5	2.5	-	7.1	34.1	5.9	2.5	8.4
2/3	372	372	-	-	-	2.3	2.4	-	4.7	45.5	5.9	2.4	8.3
3/2+3/1	957	957	-	-	-	2.8	0.9	-	3.7	13.9	5.5	0.9	6.3
3/3	479	479	-	-	-	1.4	0.5	-	2.0	14.8	5.5	0.5	6.0
4/2+4/1	1028	1028	-	-	-	5.0	3.1	-	8.1	28.3	8.2	3.1	11.3
4/3	549	549	-	-	-	2.7	2.3	-	5.0	32.8	8.2	2.3	10.5
5/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1208	1208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	176	176	-	-	-	0.6	0.0	-	0.6	12.0	2.4	0.0	2.4
9/2	726	726	-	-	-	1.1	0.0	-	1.1	5.2	3.7	0.0	3.7
9/3	549	549	-	-	-	0.4	0.0	-	0.4	2.6	0.8	0.0	0.8
10/1	836	836	-	-	-	0.4	0.0	-	0.4	1.6	1.8	0.0	1.8
10/2	1018	1018	-	-	-	0.6	0.0	-	0.6	2.1	2.5	0.0	2.5
11/1	622	622	-	-	-	1.7	0.0	-	1.7	9.9	9.0	0.0	9.0
11/2	372	372	-	-	-	0.2	0.0	-	0.2	2.3	0.4	0.0	0.4

Full Input Data And Results

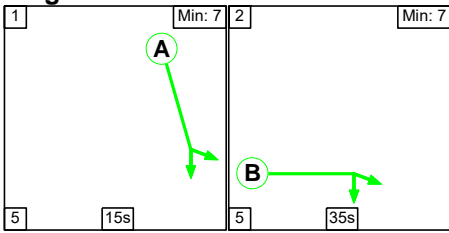
12/1	332	332	-	-	-	0.6	0.0	-	0.6	6.3	1.7	0.0	1.7	
12/2	851	851	-	-	-	1.9	0.0	-	1.9	7.9	4.7	0.0	4.7	
		C1	Stream: 1 PRC for Signalled Lanes (%)	3.8	Total Delay for Signalled Lanes (pcuHr):			15.53	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	6.0	Total Delay for Signalled Lanes (pcuHr):			9.07	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	6.4	Total Delay for Signalled Lanes (pcuHr):			12.72	Cycle Time (s):		60			
		C1	Stream: 4 PRC for Signalled Lanes (%)	5.4	Total Delay for Signalled Lanes (pcuHr):			7.62	Cycle Time (s):		60			
			PRC Over All Lanes (%)	3.8	Total Delay Over All Lanes(pcuHr):			44.93						

Full Input Data And Results

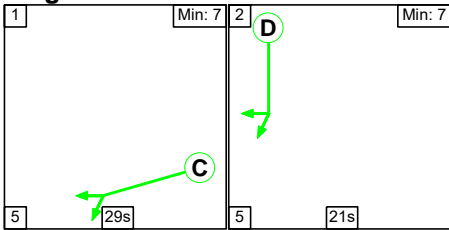
Scenario 12: '2032 Base + Committed Development PM - Sensitivity' (FG14: '2032 Base + Committed VL PM Sensitivity', Plan 1: 'Existing')

Stage Sequence Diagram

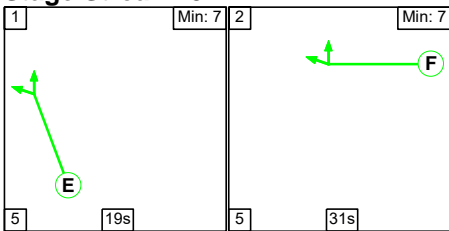
Stage Stream: 1



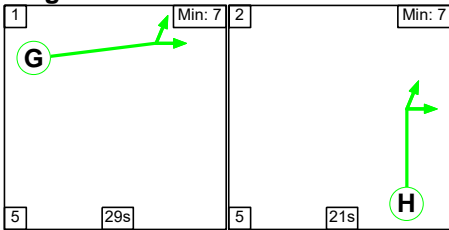
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	35
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	6	40

Stage Stream: 3

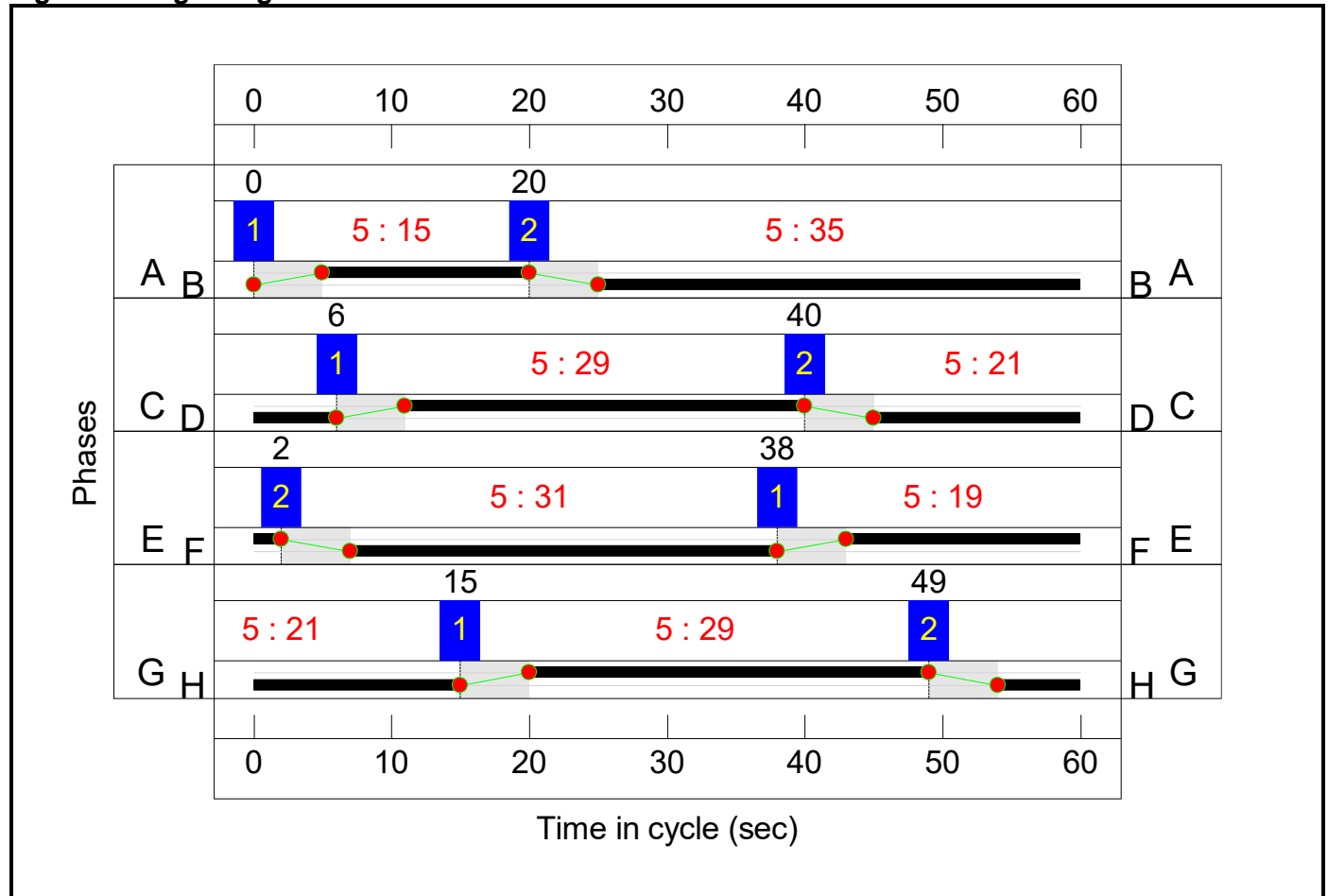
Stage	1	2
Duration	19	31
Change Point	38	2

Full Input Data And Results

Stage Stream: 4


Stage	1	2
Duration	29	21
Change Point	15	49

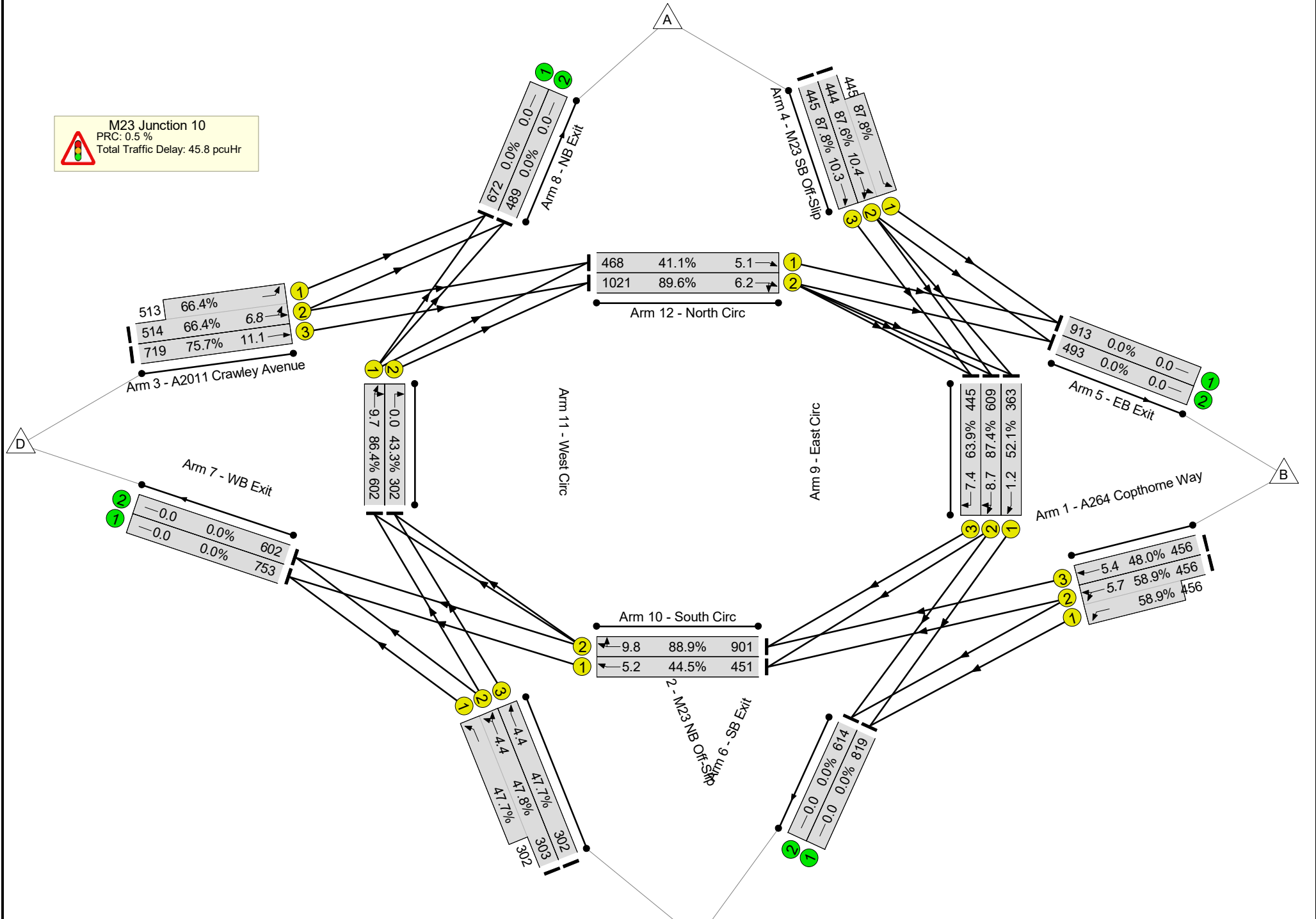
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


M23 Junction 10
 PRC: 0.5 %
 Total Traffic Delay: 45.8 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	29	-	912	1900:1900	774+774	58.9 : 58.9%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	29	-	456	1900	950	48.0%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	19	-	605	1900:1900	633+633	47.8 : 47.7%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	19	-	302	1900	633	47.7%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	29	-	1027	1900:1900	774+773	66.4 : 66.4%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	29	-	719	1900	950	75.7%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	15	-	889	1900:1900	507+507	87.6 : 87.8%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	15	-	445	1900	507	87.8%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	913	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	21	-	363	1900	697	52.1%
9/2	East Circ Ahead Right	U	2	N/A	D		1	21	-	609	1900	697	87.4%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	21	-	445	1900	697	63.9%
10/1	South Circ Ahead	U	3	N/A	F		1	31	-	451	1900	1013	44.5%
10/2	South Circ Ahead Right	U	3	N/A	F		1	31	-	901	1900	1013	88.9%
11/1	West Circ Ahead Right	U	4	N/A	H		1	21	-	602	1900	697	86.4%
11/2	West Circ Right	U	4	N/A	H		1	21	-	302	1900	697	43.3%
12/1	North Circ Ahead	U	1	N/A	B		1	35	-	468	1900	1140	41.1%
12/2	North Circ Ahead Right	U	1	N/A	B		1	35	-	1021	1900	1140	89.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	34.5	11.3	0.0	45.8	-	-	-	-
M23 Junction 10	-	-	0	0	0	34.5	11.3	0.0	45.8	-	-	-	-
1/2+1/1	912	912	-	-	-	2.5	0.7	-	3.2	12.7	4.9	0.7	5.7
1/3	456	456	-	-	-	1.3	0.5	-	1.7	13.5	4.9	0.5	5.4
2/2+2/1	605	605	-	-	-	2.7	0.5	-	3.1	18.6	4.0	0.5	4.4
2/3	302	302	-	-	-	1.3	0.5	-	1.8	21.3	3.9	0.5	4.4
3/2+3/1	1027	1027	-	-	-	2.9	1.0	-	3.9	13.7	5.9	1.0	6.8
3/3	719	719	-	-	-	2.4	1.5	-	3.9	19.8	9.6	1.5	11.1
4/2+4/1	889	889	-	-	-	5.2	3.4	-	8.6	34.8	7.0	3.4	10.4
4/3	445	445	-	-	-	2.6	3.3	-	5.9	47.5	7.0	3.3	10.3
5/1	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	363	363	-	-	-	0.4	0.0	-	0.4	3.9	1.2	0.0	1.2
9/2	609	609	-	-	-	2.5	0.0	-	2.5	14.9	8.7	0.0	8.7
9/3	445	445	-	-	-	3.6	0.0	-	3.6	29.0	7.4	0.0	7.4
10/1	451	451	-	-	-	0.8	0.0	-	0.8	6.1	5.2	0.0	5.2
10/2	901	901	-	-	-	2.0	0.0	-	2.0	8.1	9.8	0.0	9.8
11/1	602	602	-	-	-	2.3	0.0	-	2.3	14.0	9.7	0.0	9.7
11/2	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

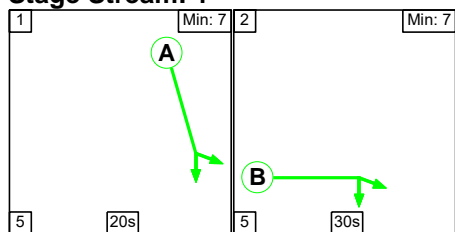
12/1	468	468	-	-	-	0.5	0.0	-	0.5	3.6	5.1	0.0	5.1
12/2	1021	1021	-	-	-	1.5	0.0	-	1.5	5.5	6.2	0.0	6.2
		C1	Stream: 1 PRC for Signalled Lanes (%):		0.5	Total Delay for Signalled Lanes (pcuHr):		16.47	Cycle Time (s):		60		
		C1	Stream: 2 PRC for Signalled Lanes (%):		3.0	Total Delay for Signalled Lanes (pcuHr):		11.42	Cycle Time (s):		60		
		C1	Stream: 3 PRC for Signalled Lanes (%):		1.2	Total Delay for Signalled Lanes (pcuHr):		7.69	Cycle Time (s):		60		
		C1	Stream: 4 PRC for Signalled Lanes (%):		4.2	Total Delay for Signalled Lanes (pcuHr):		10.20	Cycle Time (s):		60		
			PRC Over All Lanes (%):		0.5	Total Delay Over All Lanes(pcuHr):		45.79					

Full Input Data And Results

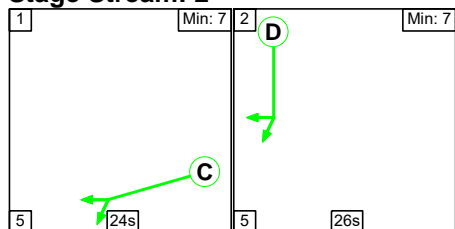
Scenario 13: '2032 Base + Committed + Development (230 Dwellings) AM - Sensitivity' (FG11: '2032 Base + Committed + Development (230 Dwellings) VL AM Sensitivity', Plan 1: 'Existing')

Stage Sequence Diagram

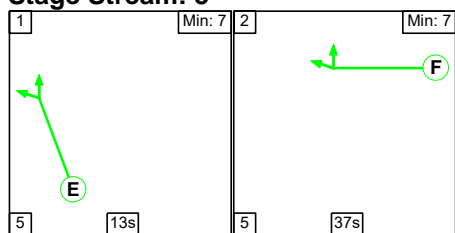
Stage Stream: 1



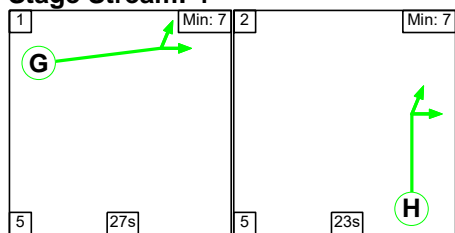
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	30
Change Point	0	25

Stage Stream: 2

Stage	1	2
Duration	24	26
Change Point	55	24

Stage Stream: 3

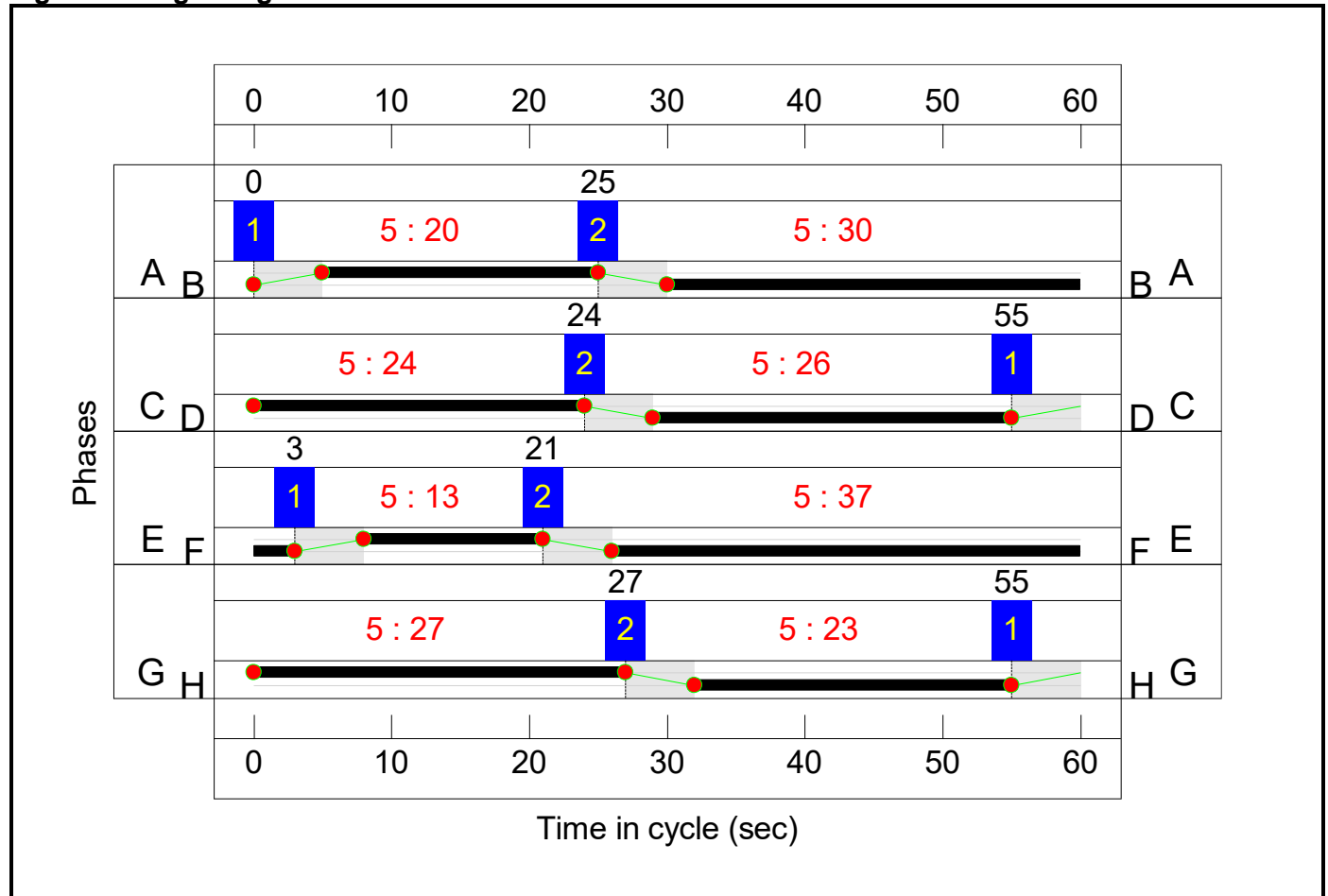
Stage	1	2
Duration	13	37
Change Point	3	21

Full Input Data And Results

Stage Stream: 4


Stage	1	2
Duration	27	23
Change Point	55	27

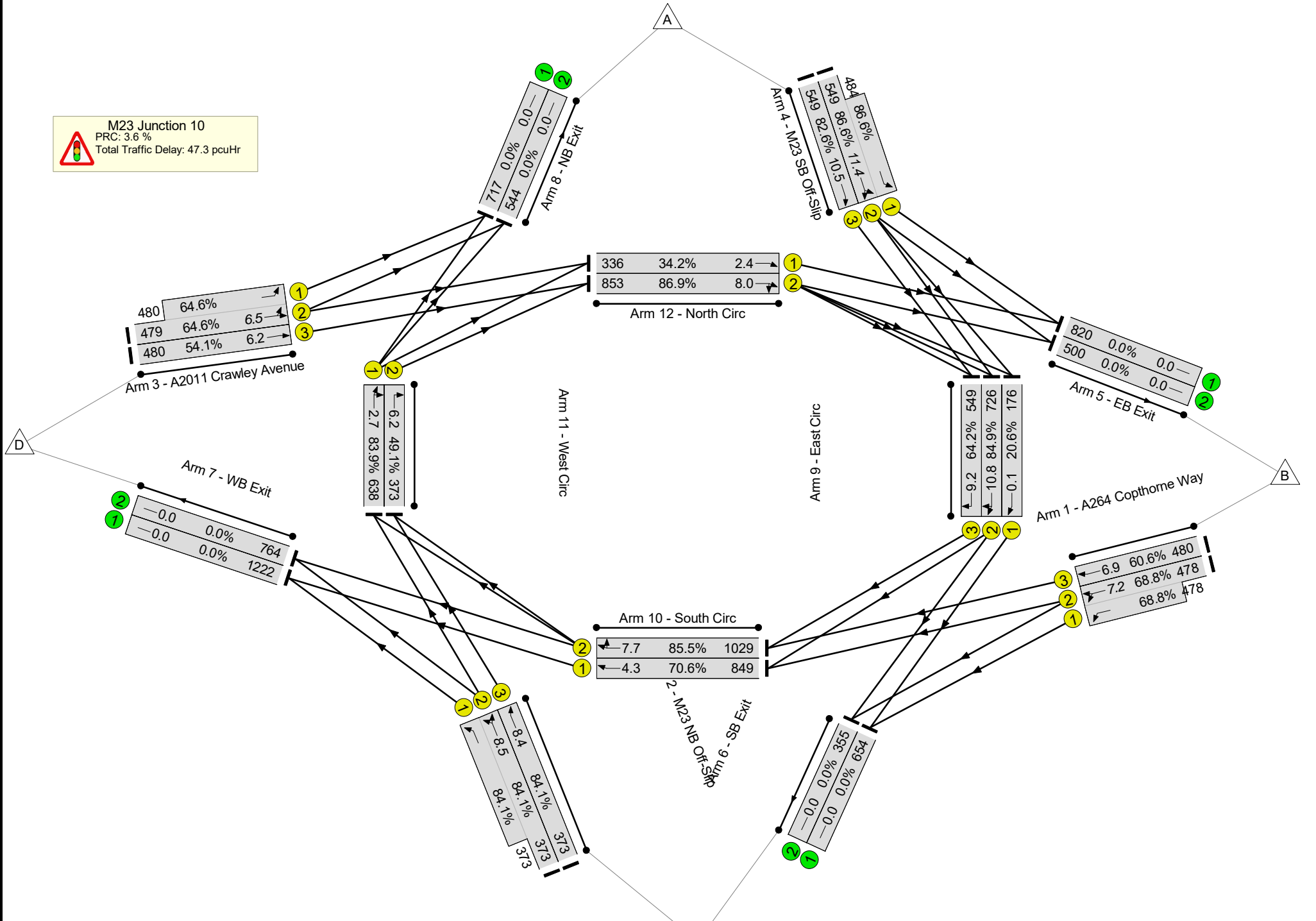
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


M23 Junction 10
 PRC: 3.6 %
 Total Traffic Delay: 47.3 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	86.9%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	86.9%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	24	-	956	1900:1900	695+695	68.8 : 68.8%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	24	-	480	1900	792	60.6%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	13	-	746	1900:1900	443+443	84.1 : 84.1%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	13	-	373	1900	443	84.1%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	27	-	959	1900:1900	741+743	64.6 : 64.6%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	27	-	480	1900	887	54.1%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	20	-	1033	1900:1900	634+559	86.6 : 86.6%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	20	-	549	1900	665	82.6%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	1222	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	26	-	176	1900	855	20.6%
9/2	East Circ Ahead Right	U	2	N/A	D		1	26	-	726	1900	855	84.9%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	26	-	549	1900	855	64.2%
10/1	South Circ Ahead	U	3	N/A	F		1	37	-	849	1900	1203	70.6%
10/2	South Circ Ahead Right	U	3	N/A	F		1	37	-	1029	1900	1203	85.5%
11/1	West Circ Ahead Right	U	4	N/A	H		1	23	-	638	1900	760	83.9%
11/2	West Circ Right	U	4	N/A	H		1	23	-	373	1900	760	49.1%
12/1	North Circ Ahead	U	1	N/A	B		1	30	-	336	1900	982	34.2%
12/2	North Circ Ahead Right	U	1	N/A	B		1	30	-	853	1900	982	86.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	33.5	13.8	0.0	47.3	-	-	-	-
M23 Junction 10	-	-	0	0	0	33.5	13.8	0.0	47.3	-	-	-	-
1/2+1/1	956	956	-	-	-	3.6	1.1	-	4.7	17.8	6.1	1.1	7.2
1/3	480	480	-	-	-	1.8	0.8	-	2.6	19.4	6.1	0.8	6.9
2/2+2/1	746	746	-	-	-	4.5	2.6	-	7.1	34.3	5.9	2.6	8.5
2/3	373	373	-	-	-	2.3	2.5	-	4.8	45.9	5.9	2.5	8.4
3/2+3/1	959	959	-	-	-	3.0	0.9	-	4.0	14.8	5.6	0.9	6.5
3/3	480	480	-	-	-	1.5	0.6	-	2.1	15.8	5.6	0.6	6.2
4/2+4/1	1033	1033	-	-	-	5.0	3.1	-	8.1	28.3	8.2	3.1	11.4
4/3	549	549	-	-	-	2.7	2.3	-	5.0	32.8	8.2	2.3	10.5
5/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1222	1222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	176	176	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1
9/2	726	726	-	-	-	2.1	0.0	-	2.1	10.4	10.8	0.0	10.8
9/3	549	549	-	-	-	2.0	0.0	-	2.0	12.8	9.2	0.0	9.2
10/1	849	849	-	-	-	0.5	0.0	-	0.5	2.0	4.3	0.0	4.3
10/2	1029	1029	-	-	-	1.1	0.0	-	1.1	3.7	7.7	0.0	7.7
11/1	638	638	-	-	-	0.3	0.0	-	0.3	2.0	2.7	0.0	2.7
11/2	373	373	-	-	-	1.1	0.0	-	1.1	10.9	6.2	0.0	6.2

Full Input Data And Results

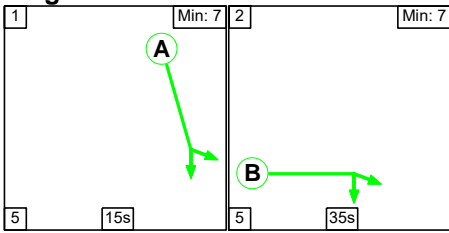
12/1	336	336	-	-	-	0.3	0.0	-	0.3	3.7	2.4	0.0	2.4
12/2	853	853	-	-	-	1.5	0.0	-	1.5	6.3	8.0	0.0	8.0
		C1	Stream: 1 PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):		14.96	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):		11.40	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%):	5.2	Total Delay for Signalled Lanes (pcuHr):		13.37	Cycle Time (s):		60			
		C1	Stream: 4 PRC for Signalled Lanes (%):	7.2	Total Delay for Signalled Lanes (pcuHr):		7.54	Cycle Time (s):		60			
			PRC Over All Lanes (%):	3.6	Total Delay Over All Lanes(pcuHr):		47.27						

Full Input Data And Results

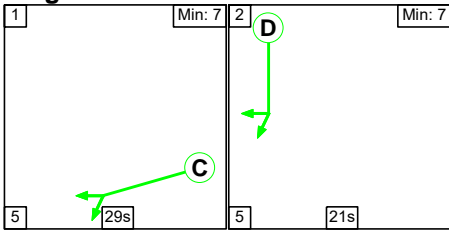
Scenario 14: '2032 Base + Committed + Development (230 Dwellings) PM - Sensitivity' (FG12: '2032 Base + Committed + Development (230 Dwellings) VL PM Sensitivity', Plan 1: 'Existing')

Stage Sequence Diagram

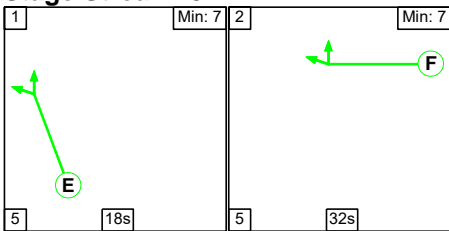
Stage Stream: 1



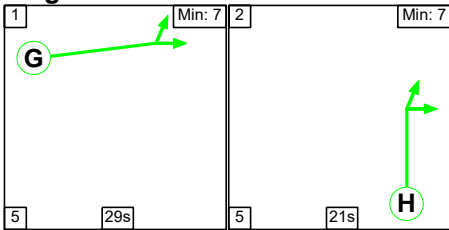
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	35
Change Point	0	20

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	6	40

Stage Stream: 3

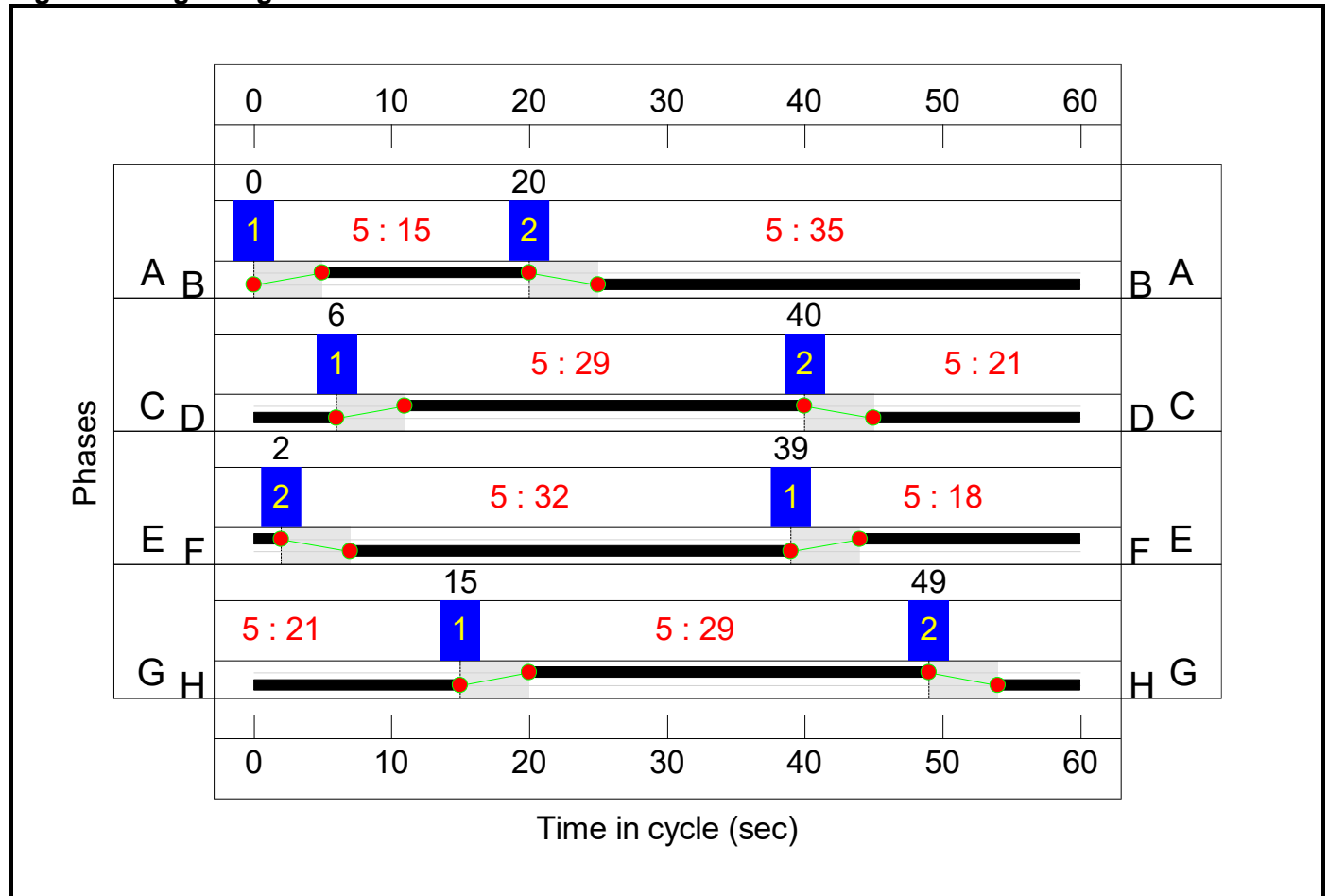
Stage	1	2
Duration	18	32
Change Point	39	2

Full Input Data And Results

Stage Stream: 4


Stage	1	2
Duration	29	21
Change Point	15	49

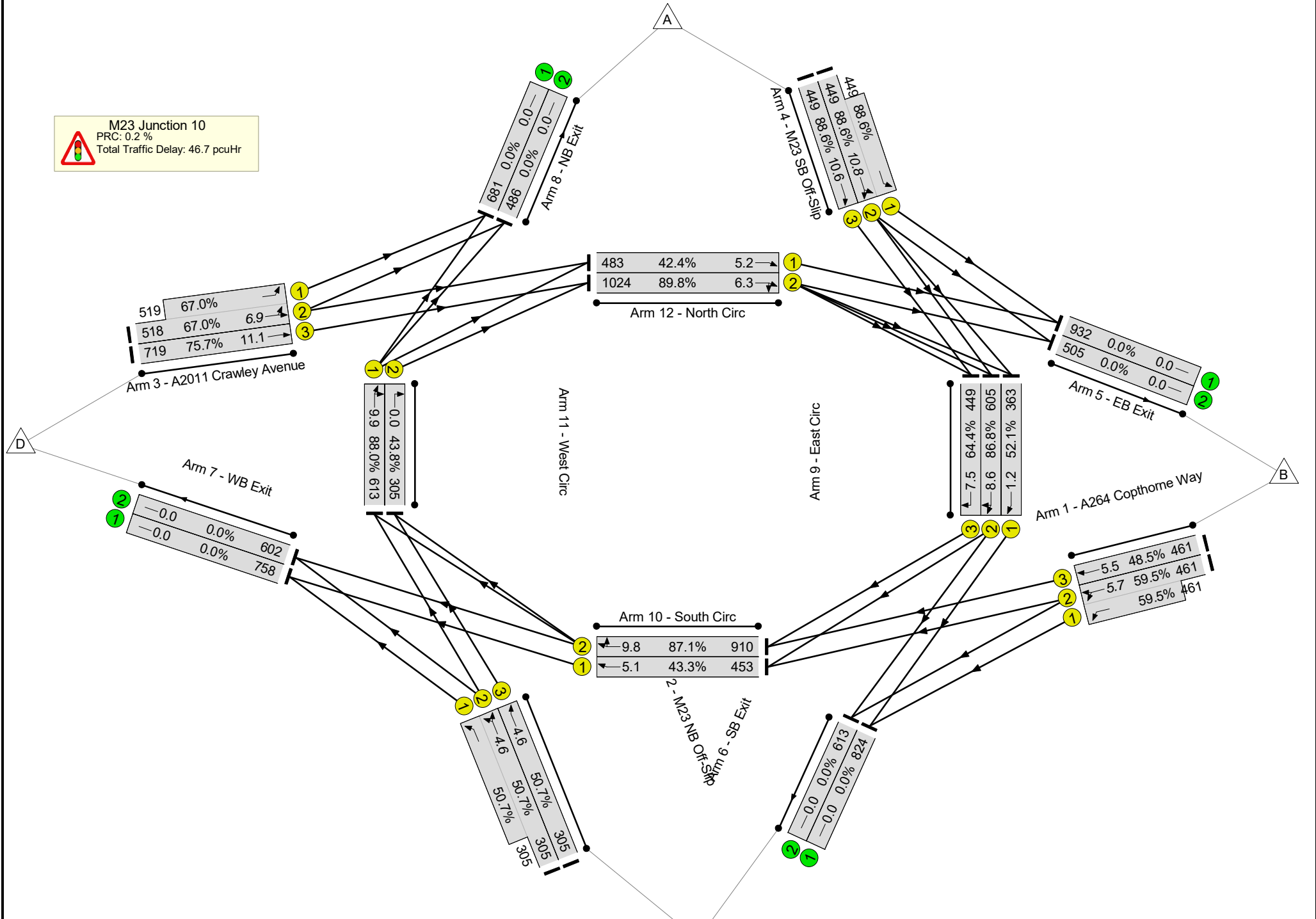
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


M23 Junction 10
 PRC: 0.2 %
 Total Traffic Delay: 46.7 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
M23 Junction 10	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
1/2+1/1	A264 Copthorne Way Left Ahead	U	2	N/A	C		1	29	-	922	1900:1900	774+774	59.5 : 59.5%
1/3	A264 Copthorne Way Ahead	U	2	N/A	C		1	29	-	461	1900	950	48.5%
2/2+2/1	M23 NB Off-Slip Left Ahead	U	3	N/A	E		1	18	-	610	1900:1900	602+602	50.7 : 50.7%
2/3	M23 NB Off-Slip Ahead	U	3	N/A	E		1	18	-	305	1900	602	50.7%
3/2+3/1	A2011 Crawley Avenue Left Ahead	U	4	N/A	G		1	29	-	1037	1900:1900	773+774	67.0 : 67.0%
3/3	A2011 Crawley Avenue Ahead	U	4	N/A	G		1	29	-	719	1900	950	75.7%
4/2+4/1	M23 SB Off-Slip Left Ahead	U	1	N/A	A		1	15	-	898	1900:1900	507+507	88.6 : 88.6%
4/3	M23 SB Off-Slip Ahead	U	1	N/A	A		1	15	-	449	1900	507	88.6%
5/1	EB Exit	U	N/A	N/A	-		-	-	-	932	Inf	Inf	0.0%
5/2	EB Exit	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
6/1	SB Exit	U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
6/2	SB Exit	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
7/1	WB Exit	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
7/2	WB Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
8/1	NB Exit	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
8/2	NB Exit	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
9/1	East Circ Ahead	U	2	N/A	D		1	21	-	363	1900	697	52.1%
9/2	East Circ Ahead Right	U	2	N/A	D		1	21	-	605	1900	697	86.8%

Full Input Data And Results

9/3	East Circ Right	U	2	N/A	D		1	21	-	449	1900	697	64.4%
10/1	South Circ Ahead	U	3	N/A	F		1	32	-	453	1900	1045	43.3%
10/2	South Circ Ahead Right	U	3	N/A	F		1	32	-	910	1900	1045	87.1%
11/1	West Circ Ahead Right	U	4	N/A	H		1	21	-	613	1900	697	88.0%
11/2	West Circ Right	U	4	N/A	H		1	21	-	305	1900	697	43.8%
12/1	North Circ Ahead	U	1	N/A	B		1	35	-	483	1900	1140	42.4%
12/2	North Circ Ahead Right	U	1	N/A	B		1	35	-	1024	1900	1140	89.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M23 Junction 10	-	-	0	0	0	34.8	11.9	0.0	46.7	-	-	-	-
M23 Junction 10	-	-	0	0	0	34.8	11.9	0.0	46.7	-	-	-	-
1/2+1/1	922	922	-	-	-	2.5	0.7	-	3.3	12.8	5.0	0.7	5.7
1/3	461	461	-	-	-	1.3	0.5	-	1.7	13.6	5.0	0.5	5.5
2/2+2/1	610	610	-	-	-	2.8	0.5	-	3.3	19.7	4.1	0.5	4.6
2/3	305	305	-	-	-	1.4	0.5	-	1.9	22.7	4.1	0.5	4.6
3/2+3/1	1037	1037	-	-	-	3.0	1.0	-	4.0	13.8	5.9	1.0	6.9
3/3	719	719	-	-	-	2.4	1.5	-	3.9	19.8	9.6	1.5	11.1
4/2+4/1	898	898	-	-	-	5.3	3.7	-	8.9	35.8	7.1	3.7	10.8
4/3	449	449	-	-	-	2.6	3.5	-	6.1	49.0	7.1	3.5	10.6
5/1	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	363	363	-	-	-	0.4	0.0	-	0.4	3.9	1.2	0.0	1.2
9/2	605	605	-	-	-	2.5	0.0	-	2.5	14.7	8.6	0.0	8.6
9/3	449	449	-	-	-	3.6	0.0	-	3.6	29.0	7.5	0.0	7.5
10/1	453	453	-	-	-	0.7	0.0	-	0.7	5.9	5.1	0.0	5.1
10/2	910	910	-	-	-	1.9	0.0	-	1.9	7.7	9.8	0.0	9.8
11/1	613	613	-	-	-	2.3	0.0	-	2.3	13.5	9.9	0.0	9.9
11/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	483	483	-	-	-	0.5	0.0	-	0.5	3.5	5.2	0.0	5.2
12/2	1024	1024	-	-	-	1.5	0.0	-	1.5	5.2	6.3	0.0	6.3
		C1	Stream: 1 PRC for Signalled Lanes (%)	0.2	Total Delay for Signalled Lanes (pcuHr):		17.00	Cycle Time (s):		60			
		C1	Stream: 2 PRC for Signalled Lanes (%)	3.6	Total Delay for Signalled Lanes (pcuHr):		11.49	Cycle Time (s):		60			
		C1	Stream: 3 PRC for Signalled Lanes (%)	3.4	Total Delay for Signalled Lanes (pcuHr):		7.95	Cycle Time (s):		60			
		C1	Stream: 4 PRC for Signalled Lanes (%)	2.3	Total Delay for Signalled Lanes (pcuHr):		10.23	Cycle Time (s):		60			
			PRC Over All Lanes (%)	0.2	Total Delay Over All Lanes(pcuHr):		46.68						

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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Filename: Sandy Lane_Hophurst Lane_Vicarage Road - 430 homes.j11
Path: S:\Projects\210000 Series\210013ITS - Hurst Farm Crawley Down\Tech\Junction Assessments\Picady\2026
Report generation date: 23/01/2026 13:36:18

- »D1 - 2023 | Observed | AM
- »D2 - 2023 | Observed | PM
- »D15 - 2031 | + Committed Development + Development VL (400 Homes) | AM
- »D16 - 2031 | + Committed Development + Development VL (400 Homes) | PM
- »D17 - 2032 | + Committed Development VL | AM
- »D18 - 2032 | + Committed Development VL | PM
- »D19 - 2032 | + Committed Development + Development (230 Homes) VL | AM
- »D20 - 2032 | + Committed Development + Development (230 Homes) VL | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2023 - Observed						
Stream B-AC	0.2	8.78	0.20	0.6	9.21	0.36
Stream C-AB	0.3	6.27	0.20	0.3	6.45	0.20
2031 - + Committed Development + Development VL (400 Homes)						
Stream B-AC	0.3	9.13	0.22	0.6	9.66	0.38
Stream C-AB	0.3	6.36	0.21	0.3	6.56	0.22
2032 - + Committed Development VL						
Stream B-AC	0.3	7.90	0.20	0.7	9.73	0.40
Stream C-AB	0.3	6.27	0.22	0.3	6.68	0.23
2032 - + Committed Development + Development (230 Homes) VL						
Stream B-AC	0.3	8.09	0.22	0.7	9.86	0.40
Stream C-AB	0.3	6.28	0.22	0.3	6.70	0.23

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

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

File summary

File Description

Title	
Location	
Site number	
Date	27/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

PICADY short flare 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
PICADY 4.1	5.75	✓					0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓		
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓		
D3	2031	Future Year	AM	ONE HOUR	07:00	08:30	15		Simple	D1*G1
D4	2031	Future Year	PM	ONE HOUR	16:30	18:00	15		Simple	D2*G2
D5		Committed Development	AM	ONE HOUR	07:00	08:30	15			
D6		Committed Development	PM	ONE HOUR	16:30	18:00	15			
D7	2031	+ Committed Development	AM	ONE HOUR	07:00	08:30	15		Simple	D3+D5
D8	2031	+ Committed Development	PM	ONE HOUR	16:30	18:00	15		Simple	D4+D6
D9		Development 400 Homes PP	AM	ONE HOUR	07:00	08:30	15			
D10		Development 400 Homes PP	PM	ONE HOUR	16:30	18:00	15			
D11		Development 400 Homes VL	AM	ONE HOUR	07:00	08:30	15			
D12		Development 400 Homes VL	PM	ONE HOUR	16:30	18:00	15			
D13	2031	+ Committed Development + Development PP	AM	ONE HOUR	07:00	08:30	15		Simple	D7+D9
D14	2031	+ Committed Development + Development PP	PM	ONE HOUR	16:30	18:00	15		Simple	D8+D10
D15	2031	+ Committed Development + Development VL (400 Homes)	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D7+D11
D16	2031	+ Committed Development + Development VL (400 Homes)	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D8+D12
D17	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓		
D18	2032	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓		
D19	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓		
D20	2032	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2031 AM		1.0585
G2	2024-2031 PM		1.0515

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

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

D1 - 2023 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Hophurst Lane/Sandy Lane/Vicarage Road	T-Junction	Two-way	Two-way	Two-way		4.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.49	A

Arms

Arms

Arm	Name	Description	Arm type
A	Vicarage Road		Major
B	Sandy Lane		Minor
C	Hophurst Lane		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 - Hophurst Lane	6.25			230.4	✓	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 - Sandy Lane	One lane	4.58	56	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	591	0.106	0.269	0.169	0.385
B-C	744	0.113	0.285	-	-
C-B	707	0.271	0.271	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Vicarage Road		ONE HOUR	✓	80	100.000
B - Sandy Lane		ONE HOUR	✓	93	100.000
C - Hophurst Lane		ONE HOUR	✓	192	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
A - Vicarage Road	0	29	51
B - Sandy Lane	54	0	39
C - Hophurst Lane	76	116	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
A - Vicarage Road	0	17	6
B - Sandy Lane	13	0	13
C - Hophurst Lane	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	8.78	0.2	1.2	A	85	128
C-AB	0.20	6.27	0.3	1.2	A	118	178
C-A						58	87
A-B						27	40
A-C						47	70

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	532	0.132	69	0.0	0.2	7.772	A
C-AB	95	24	0.00	711	0.134	94	0.0	0.2	5.831	A
C-A	50	12	0.00			50				
A-B	22	5	0.00			22				
A-C	38	10	0.00			38				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	524	0.160	83	0.1	0.2	8.174	A
C-AB	115	29	0.00	715	0.161	115	0.2	0.2	6.007	A
C-A	57	14	0.00			57				
A-B	26	7	0.00			26				
A-C	46	11	0.00			46				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	512	0.200	102	0.2	0.2	8.769	A
C-AB	145	36	0.00	720	0.201	144	0.2	0.3	6.258	A
C-A	67	17	0.00			67				
A-B	32	8	0.00			32				
A-C	56	14	0.00			56				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	0.00	512	0.200	102	0.2	0.2	8.781	A
C-AB	145	36	0.00	720	0.201	145	0.3	0.3	6.265	A
C-A	67	17	0.00			67				
A-B	32	8	0.00			32				
A-C	56	14	0.00			56				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	524	0.160	84	0.2	0.2	8.189	A
C-AB	115	29	0.00	715	0.162	116	0.3	0.2	6.015	A
C-A	57	14	0.00			57				
A-B	26	7	0.00			26				
A-C	46	11	0.00			46				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	18	0.00	532	0.132	70	0.2	0.2	7.802	A
C-AB	95	24	0.00	711	0.134	95	0.2	0.2	5.848	A
C-A	50	12	0.00			50				
A-B	22	5	0.00			22				
A-C	38	10	0.00			38				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.28	0.03	0.26	0.46	0.49			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.03	0.29	0.83	1.19			N/A	N/A
C-AB	0.28	0.03	0.30	0.88	1.20			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

D2 - 2023 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Hophurst Lane/Sandy Lane/Vicarage Road	T-Junction	Two-way	Two-way	Two-way		5.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Vicarage Road		ONE HOUR	✓	104	100.000
B - Sandy Lane		ONE HOUR	✓	198	100.000
C - Hophurst Lane		ONE HOUR	✓	158	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
From	A - Vicarage Road	0	33	71
	B - Sandy Lane	73	0	125
	C - Hophurst Lane	36	122	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
A - Vicarage Road	0	6	0
B - Sandy Lane	5	0	0
C - Hophurst Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	9.21	0.6	2.6	A	182	273
C-AB	0.20	6.45	0.3	1.2	A	118	177
C-A						27	41
A-B						30	45
A-C						65	98

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	37	0.00	627	0.238	148	0.0	0.3	7.489	A
C-AB	96	24	0.00	703	0.136	95	0.0	0.2	5.918	A
C-A	23	6	0.00			23				
A-B	25	6	0.00			25				
A-C	53	13	0.00			53				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	44	0.00	619	0.287	178	0.3	0.4	8.141	A
C-AB	115	29	0.00	702	0.164	115	0.2	0.2	6.133	A
C-A	27	7	0.00			27				
A-B	30	7	0.00			30				
A-C	64	16	0.00			64				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	218	55	0.00	609	0.358	217	0.4	0.5	9.183	A
C-AB	142	36	0.00	701	0.203	142	0.2	0.3	6.447	A
C-A	32	8	0.00			32				
A-B	36	9	0.00			36				
A-C	78	20	0.00			78				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	218	55	0.00	609	0.358	218	0.5	0.6	9.213	A
C-AB	142	36	0.00	701	0.203	142	0.3	0.3	6.450	A
C-A	32	8	0.00			32				
A-B	36	9	0.00			36				
A-C	78	20	0.00			78				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	44	0.00	619	0.287	179	0.6	0.4	8.177	A
C-AB	115	29	0.00	702	0.164	115	0.3	0.2	6.143	A
C-A	27	7	0.00			27				
A-B	30	7	0.00			30				
A-C	64	16	0.00			64				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	37	0.00	627	0.238	149	0.4	0.3	7.542	A
C-AB	96	24	0.00	703	0.136	96	0.2	0.2	5.933	A
C-A	23	6	0.00			23				
A-B	25	6	0.00			25				
A-C	53	13	0.00			53				

Queue Variation Results for each time segment
16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.03	0.26	0.55	0.55			N/A	N/A
C-AB	0.27	0.03	0.26	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.03	0.29	1.26	2.56			N/A	N/A
C-AB	0.27	0.03	0.30	0.87	1.20			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

D15 - 2031 | + Committed Development + Development VL (400 Homes) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Hophurst Lane/Sandy Lane/Vicarage Road	T-Junction	Two-way	Two-way	Two-way		4.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2031	+ Committed Development + Development VL (400 Homes)	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D7+D11

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Vicarage Road		ONE HOUR	✓	86	100.000
B - Sandy Lane		ONE HOUR	✓	103	100.000
C - Hophurst Lane		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
A - Vicarage Road	0	32	54
B - Sandy Lane	62	0	41
C - Hophurst Lane	80	123	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
A - Vicarage Road	0	16	6
B - Sandy Lane	12	0	13
C - Hophurst Lane	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	9.13	0.3	1.3	A	95	142
C-AB	0.21	6.36	0.3	1.3	A	126	189
C-A						60	91
A-B						30	45
A-C						50	74

Main Results for each time segment
07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	0.00	529	0.147	77	0.0	0.2	7.948	A
C-AB	101	25	0.00	712	0.142	100	0.0	0.2	5.882	A
C-A	52	13	0.00			52				
A-B	24	6	0.00			24				
A-C	41	10	0.00			41				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	0.00	520	0.179	93	0.2	0.2	8.414	A
C-AB	123	31	0.00	715	0.172	123	0.2	0.2	6.073	A
C-A	60	15	0.00			60				
A-B	29	7	0.00			29				
A-C	49	12	0.00			49				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	0.00	508	0.224	114	0.2	0.3	9.117	A
C-AB	154	39	0.00	721	0.214	154	0.2	0.3	6.351	A
C-A	70	17	0.00			70				
A-B	36	9	0.00			36				
A-C	59	15	0.00			59				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	0.00	508	0.224	114	0.3	0.3	9.131	A
C-AB	154	39	0.00	721	0.214	154	0.3	0.3	6.357	A
C-A	69	17	0.00			69				
A-B	36	9	0.00			36				
A-C	59	15	0.00			59				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	0.00	520	0.179	93	0.3	0.2	8.433	A
C-AB	123	31	0.00	716	0.172	123	0.3	0.2	6.085	A
C-A	60	15	0.00			60				
A-B	29	7	0.00			29				
A-C	49	12	0.00			49				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	0.00	529	0.147	78	0.2	0.2	7.982	A
C-AB	101	25	0.00	712	0.142	101	0.2	0.2	5.902	A
C-A	52	13	0.00			52				
A-B	24	6	0.00			24				
A-C	41	10	0.00			41				

Queue Variation Results for each time segment
07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.30	0.03	0.26	0.46	0.49			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.31	1.02	1.34			N/A	N/A
C-AB	0.30	0.03	0.31	1.01	1.28			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

D16 - 2031 | + Committed Development + Development VL (400 Homes) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Hophurst Lane/Sandy Lane/Vicarage Road	T-Junction	Two-way	Two-way	Two-way		5.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2031	+ Committed Development + Development VL (400 Homes)	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D8+D12

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Vicarage Road		ONE HOUR	✓	114	100.000
B - Sandy Lane		ONE HOUR	✓	210	100.000
C - Hophurst Lane		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
From	A - Vicarage Road	0	39	75
	B - Sandy Lane	79	0	131
	C - Hophurst Lane	38	128	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
From	A - Vicarage Road	0	5	0
	B - Sandy Lane	5	0	0
	C - Hophurst Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	9.66	0.6	2.7	A	193	289
C-AB	0.22	6.56	0.3	1.3	A	124	186
C-A						28	43
A-B						36	54
A-C						69	103

Main Results for each time segment
16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	40	0.00	624	0.254	157	0.0	0.3	7.690	A
C-AB	101	25	0.00	701	0.144	100	0.0	0.2	5.980	A
C-A	24	6	0.00			24				
A-B	30	7	0.00			30				
A-C	56	14	0.00			56				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	189	47	0.00	615	0.307	189	0.3	0.4	8.424	A
C-AB	121	30	0.00	700	0.173	121	0.2	0.2	6.213	A
C-A	28	7	0.00			28				
A-B	35	9	0.00			35				
A-C	67	17	0.00			67				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	232	58	0.00	604	0.383	231	0.4	0.6	9.629	A
C-AB	150	38	0.00	699	0.215	150	0.2	0.3	6.555	A
C-A	33	8	0.00			33				
A-B	43	11	0.00			43				
A-C	82	21	0.00			82				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	232	58	0.00	604	0.383	231	0.6	0.6	9.665	A
C-AB	150	38	0.00	699	0.215	150	0.3	0.3	6.561	A
C-A	33	8	0.00			33				
A-B	43	11	0.00			43				
A-C	82	21	0.00			82				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	189	47	0.00	615	0.307	190	0.6	0.4	8.472	A
C-AB	121	30	0.00	700	0.173	122	0.3	0.2	6.224	A
C-A	28	7	0.00			28				
A-B	35	9	0.00			35				
A-C	67	17	0.00			67				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	40	0.00	624	0.254	159	0.4	0.3	7.752	A
C-AB	101	25	0.00	701	0.144	101	0.2	0.2	5.996	A
C-A	24	6	0.00			24				
A-B	30	7	0.00			30				
A-C	56	14	0.00			56				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.03	0.26	0.61	0.61			N/A	N/A
C-AB	0.29	0.03	0.26	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.03	0.29	1.16	2.73			N/A	N/A
C-AB	0.29	0.03	0.31	0.98	1.27			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

D17 - 2032 | + Committed Development VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Hophurst Lane/Sandy Lane/Vicarage Road	T-Junction	Two-way	Two-way	Two-way		4.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Vicarage Road		ONE HOUR	✓	90	100.000
B - Sandy Lane		ONE HOUR	✓	106	100.000
C - Hophurst Lane		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
From	A - Vicarage Road	0	33	57
	B - Sandy Lane	62	0	44
	C - Hophurst Lane	85	130	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
From	A - Vicarage Road	0	0	0
	B - Sandy Lane	0	0	0
	C - Hophurst Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	7.90	0.3	1.2	A	97	145
C-AB	0.22	6.27	0.3	1.3	A	134	201
C-A						64	95
A-B						30	45
A-C						53	79

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	0.00	596	0.133	79	0.0	0.2	6.952	A
C-AB	108	27	0.00	729	0.148	107	0.0	0.2	5.784	A
C-A	55	14	0.00			55				
A-B	25	6	0.00			25				
A-C	43	11	0.00			43				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	0.00	586	0.162	95	0.2	0.2	7.324	A
C-AB	131	33	0.00	733	0.179	131	0.2	0.2	5.978	A
C-A	63	16	0.00			63				
A-B	30	7	0.00			30				
A-C	51	13	0.00			51				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	0.00	572	0.203	116	0.2	0.3	7.888	A
C-AB	164	41	0.00	739	0.222	164	0.2	0.3	6.262	A
C-A	73	18	0.00			73				
A-B	36	9	0.00			36				
A-C	63	16	0.00			63				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	0.00	572	0.203	116	0.3	0.3	7.897	A
C-AB	164	41	0.00	739	0.223	164	0.3	0.3	6.270	A
C-A	73	18	0.00			73				
A-B	36	9	0.00			36				
A-C	63	16	0.00			63				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	0.00	586	0.162	95	0.3	0.2	7.336	A
C-AB	131	33	0.00	733	0.179	131	0.3	0.2	5.986	A
C-A	63	16	0.00			63				
A-B	30	7	0.00			30				
A-C	51	13	0.00			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	0.00	596	0.133	80	0.2	0.2	6.972	A
C-AB	108	27	0.00	729	0.148	108	0.2	0.2	5.800	A
C-A	55	14	0.00			55				
A-B	25	6	0.00			25				
A-C	43	11	0.00			43				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.32	0.03	0.26	0.46	0.49			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.03	0.29	0.85	1.20			N/A	N/A
C-AB	0.32	0.03	0.32	1.07	1.33			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

D18 - 2032 | + Committed Development VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Hophurst Lane/Sandy Lane/Vicarage Road	T-Junction	Two-way	Two-way	Two-way		6.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2032	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Vicarage Road		ONE HOUR	✓	118	100.000
B - Sandy Lane		ONE HOUR	✓	223	100.000
C - Hophurst Lane		ONE HOUR	✓	177	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
From	A - Vicarage Road	0	38	80
	B - Sandy Lane	82	0	140
	C - Hophurst Lane	40	137	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
A - Vicarage Road	0	0	0
B - Sandy Lane	0	0	0
C - Hophurst Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	9.73	0.7	2.8	A	204	306
C-AB	0.23	6.68	0.3	1.4	A	133	199
C-A						30	45
A-B						35	53
A-C						73	110

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42	0.00	636	0.263	166	0.0	0.4	7.638	A
C-AB	108	27	0.00	702	0.153	107	0.0	0.2	6.040	A
C-A	26	6	0.00			26				
A-B	29	7	0.00			29				
A-C	60	15	0.00			60				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	627	0.319	200	0.4	0.5	8.411	A
C-AB	130	32	0.00	701	0.185	130	0.2	0.2	6.295	A
C-A	30	7	0.00			30				
A-B	34	9	0.00			34				
A-C	72	18	0.00			72				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	245	61	0.00	615	0.399	244	0.5	0.7	9.690	A
C-AB	161	40	0.00	700	0.230	161	0.2	0.3	6.671	A
C-A	34	9	0.00			34				
A-B	42	11	0.00			42				
A-C	88	22	0.00			88				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	245	61	0.00	615	0.399	245	0.7	0.7	9.729	A
C-AB	161	40	0.00	700	0.230	161	0.3	0.3	6.680	A
C-A	34	9	0.00			34				
A-B	42	11	0.00			42				
A-C	88	22	0.00			88				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	627	0.319	201	0.7	0.5	8.460	A
C-AB	130	32	0.00	701	0.185	130	0.3	0.2	6.307	A
C-A	30	7	0.00			30				
A-B	34	9	0.00			34				
A-C	72	18	0.00			72				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42	0.00	636	0.264	168	0.5	0.4	7.703	A
C-AB	108	27	0.00	702	0.153	108	0.2	0.2	6.059	A
C-A	26	6	0.00			26				
A-B	29	7	0.00			29				
A-C	60	15	0.00			60				

Queue Variation Results for each time segment
16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.03	0.26	0.65	0.65			N/A	N/A
C-AB	0.31	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.03	0.29	1.07	2.79			N/A	N/A
C-AB	0.31	0.03	0.31	1.08	1.36			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

D19 - 2032 | + Committed Development + Development (230 Homes) VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Hophurst Lane/Sandy Lane/Vicarage Road	T-Junction	Two-way	Two-way	Two-way		4.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Vicarage Road		ONE HOUR	✓	92	100.000
B - Sandy Lane		ONE HOUR	✓	111	100.000
C - Hophurst Lane		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
From	A - Vicarage Road	0	35	57
	B - Sandy Lane	68	0	44
	C - Hophurst Lane	85	130	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
A - Vicarage Road	0	0	0
B - Sandy Lane	0	0	0
C - Hophurst Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	8.09	0.3	1.3	A	102	153
C-AB	0.22	6.28	0.3	1.3	A	134	201
C-A						64	95
A-B						32	48
A-C						53	79

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	592	0.142	83	0.0	0.2	7.063	A
C-AB	108	27	0.00	728	0.148	107	0.0	0.2	5.787	A
C-A	55	14	0.00			55				
A-B	26	7	0.00			26				
A-C	43	11	0.00			43				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	582	0.172	100	0.2	0.2	7.468	A
C-AB	131	33	0.00	732	0.179	131	0.2	0.2	5.980	A
C-A	63	16	0.00			63				
A-B	31	8	0.00			31				
A-C	51	13	0.00			51				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	0.00	568	0.216	122	0.2	0.3	8.079	A
C-AB	164	41	0.00	738	0.223	164	0.2	0.3	6.268	A
C-A	73	18	0.00			73				
A-B	38	10	0.00			38				
A-C	63	16	0.00			63				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	0.00	568	0.216	123	0.3	0.3	8.090	A
C-AB	164	41	0.00	738	0.223	164	0.3	0.3	6.276	A
C-A	73	18	0.00			73				
A-B	38	10	0.00			38				
A-C	63	16	0.00			63				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	582	0.172	100	0.3	0.2	7.481	A
C-AB	131	33	0.00	733	0.179	131	0.3	0.2	5.990	A
C-A	63	16	0.00			63				
A-B	31	8	0.00			31				
A-C	51	13	0.00			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	592	0.142	84	0.2	0.2	7.088	A
C-AB	108	27	0.00	728	0.148	108	0.2	0.2	5.804	A
C-A	55	14	0.00			55				
A-B	26	7	0.00			26				
A-C	43	11	0.00			43				

Queue Variation Results for each time segment
07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.32	0.03	0.26	0.46	0.49			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.30	0.97	1.28			N/A	N/A
C-AB	0.32	0.03	0.32	1.07	1.33			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

D20 - 2032 | + Committed Development + Development (230 Homes) VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Hophurst Lane/Sandy Lane/Vicarage Road	T-Junction	Two-way	Two-way	Two-way		6.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2032	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Vicarage Road		ONE HOUR	✓	123	100.000
B - Sandy Lane		ONE HOUR	✓	225	100.000
C - Hophurst Lane		ONE HOUR	✓	177	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
From	A - Vicarage Road	0	43	80
	B - Sandy Lane	85	0	140
	C - Hophurst Lane	40	137	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Vicarage Road	B - Sandy Lane	C - Hophurst Lane
A - Vicarage Road	0	0	0
B - Sandy Lane	0	0	0
C - Hophurst Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	9.86	0.7	2.8	A	206	310
C-AB	0.23	6.70	0.3	1.4	A	133	199
C-A						30	45
A-B						40	60
A-C						73	110

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	0.00	634	0.267	168	0.0	0.4	7.696	A
C-AB	108	27	0.00	701	0.154	107	0.0	0.2	6.051	A
C-A	26	6	0.00			26				
A-B	33	8	0.00			33				
A-C	60	15	0.00			60				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	51	0.00	625	0.323	202	0.4	0.5	8.491	A
C-AB	130	32	0.00	700	0.185	130	0.2	0.2	6.309	A
C-A	30	7	0.00			30				
A-B	39	10	0.00			39				
A-C	72	18	0.00			72				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	0.00	613	0.404	247	0.5	0.7	9.815	A
C-AB	161	40	0.00	699	0.230	161	0.2	0.3	6.690	A
C-A	34	9	0.00			34				
A-B	48	12	0.00			48				
A-C	88	22	0.00			88				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	0.00	613	0.404	248	0.7	0.7	9.858	A
C-AB	161	40	0.00	699	0.230	161	0.3	0.3	6.696	A
C-A	34	9	0.00			34				
A-B	48	12	0.00			48				
A-C	88	22	0.00			88				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	51	0.00	625	0.324	203	0.7	0.5	8.542	A
C-AB	130	32	0.00	700	0.185	130	0.3	0.2	6.322	A
C-A	30	7	0.00			30				
A-B	39	10	0.00			39				
A-C	72	18	0.00			72				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	0.00	634	0.267	170	0.5	0.4	7.762	A
C-AB	108	27	0.00	701	0.154	108	0.2	0.2	6.070	A
C-A	26	6	0.00			26				
A-B	33	8	0.00			33				
A-C	60	15	0.00			60				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.03	0.26	0.67	0.67			N/A	N/A
C-AB	0.31	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.03	0.29	1.04	2.82			N/A	N/A
C-AB	0.31	0.03	0.31	1.09	1.37			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.04	0.42	1.26	1.38			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.03	0.26	0.48	0.61			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A



Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: Site Access.j11

Path: S:\Projects\210000 Series\210013ITS - Hurst Farm Crawley Down\Tech\Junction Assessments\Picady\2026

Report generation date: 03/02/2026 11:44:43

- »D15 - 2032 | + Committed Development + Development (230 Homes) VL | AM
- »D16 - 2032 | + Committed Development + Development (230 Homes) VL | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2032 - + Committed Development + Development (230 Homes) VL												
Stream B-AC	D15	0.3	13.01	0.24	B	0.99	D16	0.1	10.02	0.09	B	0.92
Stream C-AB		0.2	4.91	0.08	A			1.1	4.21	0.28	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	
Location	
Site number	
Date	28/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

Units

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

Analysis Options

PICADY short flare 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 11.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15			
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15			
D3	2031	Future Year	AM	ONE HOUR	07:00	08:30	15		Simple	D1*G1
D4	2031	Future Year	PM	ONE HOUR	16:30	18:00	15		Simple	D2*G2
D5		Committed Development	AM	ONE HOUR	07:00	08:30	15			
D6		Committed Development	PM	ONE HOUR	16:30	18:00	15			
D7	2031	+ Committed Development	AM	ONE HOUR	07:00	08:30	15		Simple	D3+D5
D8	2031	+ Committed Development	PM	ONE HOUR	16:30	18:00	15		Simple	D4+D6
D9		Development 400 Homes VL	AM	ONE HOUR	07:00	08:30	15			
D10		Development 400 Homes VL	PM	ONE HOUR	16:30	18:00	15			
D11	2031	+ Committed Development + Development VL (400 Homes)	AM	ONE HOUR	07:00	08:30	15		Simple	D7+D9
D12	2031	+ Committed Development + Development VL (400 Homes)	PM	ONE HOUR	16:30	18:00	15		Simple	D8+D10
D13	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15			
D14	2032	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15			
D15	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓		
D16	2032	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2031 AM		1.0394
G2	2024-2031 PM		1.0317

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

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

D15 - 2032 | + Committed Development + Development (230 Homes) VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Turners Hill Road	T-Junction	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Arms

Arms

Arm	Name	Description	Arm type
A	Turners Hill Road (S)		Major
B	Site Access		Minor
C	Turners Hill Road (N)		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	5.43			95.7	✓	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	One lane	3.21	17	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	501	0.094	0.236	0.149	0.338
B-C	647	0.102	0.257	-	-
C-B	629	0.250	0.250	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	729	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	523	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	6	723
	B	17	0	64
	C	502	22	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	13.01	0.3	B	74	111
C-AB	0.08	4.91	0.2	A	49	73
C-A					432	647
A-B					5	8
A-C					664	996

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	447	0.136	60	0.0	0.2	9.287	A
C-AB	32	8	0.00	767	0.042	32	0.0	0.1	4.899	A
C-A	362	90	0.00			362				
A-B	4	1	0.00			4				
A-C	545	136	0.00			545				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	414	0.176	73	0.2	0.2	10.539	B
C-AB	45	11	0.00	800	0.056	45	0.1	0.1	4.768	A
C-A	426	106	0.00			426				
A-B	5	1	0.00			5				
A-C	650	163	0.00			650				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	366	0.244	89	0.2	0.3	12.973	B
C-AB	68	17	0.00	850	0.081	68	0.1	0.1	4.610	A
C-A	508	127	0.00			508				
A-B	6	2	0.00			6				
A-C	796	199	0.00			796				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	366	0.244	89	0.3	0.3	13.013	B
C-AB	69	17	0.00	850	0.081	69	0.1	0.2	4.612	A
C-A	508	127	0.00			508				
A-B	6	2	0.00			6				
A-C	796	199	0.00			796				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	414	0.176	73	0.3	0.2	10.578	B
C-AB	45	11	0.00	800	0.056	45	0.2	0.1	4.770	A
C-A	425	106	0.00			425				
A-B	5	1	0.00			5				
A-C	650	163	0.00			650				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	447	0.136	61	0.2	0.2	9.328	A
C-AB	32	8	0.00	767	0.042	32	0.1	0.1	4.905	A
C-A	362	90	0.00			362				
A-B	4	1	0.00			4				
A-C	545	136	0.00			545				

D16 - 2032 | + Committed Development + Development (230 Homes) VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Turners Hill Road	T-Junction	Two-way	Two-way	Two-way		0.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2032	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	484	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	922	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	468
	B	7	0	26
	C	864	58	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	10.02	0.1	B	30	45
C-AB	0.28	4.21	1.1	A	215	322
C-A					631	946
A-B					14	21
A-C					430	644

Main Results for each time segment
16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	473	0.053	25	0.0	0.1	8.023	A
C-AB	126	32	0.00	994	0.127	125	0.0	0.3	4.142	A
C-A	568	142	0.00			568				
A-B	12	3	0.00			12				
A-C	352	88	0.00			352				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	442	0.067	30	0.1	0.1	8.718	A
C-AB	190	48	0.00	1073	0.177	189	0.3	0.5	4.081	A
C-A	638	160	0.00			638				
A-B	14	3	0.00			14				
A-C	421	105	0.00			421				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	396	0.092	36	0.1	0.1	10.006	B
C-AB	326	82	0.00	1186	0.275	324	0.5	1.0	4.194	A
C-A	689	172	0.00			689				
A-B	17	4	0.00			17				
A-C	515	129	0.00			515				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	0.00	396	0.092	36	0.1	0.1	10.019	B
C-AB	328	82	0.00	1187	0.276	328	1.0	1.1	4.213	A
C-A	687	172	0.00			687				
A-B	17	4	0.00			17				
A-C	515	129	0.00			515				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	0.00	442	0.067	30	0.1	0.1	8.733	A
C-AB	192	48	0.00	1075	0.178	193	1.1	0.6	4.107	A
C-A	637	159	0.00			637				
A-B	14	3	0.00			14				
A-C	421	105	0.00			421				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	473	0.053	25	0.1	0.1	8.037	A
C-AB	128	32	0.00	995	0.128	129	0.6	0.3	4.166	A
C-A	566	142	0.00			566				
A-B	12	3	0.00			12				
A-C	352	88	0.00			352				



Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: Turners Hill Crossroads - 430 homes.j11
Path: S:\Projects\210000 Series\210013ITS - Hurst Farm Crawley Down\Tech\Junction Assessments\Picady\2026
Report generation date: 23/01/2026 11:45:12

- » Existing Junction - D1 - 2023 | Observed | AM
- » Existing Junction - D2 - 2023 | Observed | PM
- » Existing Junction - D15 - 2031 | + Committed Development + Development VL (400 Homes) | AM
- » Existing Junction - D16 - 2031 | + Committed Development + Development VL (400 Homes) | PM
- » Existing Junction - D17 - 2032 | + Committed Development VL | AM
- » Existing Junction - D18 - 2032 | + Committed Development VL | PM
- » Existing Junction - D19 - 2032 | + Committed Development + Development (230 Homes) VL | AM
- » Existing Junction - D20 - 2032 | + Committed Development + Development (230 Homes) VL | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Existing Junction - 2023 - Observed						
Stream B-ACD	1.3	27.36	0.57	0.9	19.95	0.47
Stream A-BCD	1.9	11.75	0.56	1.0	7.18	0.37
Stream D-ABC	13.5	144.81	1.01	6.6	72.57	0.90
Stream C-ABD	0.2	4.56	0.08	0.1	5.16	0.04
Existing Junction - 2031 - + Committed Development + Development VL (400 Homes)						
Stream B-ACD	1.7	33.58	0.64	1.1	23.21	0.52
Stream A-BCD	2.4	13.14	0.61	1.1	7.39	0.40
Stream D-ABC	23.1	226.42	1.09	10.0	103.17	0.96
Stream C-ABD	0.2	4.51	0.09	0.1	5.10	0.05
Existing Junction - 2032 - + Committed Development VL						
Stream B-ACD	1.9	36.04	0.67	1.1	23.09	0.54
Stream A-BCD	3.0	14.99	0.67	1.3	7.63	0.44
Stream D-ABC	30.4	272.98	1.14	13.5	125.30	1.00
Stream C-ABD	0.2	4.22	0.09	0.1	4.76	0.05
Existing Junction - 2032 - + Committed Development + Development (230 Homes) VL						
Stream B-ACD	2.0	37.81	0.68	1.2	24.39	0.56
Stream A-BCD	3.2	15.42	0.68	1.4	7.68	0.44
Stream D-ABC	31.8	284.82	1.15	14.4	131.83	1.00
Stream C-ABD	0.2	4.23	0.09	0.1	4.75	0.05

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

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

File summary

File Description

Title	
Location	
Site number	
Date	02/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

Analysis Options

PICADY short flare 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
PICADY 4.1	5.75	✓			✓		0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓		
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓		
D3	2031	Future Year	AM	ONE HOUR	07:00	08:30	15		Simple	D1*G1
D4	2031	Future Year	PM	ONE HOUR	16:30	18:00	15		Simple	D2*G2
D5		Committed Development	AM	ONE HOUR	07:00	08:30	15			
D6		Committed Development	PM	ONE HOUR	16:30	18:00	15			
D7	2031	+ Committed Development	AM	ONE HOUR	07:00	08:30	15		Simple	D3+D5
D8	2031	+ Committed Development	PM	ONE HOUR	16:30	18:00	15		Simple	D4+D6
D9		Development 400 homes PP	AM	ONE HOUR	07:00	08:30	15			
D10		Development 400 homes PP	PM	ONE HOUR	16:30	18:00	15			
D11		Development 400 homes VL	AM	ONE HOUR	07:00	08:30	15			
D12		Development 400 homes VL	PM	ONE HOUR	16:30	18:00	15			
D13	2031	+ Committed Development + Development PP	AM	ONE HOUR	07:00	08:30	15		Simple	D7+D9
D14	2031	+ Committed Development + Development PP	PM	ONE HOUR	16:30	18:00	15		Simple	D8+D10
D15	2031	+ Committed Development + Development VL (400 Homes)	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D7+D11
D16	2031	+ Committed Development + Development VL (400 Homes)	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D8+D12
D17	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓		
D18	2032	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓		
D19	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓		
D20	2032	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	Local Plan AM		1.0394
G2	Local Plan PM		1.0317

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

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

Existing Junction - D1 - 2023 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Street/East Street/Church Road/Selsfield Road	Crossroads	Two-way	Two-way	Two-way	Two-way		34.15	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	34.15	D

Arms

Arms

Arm	Name	Description	Arm type
A	North Street		Major
B	East Street		Minor
C	Selsfield Road		Major
D	Church Road		Minor

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)
A - North Street	7.00			79.4	✓	0.00
C - Selsfield Road	7.00			81.6	✓	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 - East Street	One lane	4.56	18	39
D - Church Road	One lane	3.98	31	17

Slope / Intercept / Capacity

Custom Intercept Adjustments

Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
1	D-A	✓	Reflect QLS	145
2	D-C	✓	Reflect QLS	145

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	620	-	-	-	-	-	-	0.230	0.328	0.230	-	-	-
B-A	581	0.101	0.256	0.256	-	-	-	0.161	0.366	-	0.256	0.256	0.128
B-C	750	0.110	0.278	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	581	0.101	0.256	0.256	-	-	-	0.161	0.366	0.161	-	-	-
B-D, offside lane	581	0.101	0.256	0.256	-	-	-	0.161	0.366	0.161	-	-	-
C-B	621	0.230	0.230	0.329	-	-	-	-	-	-	-	-	-
D-A	842	-	-	-	-	-	-	0.258	-	0.102	-	-	-
D-B, nearside lane	545	0.151	0.151	0.343	-	-	-	0.240	0.240	0.095	-	-	-
D-B, offside lane	545	0.151	0.151	0.343	-	-	-	0.240	0.240	0.095	-	-	-
D-C	690	-	0.151	0.343	0.120	0.240	0.240	0.240	0.240	0.095	-	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - North Street		ONE HOUR	✓	492	100.000
B - East Street		ONE HOUR	✓	159	100.000
C - Selsfield Road		ONE HOUR	✓	654	100.000
D - Church Road		ONE HOUR	✓	311	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North Street	B - East Street	C - Selsfield Road	D - Church Road
From	A - North Street	0	13	301	178
	B - East Street	3	0	9	147
	C - Selsfield Road	242	19	0	393
	D - Church Road	29	155	127	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - North Street	B - East Street	C - Selsfield Road	D - Church Road
From	A - North Street	0	0	2	2
	B - East Street	0	0	33	6
	C - Selsfield Road	3	10	0	1
	D - Church Road	4	6	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.57	27.36	1.3	6.0	D	146	219
A-BCD	0.56	11.75	1.9	9.7	B	292	438
A-B						7	10
A-C						153	229
D-ABC	1.01	144.81	13.5	43.6	F	285	428
C-ABD	0.08	4.56	0.2	1.0	A	54	80
C-D						338	507
C-A						208	312

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	0.00	385	0.311	118	0.0	0.4	13.379	B
A-BCD	208	52	0.00	664	0.314	206	0.0	0.6	7.845	A
A-B	7	2	0.00			7				
A-C	156	39	0.00			156				
D-ABC	234	59	0.00	417	0.562	229	0.0	1.2	18.740	C
C-ABD	34	9	0.00	824	0.041	34	0.0	0.1	4.557	A
C-D	284	71	0.00			284				
C-A	175	44	0.00			175				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	143	36	0.00	352	0.406	142	0.4	0.7	17.037	C
A-BCD	275	69	0.00	679	0.406	274	0.6	1.0	8.922	A
A-B	7	2	0.00			7				
A-C	160	40	0.00			160				
D-ABC	280	70	0.00	385	0.727	275	1.2	2.4	31.501	D
C-ABD	49	12	0.00	879	0.056	49	0.1	0.1	4.345	A
C-D	334	83	0.00			334				
C-A	205	51	0.00			205				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	175	44	0.00	307	0.570	173	0.7	1.2	26.346	D
A-BCD	390	97	0.00	701	0.556	386	1.0	1.8	11.496	B
A-B	6	2	0.00			6				
A-C	146	36	0.00			146				
D-ABC	342	86	0.00	341	1.005	314	2.4	9.4	90.477	F
C-ABD	77	19	0.00	960	0.081	77	0.1	0.2	4.091	A
C-D	398	99	0.00			398				
C-A	245	61	0.00			245				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	175	44	0.00	306	0.572	175	1.2	1.3	27.355	D
A-BCD	392	98	0.00	702	0.558	391	1.8	1.9	11.749	B
A-B	6	2	0.00			6				
A-C	144	36	0.00			144				
D-ABC	342	86	0.00	340	1.008	326	9.4	13.5	144.807	F
C-ABD	78	19	0.00	959	0.081	78	0.2	0.2	4.086	A
C-D	398	99	0.00			398				
C-A	245	61	0.00			245				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	143	36	0.00	351	0.407	145	1.3	0.7	17.699	C
A-BCD	277	69	0.00	681	0.407	281	1.9	1.0	9.133	A
A-B	7	2	0.00			7				
A-C	158	40	0.00			158				
D-ABC	280	70	0.00	383	0.729	321	13.5	3.2	72.597	F
C-ABD	49	12	0.00	879	0.056	49	0.2	0.1	4.325	A
C-D	333	83	0.00			333				
C-A	205	51	0.00			205				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	0.00	384	0.312	121	0.7	0.5	13.709	B
A-BCD	210	52	0.00	665	0.315	211	1.0	0.7	7.987	A
A-B	7	2	0.00			7				
A-C	154	39	0.00			154				
D-ABC	234	59	0.00	416	0.563	241	3.2	1.4	21.447	C
C-ABD	34	9	0.00	823	0.042	34	0.1	0.1	4.550	A
C-D	283	71	0.00			283				
C-A	175	44	0.00			175				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.44	0.00	0.00	0.44	0.44			N/A	N/A
A-BCD	0.62	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	1.22	0.55	1.14	1.58	1.80			N/A	N/A
C-ABD	0.06	0.00	0.00	0.06	0.06			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.66	0.16	0.91	1.38	1.44			N/A	N/A
A-BCD	0.96	0.54	1.01	1.41	1.47			N/A	N/A
D-ABC	2.37	0.09	1.41	5.51	7.63			N/A	N/A
C-ABD	0.09	0.03	0.25	0.45	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.25	0.03	0.29	1.33	5.10			N/A	N/A
A-BCD	1.83	0.03	0.29	1.83	7.39			N/A	N/A
D-ABC	9.41	0.46	5.96	21.32	27.96			N/A	N/A
C-ABD	0.15	0.03	0.27	0.49	1.01			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.29	0.03	0.30	1.45	5.95			N/A	N/A
A-BCD	1.88	0.03	0.31	3.20	9.67			N/A	N/A
D-ABC	13.49	0.38	7.89	32.46	43.57			N/A	N/A
C-ABD	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.71	0.05	0.54	1.13	1.69			N/A	N/A
A-BCD	1.02	0.40	1.03	1.14	1.58			N/A	N/A
D-ABC	3.17	0.04	0.42	8.72	16.09			N/A	N/A
C-ABD	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.46	0.04	0.37	1.12	1.12			N/A	N/A
A-BCD	0.65	0.07	0.71	1.37	1.45			N/A	N/A
D-ABC	1.35	0.03	0.30	1.45	6.19			N/A	N/A
C-ABD	0.06	0.00	0.00	0.06	0.06			N/A	N/A

Existing Junction - D2 - 2023 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Street/East Street/Church Road/Selsfield Road	Crossroads	Two-way	Two-way	Two-way	Two-way		20.23	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.23	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - North Street		ONE HOUR	✓	514	100.000
B - East Street		ONE HOUR	✓	143	100.000
C - Selsfield Road		ONE HOUR	✓	450	100.000
D - Church Road		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North Street	B - East Street	C - Selsfield Road	D - Church Road
From	A - North Street	0	0	389	125
	B - East Street	3	0	14	126
	C - Selsfield Road	237	12	0	201
	D - Church Road	52	126	143	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A - North Street	B - East Street	C - Selsfield Road	D - Church Road
A - North Street	0	0	2	2
B - East Street	0	0	33	6
C - Selsfield Road	3	10	0	1
D - Church Road	4	6	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.47	19.95	0.9	3.9	C	131	197
A-BCD	0.37	7.18	1.0	4.3	A	221	332
A-B						0	0
A-C						250	376
D-ABC	0.90	72.57	6.6	32.7	F	295	442
C-ABD	0.04	5.16	0.1	0.5	A	24	37
C-D						178	267
C-A						210	315

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	108	27	0.00	407	0.265	106	0.0	0.4	11.932	B
A-BCD	157	39	0.00	734	0.213	155	0.0	0.4	6.213	A
A-B	0	0	0.00			0				
A-C	230	58	0.00			230				
D-ABC	242	60	0.00	459	0.526	237	0.0	1.1	15.948	C
C-ABD	17	4	0.00	715	0.023	17	0.0	0.0	5.157	A
C-D	148	37	0.00			148				
C-A	174	44	0.00			174				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	129	32	0.00	378	0.340	128	0.4	0.5	14.372	B
A-BCD	209	52	0.00	762	0.274	208	0.4	0.6	6.513	A
A-B	0	0	0.00			0				
A-C	253	63	0.00			253				
D-ABC	289	72	0.00	431	0.669	285	1.1	1.9	24.138	C
C-ABD	23	6	0.00	748	0.031	23	0.0	0.0	4.977	A
C-D	175	44	0.00			175				
C-A	207	52	0.00			207				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	157	39	0.00	338	0.466	156	0.5	0.8	19.631	C
ABCD	297	74	0.00	802	0.371	296	0.6	1.0	7.138	A
A-B	0	0	0.00			0				
A-C	269	67	0.00			269				
D-ABC	353	88	0.00	393	0.900	339	1.9	5.6	55.605	F
C-ABD	34	8	0.00	795	0.042	34	0.0	0.1	4.738	A
C-D	212	53	0.00			212				
C-A	250	62	0.00			250				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	157	39	0.00	338	0.466	157	0.8	0.9	19.949	C
ABCD	298	75	0.00	803	0.371	298	1.0	1.0	7.181	A
A-B	0	0	0.00			0				
A-C	268	67	0.00			268				
D-ABC	353	88	0.00	392	0.901	349	5.6	6.6	72.568	F
C-ABD	34	8	0.00	795	0.042	34	0.1	0.1	4.730	A
C-D	212	53	0.00			212				
C-A	250	62	0.00			250				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	129	32	0.00	377	0.341	130	0.9	0.5	14.638	B
ABCD	210	52	0.00	763	0.275	211	1.0	0.6	6.561	A
A-B	0	0	0.00			0				
A-C	253	63	0.00			253				
D-ABC	289	72	0.00	430	0.670	306	6.6	2.2	32.173	D
C-ABD	23	6	0.00	747	0.031	23	0.1	0.0	4.955	A
C-D	175	44	0.00			175				
C-A	206	52	0.00			206				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	108	27	0.00	406	0.265	108	0.5	0.4	12.125	B
ABCD	158	39	0.00	735	0.214	158	0.6	0.4	6.266	A
A-B	0	0	0.00			0				
A-C	229	57	0.00			229				
D-ABC	242	60	0.00	458	0.527	246	2.2	1.2	17.259	C
C-ABD	17	4	0.00	714	0.024	17	0.0	0.0	5.148	A
C-D	148	37	0.00			148				
C-A	174	44	0.00			174				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.35	0.00	0.00	0.35	0.35			N/A	N/A
A-BCD	0.41	0.00	0.00	0.41	0.41			N/A	N/A
D-ABC	1.07	0.55	1.00	1.40	1.45			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.50	0.50	1.00	1.40	1.45			N/A	N/A
A-BCD	0.59	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	1.88	0.09	1.25	4.07	5.62			N/A	N/A
C-ABD	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.84	0.03	0.27	0.84	1.29			N/A	N/A
A-BCD	0.97	0.03	0.26	0.97	0.97			N/A	N/A
D-ABC	5.56	0.08	1.32	15.37	23.17			N/A	N/A
C-ABD	0.06	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.86	0.03	0.29	1.42	3.91			N/A	N/A
A-BCD	0.99	0.04	0.38	2.46	4.31			N/A	N/A
D-ABC	6.60	0.05	0.69	19.03	32.74			N/A	N/A
C-ABD	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.53	0.05	0.48	1.30	1.40			N/A	N/A
A-BCD	0.62	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	2.20	0.04	0.40	5.91	10.98			N/A	N/A
C-ABD	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.37	0.03	0.32	1.06	1.28			N/A	N/A
A-BCD	0.42	0.00	0.00	0.42	0.42			N/A	N/A
D-ABC	1.16	0.03	0.31	1.96	5.84			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

Existing Junction - D15 - 2031 | + Committed Development + Development VL (400 Homes) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Street/East Street/Church Road/Selsfield Road	Crossroads	Two-way	Two-way	Two-way	Two-way		50.95	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	50.95	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2031	+ Committed Development + Development VL (400 Homes)	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D7+D11

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - North Street		ONE HOUR	✓	531	100.000
B - East Street		ONE HOUR	✓	168	100.000
C - Selsfield Road		ONE HOUR	✓	683	100.000
D - Church Road		ONE HOUR	✓	324	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North Street	B - East Street	C - Selsfield Road	D - Church Road
From	A - North Street	0	22	321	188
	B - East Street	6	0	9	153
	C - Selsfield Road	254	20	0	408
	D - Church Road	31	161	132	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A - North Street	B - East Street	C - Selsfield Road	D - Church Road
A - North Street	0	0	2	2
B - East Street	0	0	33	6
C - Selsfield Road	3	10	0	1
D - Church Road	4	6	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.64	33.58	1.7	8.1	D	154	231
A-BCD	0.61	13.14	2.4	12.5	B	326	489
A-B						10	15
A-C						151	226
D-ABC	1.09	226.42	23.1	53.4	F	298	446
C-ABD	0.09	4.51	0.2	1.1	A	59	89
C-D						350	524
C-A						218	327

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	127	32	0.00	376	0.337	125	0.0	0.5	14.212	B
A-BCD	229	57	0.00	675	0.339	226	0.0	0.7	7.999	A
A-B	11	3	0.00			11				
A-C	160	40	0.00			160				
D-ABC	244	61	0.00	408	0.598	238	0.0	1.4	20.588	C
C-ABD	37	9	0.00	834	0.044	37	0.0	0.1	4.515	A
C-D	294	73	0.00			294				
C-A	183	46	0.00			183				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	151	38	0.00	341	0.443	150	0.5	0.8	18.748	C
ABCD	306	77	0.00	693	0.442	304	0.7	1.1	9.293	A
A-B	11	3	0.00			11				
A-C	160	40	0.00			160				
D-ABC	291	73	0.00	374	0.779	285	1.4	3.0	37.903	E
C-ABD	54	13	0.00	892	0.060	54	0.1	0.1	4.304	A
C-D	345	86	0.00			345				
C-A	215	54	0.00			215				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	185	46	0.00	293	0.632	182	0.8	1.6	31.571	D
ABCD	440	110	0.00	720	0.611	435	1.1	2.3	12.716	B
A-B	9	2	0.00			9				
A-C	136	34	0.00			136				
D-ABC	357	89	0.00	327	1.090	312	3.0	14.1	124.277	F
C-ABD	86	22	0.00	977	0.089	86	0.1	0.2	4.054	A
C-D	410	102	0.00			410				
C-A	255	64	0.00			255				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	185	46	0.00	291	0.636	185	1.6	1.7	33.580	D
ABCD	442	111	0.00	722	0.613	442	2.3	2.4	13.143	B
A-B	9	2	0.00			9				
A-C	133	33	0.00			133				
D-ABC	357	89	0.00	326	1.095	321	14.1	23.1	226.420	F
C-ABD	87	22	0.00	976	0.089	87	0.2	0.2	4.051	A
C-D	410	102	0.00			410				
C-A	255	64	0.00			255				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	151	38	0.00	339	0.446	154	1.7	0.8	19.878	C
ABCD	309	77	0.00	696	0.444	314	2.4	1.2	9.605	A
A-B	11	3	0.00			11				
A-C	158	39	0.00			158				
D-ABC	291	73	0.00	372	0.783	358	23.1	6.4	161.700	F
C-ABD	54	13	0.00	892	0.061	54	0.2	0.1	4.284	A
C-D	345	86	0.00			345				
C-A	215	54	0.00			215				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	127	32	0.00	375	0.338	128	0.8	0.5	14.666	B
A-BCD	231	58	0.00	677	0.341	233	1.2	0.8	8.174	A
A-B	11	3	0.00			11				
A-C	158	40	0.00			158				
D-ABC	244	61	0.00	407	0.600	263	6.4	1.6	27.910	D
C-ABD	37	9	0.00	833	0.045	37	0.1	0.1	4.508	A
C-D	294	73	0.00			294				
C-A	183	46	0.00			183				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.50	0.00	0.00	0.50	0.50			N/A	N/A
A-BCD	0.72	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	1.40	0.36	1.28	1.95	2.49			N/A	N/A
C-ABD	0.06	0.00	0.00	0.06	0.06			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.77	0.15	0.91	1.40	1.46			N/A	N/A
A-BCD	1.14	0.53	1.09	1.42	1.72			N/A	N/A
D-ABC	2.99	0.10	1.21	7.11	9.89			N/A	N/A
C-ABD	0.10	0.03	0.25	0.45	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.58	0.03	0.31	2.55	7.97			N/A	N/A
A-BCD	2.33	0.03	0.31	3.41	11.62			N/A	N/A
D-ABC	14.15	1.88	11.30	27.30	33.53			N/A	N/A
C-ABD	0.17	0.03	0.27	0.49	1.13			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.66	0.03	0.30	2.30	8.12			N/A	N/A
A-BCD	2.40	0.03	0.32	4.21	12.51			N/A	N/A
D-ABC	23.08	3.88	19.07	43.87	53.41			N/A	N/A
C-ABD	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.84	0.05	0.48	1.73	2.51			N/A	N/A
A-BCD	1.22	0.25	1.15	1.76	1.97			N/A	N/A
D-ABC	6.36	0.08	1.68	17.59	26.32			N/A	N/A
C-ABD	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.52	0.04	0.36	1.49	1.78			N/A	N/A
A-BCD	0.75	0.06	0.70	1.50	1.56			N/A	N/A
D-ABC	1.60	0.03	0.29	1.60	6.81			N/A	N/A
C-ABD	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Existing Junction - D16 - 2031 | + Committed Development + Development VL (400 Homes) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Street/East Street/Church Road/Selsfield Road	Crossroads	Two-way	Two-way	Two-way	Two-way		27.60	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.60	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2031	+ Committed Development + Development VL (400 Homes)	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D8+D12

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - North Street		ONE HOUR	✓	538	100.000
B - East Street		ONE HOUR	✓	155	100.000
C - Selsfield Road		ONE HOUR	✓	472	100.000
D - Church Road		ONE HOUR	✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North Street	B - East Street	C - Selsfield Road	D - Church Road
From	A - North Street	0	3	405	130
	B - East Street	11	0	14	130
	C - Selsfield Road	252	12	0	207
	D - Church Road	56	130	148	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A - North Street	B - East Street	C - Selsfield Road	D - Church Road
From				
A - North Street	0	0	2	2
B - East Street	0	0	33	6
C - Selsfield Road	3	10	0	1
D - Church Road	4	6	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.52	23.21	1.1	4.8	C	142	214
A-BCD	0.40	7.39	1.1	5.2	A	239	358
A-B						2	3
A-C						253	380
D-ABC	0.96	103.17	10.0	40.5	F	306	459
C-ABD	0.05	5.10	0.1	0.5	A	26	40
C-D						184	275
C-A						223	335

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	117	29	0.00	399	0.293	115	0.0	0.4	12.601	B
A-BCD	167	42	0.00	741	0.226	166	0.0	0.4	6.252	A
A-B	2	0.51	0.00			2				
A-C	236	59	0.00			236				
D-ABC	251	63	0.00	454	0.554	246	0.0	1.2	17.028	C
C-ABD	18	4	0.00	723	0.025	18	0.0	0.0	5.103	A
C-D	152	38	0.00			152				
C-A	185	46	0.00			185				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	140	35	0.00	369	0.378	139	0.4	0.6	15.605	C
ABCD	225	56	0.00	771	0.291	224	0.4	0.7	6.595	A
A-B	2	0.55	0.00			2				
A-C	257	64	0.00			257				
D-ABC	300	75	0.00	424	0.707	296	1.2	2.2	27.228	D
C-ABD	25	6	0.00	758	0.032	24	0.0	0.0	4.918	A
C-D	180	45	0.00			180				
C-A	219	55	0.00			219				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	171	43	0.00	326	0.524	169	0.6	1.0	22.612	C
ABCD	323	81	0.00	813	0.397	321	0.7	1.1	7.340	A
A-B	2	0.58	0.00			2				
A-C	268	67	0.00			268				
D-ABC	367	92	0.00	384	0.958	346	2.2	7.7	70.792	F
C-ABD	37	9	0.00	809	0.045	36	0.0	0.1	4.673	A
C-D	218	54	0.00			218				
C-A	265	66	0.00			265				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	171	43	0.00	326	0.525	171	1.0	1.1	23.213	C
ABCD	324	81	0.00	814	0.398	324	1.1	1.1	7.393	A
A-B	2	0.57	0.00			2				
A-C	267	67	0.00			267				
D-ABC	367	92	0.00	383	0.959	358	7.7	10.0	103.173	F
C-ABD	37	9	0.00	809	0.045	37	0.1	0.1	4.666	A
C-D	218	54	0.00			218				
C-A	265	66	0.00			265				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	140	35	0.00	367	0.380	141	1.1	0.6	16.043	C
ABCD	226	56	0.00	772	0.292	227	1.1	0.7	6.659	A
A-B	2	0.55	0.00			2				
A-C	256	64	0.00			256				
D-ABC	300	75	0.00	423	0.709	329	10.0	2.7	45.834	E
C-ABD	25	6	0.00	758	0.032	25	0.1	0.0	4.896	A
C-D	180	45	0.00			180				
C-A	219	55	0.00			219				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	117	29	0.00	398	0.293	118	0.6	0.4	12.860	B
A-BCD	168	42	0.00	742	0.227	169	0.7	0.5	6.312	A
A-B	2	0.50	0.00			2				
A-C	235	59	0.00			235				
D-ABC	251	63	0.00	453	0.555	257	2.7	1.3	18.891	C
C-ABD	18	4	0.00	723	0.025	18	0.0	0.0	5.095	A
C-D	152	38	0.00			152				
C-A	185	46	0.00			185				

Queue Variation Results for each time segment
16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.41	0.00	0.00	0.41	0.41			N/A	N/A
A-BCD	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D-ABC	1.19	0.56	1.09	1.35	1.67			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.59	0.55	1.00	1.40	1.45			N/A	N/A
A-BCD	0.65	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	2.20	0.09	1.35	5.01	6.95			N/A	N/A
C-ABD	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.05	0.03	0.28	1.05	2.87			N/A	N/A
A-BCD	1.10	0.03	0.26	1.10	1.10			N/A	N/A
D-ABC	7.65	0.17	3.65	19.25	26.69			N/A	N/A
C-ABD	0.07	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.08	0.03	0.29	1.08	4.83			N/A	N/A
A-BCD	1.12	0.04	0.37	2.80	5.19			N/A	N/A
D-ABC	9.98	0.11	3.21	27.49	40.47			N/A	N/A
C-ABD	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.63	0.05	0.56	1.39	1.49			N/A	N/A
A-BCD	0.68	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	2.72	0.04	0.40	7.34	13.82			N/A	N/A
C-ABD	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.42	0.04	0.36	1.22	1.39			N/A	N/A
A-BCD	0.46	0.00	0.00	0.46	0.46			N/A	N/A
D-ABC	1.30	0.03	0.30	1.78	6.32			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

Existing Junction - D17 - 2032 | + Committed Development VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Street/East Street/Church Road/Selsfield Road	Crossroads	Two-way	Two-way	Two-way	Two-way		59.17	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	59.17	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - North Street		ONE HOUR	✓	562	100.000
B - East Street		ONE HOUR	✓	180	100.000
C - Selsfield Road		ONE HOUR	✓	736	100.000
D - Church Road		ONE HOUR	✓	350	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North Street	B - East Street	C - Selsfield Road	D - Church Road
From	A - North Street	0	19	342	201
	B - East Street	5	0	10	165
	C - Selsfield Road	273	21	0	441
	D - Church Road	33	174	143	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A - North Street	B - East Street	C - Selsfield Road	D - Church Road
A - North Street	0	0	0	0
B - East Street	0	0	0	0
C - Selsfield Road	0	0	0	0
D - Church Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.67	36.04	1.9	9.6	E	165	248
A-BCD	0.67	14.99	3.0	16.0	B	360	540
A-B						8	12
A-C						148	222
D-ABC	1.14	272.98	30.4	61.6	F	321	481
C-ABD	0.09	4.22	0.2	1.2	A	65	98
C-D						377	565
C-A						233	350

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	135	34	0.00	392	0.345	133	0.0	0.5	13.803	B
A-BCD	250	63	0.00	689	0.364	247	0.0	0.8	8.134	A
A-B	9	2	0.00			9				
A-C	164	41	0.00			164				
D-ABC	263	66	0.00	430	0.612	257	0.0	1.5	20.229	C
C-ABD	40	10	0.00	895	0.045	40	0.0	0.1	4.212	A
C-D	317	79	0.00			317				
C-A	196	49	0.00			196				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	162	40	0.00	353	0.459	161	0.5	0.8	18.609	C
ABCD	337	84	0.00	707	0.476	335	0.8	1.3	9.691	A
A-B	9	2	0.00			9				
A-C	160	40	0.00			160				
D-ABC	314	79	0.00	392	0.803	307	1.5	3.4	39.326	E
C-ABD	59	15	0.00	955	0.062	59	0.1	0.1	4.016	A
C-D	372	93	0.00			372				
C-A	230	58	0.00			230				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	198	50	0.00	298	0.664	194	0.8	1.8	33.329	D
ABCD	488	122	0.00	735	0.663	481	1.3	2.9	14.263	B
A-B	7	2	0.00			7				
A-C	125	31	0.00			125				
D-ABC	385	96	0.00	339	1.135	328	3.4	17.7	141.178	F
C-ABD	96	24	0.00	1043	0.092	96	0.1	0.2	3.800	A
C-D	441	110	0.00			441				
C-A	273	68	0.00			273				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	198	50	0.00	296	0.668	198	1.8	1.9	36.043	E
ABCD	491	123	0.00	738	0.666	491	2.9	3.0	14.989	B
A-B	7	2	0.00			7				
A-C	121	30	0.00			121				
D-ABC	385	96	0.00	337	1.141	334	17.7	30.4	272.979	F
C-ABD	96	24	0.00	1042	0.092	96	0.2	0.2	3.810	A
C-D	441	110	0.00			441				
C-A	273	68	0.00			273				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	162	40	0.00	350	0.463	166	1.9	0.9	19.968	C
ABCD	340	85	0.00	711	0.478	347	3.0	1.4	10.146	B
A-B	9	2	0.00			9				
A-C	157	39	0.00			157				
D-ABC	314	79	0.00	389	0.808	377	30.4	14.8	221.410	F
C-ABD	59	15	0.00	954	0.062	59	0.2	0.1	4.030	A
C-D	372	93	0.00			372				
C-A	230	58	0.00			230				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	135	34	0.00	390	0.347	137	0.9	0.5	14.277	B
A-BCD	253	63	0.00	690	0.366	255	1.4	0.8	8.347	A
A-B	9	2	0.00			9				
A-C	162	40	0.00			162				
D-ABC	263	66	0.00	428	0.615	316	14.8	1.7	44.577	E
C-ABD	41	10	0.00	894	0.045	41	0.1	0.1	4.223	A
C-D	317	79	0.00			317				
C-A	196	49	0.00			196				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.52	0.52	1.00	1.40	1.45			N/A	N/A
A-BCD	0.80	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	1.49	0.21	1.31	2.43	2.93			N/A	N/A
C-ABD	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.82	0.13	0.90	1.43	1.50			N/A	N/A
A-BCD	1.31	0.46	1.22	1.81	1.99			N/A	N/A
D-ABC	3.36	0.10	1.37	8.17	11.42			N/A	N/A
C-ABD	0.10	0.03	0.25	0.45	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.78	0.03	0.32	3.50	9.35			N/A	N/A
A-BCD	2.90	0.03	0.34	6.17	15.56			N/A	N/A
D-ABC	17.74	3.78	15.06	31.86	38.13			N/A	N/A
C-ABD	0.18	0.03	0.27	0.49	1.17			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.89	0.03	0.31	2.92	9.56			N/A	N/A
A-BCD	3.02	0.03	0.33	5.69	15.99			N/A	N/A
D-ABC	30.39	8.49	26.90	52.32	61.59			N/A	N/A
C-ABD	0.19	0.00	0.00	0.19	0.19			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.89	0.05	0.47	1.91	2.88			N/A	N/A
A-BCD	1.42	0.16	1.24	2.34	2.90			N/A	N/A
D-ABC	14.81	1.39	11.36	29.94	37.38			N/A	N/A
C-ABD	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.54	0.03	0.35	1.12	1.97			N/A	N/A
A-BCD	0.84	0.06	0.63	1.59	2.07			N/A	N/A
D-ABC	1.73	0.03	0.29	1.73	6.97			N/A	N/A
C-ABD	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Existing Junction - D18 - 2032 | + Committed Development VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Street/East Street/Church Road/Selsfield Road	Crossroads	Two-way	Two-way	Two-way	Two-way		31.88	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.88	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2032	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - North Street		ONE HOUR	✓	581	100.000
B - East Street		ONE HOUR	✓	164	100.000
C - Selsfield Road		ONE HOUR	✓	508	100.000
D - Church Road		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North Street	B - East Street	C - Selsfield Road	D - Church Road
From	A - North Street	0	2	438	141
	B - East Street	7	0	16	141
	C - Selsfield Road	270	13	0	225
	D - Church Road	60	141	160	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A - North Street	B - East Street	C - Selsfield Road	D - Church Road
A - North Street	0	0	0	0
B - East Street	0	0	0	0
C - Selsfield Road	0	0	0	0
D - Church Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.54	23.09	1.1	5.1	C	151	226
A-BCD	0.44	7.63	1.3	6.6	A	270	404
A-B						1	2
A-C						262	393
D-ABC	1.00	125.30	13.5	46.3	F	332	498
C-ABD	0.05	4.76	0.1	0.5	A	29	43
C-D						199	299
C-A						238	358

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	124	31	0.00	420	0.294	122	0.0	0.4	12.017	B
A-BCD	187	47	0.00	764	0.245	185	0.0	0.5	6.208	A
A-B	0.95	0.24	0.00			0.95				
A-C	249	62	0.00			249				
D-ABC	272	68	0.00	479	0.568	267	0.0	1.3	16.624	C
C-ABD	19	5	0.00	777	0.025	19	0.0	0.0	4.750	A
C-D	165	41	0.00			165				
C-A	198	49	0.00			198				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	148	37	0.00	385	0.383	147	0.4	0.6	15.052	C
ABCD	253	63	0.00	797	0.317	252	0.5	0.7	6.619	A
A-B	1	0.26	0.00			1				
A-C	268	67	0.00			268				
D-ABC	325	81	0.00	446	0.729	320	1.3	2.4	27.656	D
C-ABD	27	7	0.00	812	0.033	27	0.0	0.0	4.582	A
C-D	196	49	0.00			196				
C-A	234	59	0.00			234				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	181	45	0.00	337	0.536	179	0.6	1.1	22.453	C
ABCD	367	92	0.00	843	0.435	365	0.7	1.3	7.559	A
A-B	1	0.26	0.00			1				
A-C	271	68	0.00			271				
D-ABC	398	100	0.00	400	0.995	369	2.4	9.6	79.462	F
C-ABD	40	10	0.00	864	0.047	40	0.0	0.1	4.368	A
C-D	237	59	0.00			237				
C-A	283	71	0.00			283				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	181	45	0.00	336	0.538	181	1.1	1.1	23.095	C
ABCD	368	92	0.00	844	0.436	368	1.3	1.3	7.627	A
A-B	1	0.26	0.00			1				
A-C	270	67	0.00			270				
D-ABC	398	100	0.00	400	0.996	383	9.6	13.5	125.297	F
C-ABD	40	10	0.00	864	0.047	40	0.1	0.1	4.372	A
C-D	237	59	0.00			237				
C-A	283	71	0.00			283				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	148	37	0.00	384	0.385	149	1.1	0.6	15.498	C
ABCD	254	64	0.00	798	0.318	256	1.3	0.8	6.696	A
A-B	1	0.26	0.00			1				
A-C	267	67	0.00			267				
D-ABC	325	81	0.00	445	0.731	367	13.5	3.1	58.431	F
C-ABD	27	7	0.00	812	0.033	27	0.1	0.0	4.589	A
C-D	196	49	0.00			196				
C-A	234	59	0.00			234				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	124	31	0.00	419	0.295	124	0.6	0.4	12.256	B
A-BCD	188	47	0.00	765	0.246	189	0.8	0.5	6.276	A
A-B	0.95	0.24	0.00			0.95				
A-C	248	62	0.00			248				
D-ABC	272	68	0.00	478	0.569	279	3.1	1.4	18.675	C
C-ABD	20	5	0.00	777	0.025	20	0.0	0.0	4.758	A
C-D	165	41	0.00			165				
C-A	198	49	0.00			198				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.41	0.00	0.00	0.41	0.41			N/A	N/A
A-BCD	0.50	0.50	1.00	1.40	1.45			N/A	N/A
D-ABC	1.26	0.55	1.17	1.63	1.83			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.61	0.14	0.89	1.38	1.44			N/A	N/A
A-BCD	0.75	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	2.43	0.09	1.37	5.76	8.05			N/A	N/A
C-ABD	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.10	0.03	0.28	1.10	3.26			N/A	N/A
A-BCD	1.30	0.03	0.27	1.30	1.30			N/A	N/A
D-ABC	9.64	0.36	5.80	22.49	29.88			N/A	N/A
C-ABD	0.07	0.03	0.26	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.13	0.03	0.29	1.13	5.07			N/A	N/A
A-BCD	1.33	0.04	0.35	3.27	6.61			N/A	N/A
D-ABC	13.50	0.27	7.16	33.78	46.26			N/A	N/A
C-ABD	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.64	0.05	0.57	1.12	1.12			N/A	N/A
A-BCD	0.78	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	3.11	0.04	0.41	8.46	15.89			N/A	N/A
C-ABD	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.43	0.04	0.36	1.24	1.41			N/A	N/A
A-BCD	0.52	0.52	1.00	1.40	1.45			N/A	N/A
D-ABC	1.38	0.03	0.30	1.50	6.35			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

Existing Junction - D19 - 2032 | + Committed Development + Development (230 Homes) VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Street/East Street/Church Road/Selsfield Road	Crossroads	Two-way	Two-way	Two-way	Two-way		61.42	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	61.42	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - North Street		ONE HOUR	✓	573	100.000
B - East Street		ONE HOUR	✓	181	100.000
C - Selsfield Road		ONE HOUR	✓	737	100.000
D - Church Road		ONE HOUR	✓	350	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North Street	B - East Street	C - Selsfield Road	D - Church Road
From	A - North Street	0	23	347	203
	B - East Street	6	0	10	165
	C - Selsfield Road	275	21	0	441
	D - Church Road	34	174	143	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A - North Street	B - East Street	C - Selsfield Road	D - Church Road
A - North Street	0	0	0	0
B - East Street	0	0	0	0
C - Selsfield Road	0	0	0	0
D - Church Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.68	37.81	2.0	10.2	E	167	250
A-BCD	0.68	15.42	3.2	17.1	C	369	554
A-B						10	15
A-C						147	221
D-ABC	1.15	284.82	31.8	62.9	F	321	482
C-ABD	0.09	4.23	0.2	1.2	A	66	98
C-D						376	565
C-A						234	352

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	137	34	0.00	390	0.350	135	0.0	0.5	13.967	B
A-BCD	256	64	0.00	693	0.369	253	0.0	0.8	8.144	A
A-B	11	3	0.00			11				
A-C	165	41	0.00			165				
D-ABC	264	66	0.00	429	0.616	258	0.0	1.5	20.430	C
C-ABD	40	10	0.00	894	0.045	40	0.0	0.1	4.215	A
C-D	317	79	0.00			317				
C-A	197	49	0.00			197				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	163	41	0.00	350	0.466	162	0.5	0.8	18.966	C
ABCD	345	86	0.00	713	0.484	343	0.8	1.4	9.751	A
A-B	11	3	0.00			11				
A-C	160	40	0.00			160				
D-ABC	315	79	0.00	390	0.808	307	1.5	3.4	40.168	E
C-ABD	59	15	0.00	954	0.062	59	0.1	0.1	4.022	A
C-D	372	93	0.00			372				
C-A	232	58	0.00			232				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	200	50	0.00	296	0.676	196	0.8	1.9	34.659	D
ABCD	501	125	0.00	743	0.675	495	1.4	3.1	14.603	B
A-B	8	2	0.00			8				
A-C	122	30	0.00			122				
D-ABC	386	96	0.00	337	1.145	326	3.4	18.4	145.976	F
C-ABD	97	24	0.00	1043	0.093	96	0.1	0.2	3.804	A
C-D	441	110	0.00			441				
C-A	274	69	0.00			274				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	200	50	0.00	293	0.681	199	1.9	2.0	37.808	E
ABCD	506	126	0.00	746	0.678	505	3.1	3.2	15.424	C
A-B	8	2	0.00			8				
A-C	118	29	0.00			118				
D-ABC	386	96	0.00	335	1.152	332	18.4	31.8	284.816	F
C-ABD	97	24	0.00	1042	0.093	97	0.2	0.2	3.815	A
C-D	440	110	0.00			440				
C-A	274	69	0.00			274				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	163	41	0.00	347	0.470	167	2.0	0.9	20.505	C
ABCD	349	87	0.00	717	0.486	356	3.2	1.5	10.248	B
A-B	11	3	0.00			11				
A-C	156	39	0.00			156				
D-ABC	315	79	0.00	387	0.814	375	31.8	16.7	236.680	F
C-ABD	60	15	0.00	953	0.062	60	0.2	0.1	4.034	A
C-D	372	93	0.00			372				
C-A	231	58	0.00			231				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	137	34	0.00	388	0.352	138	0.9	0.6	14.479	B
A-BCD	258	65	0.00	695	0.371	261	1.5	0.9	8.366	A
A-B	11	3	0.00			11				
A-C	163	41	0.00			163				
D-ABC	264	66	0.00	427	0.618	323	16.7	1.8	51.307	F
C-ABD	41	10	0.00	893	0.046	41	0.1	0.1	4.225	A
C-D	317	79	0.00			317				
C-A	197	49	0.00			197				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.53	0.53	1.00	1.40	1.45			N/A	N/A
A-BCD	0.82	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	1.51	0.19	1.31	2.52	3.03			N/A	N/A
C-ABD	0.07	0.00	0.00	0.07	0.07			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.84	0.12	0.91	1.26	1.26			N/A	N/A
A-BCD	1.36	0.40	1.26	1.88	2.28			N/A	N/A
D-ABC	3.44	0.10	1.42	8.39	11.70			N/A	N/A
C-ABD	0.10	0.03	0.25	0.45	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.87	0.03	0.33	3.91	9.86			N/A	N/A
A-BCD	3.07	0.03	0.35	6.92	16.51			N/A	N/A
D-ABC	18.40	4.21	15.78	32.64	38.88			N/A	N/A
C-ABD	0.19	0.03	0.27	0.49	1.18			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	2.00	0.03	0.31	3.30	10.23			N/A	N/A
A-BCD	3.21	0.03	0.33	6.23	17.09			N/A	N/A
D-ABC	31.77	9.53	28.38	53.74	62.88			N/A	N/A
C-ABD	0.19	0.00	0.00	0.19	0.19			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.92	0.05	0.46	2.00	3.06			N/A	N/A
A-BCD	1.47	0.15	1.26	2.53	3.12			N/A	N/A
D-ABC	16.67	2.30	13.40	32.26	39.60			N/A	N/A
C-ABD	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.56	0.03	0.34	1.17	2.11			N/A	N/A
A-BCD	0.87	0.05	0.61	1.69	2.33			N/A	N/A
D-ABC	1.77	0.03	0.29	1.77	7.10			N/A	N/A
C-ABD	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Existing Junction - D20 - 2032 | + Committed Development + Development (230 Homes) VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Street/East Street/Church Road/Selsfield Road	Crossroads	Two-way	Two-way	Two-way	Two-way		33.40	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	33.40	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2032	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - North Street		ONE HOUR	✓	585	100.000
B - East Street		ONE HOUR	✓	168	100.000
C - Selsfield Road		ONE HOUR	✓	513	100.000
D - Church Road		ONE HOUR	✓	363	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North Street	B - East Street	C - Selsfield Road	D - Church Road
From	A - North Street	0	4	440	142
	B - East Street	11	0	16	141
	C - Selsfield Road	274	13	0	225
	D - Church Road	62	141	160	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A - North Street	B - East Street	C - Selsfield Road	D - Church Road
A - North Street	0	0	0	0
B - East Street	0	0	0	0
C - Selsfield Road	0	0	0	0
D - Church Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.56	24.39	1.2	5.5	C	155	232
A-BCD	0.44	7.68	1.4	6.8	A	273	410
A-B						2	3
A-C						262	393
D-ABC	1.00	131.83	14.4	47.2	F	333	500
C-ABD	0.05	4.75	0.1	0.5	A	29	44
C-D						199	299
C-A						242	363

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	127	32	0.00	418	0.304	125	0.0	0.4	12.237	B
A-BCD	189	47	0.00	766	0.247	187	0.0	0.5	6.215	A
A-B	2	0.51	0.00			2				
A-C	249	62	0.00			249				
D-ABC	274	68	0.00	478	0.572	268	0.0	1.3	16.764	C
C-ABD	20	5	0.00	779	0.025	19	0.0	0.0	4.741	A
C-D	165	41	0.00			165				
C-A	201	50	0.00			201				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	151	38	0.00	382	0.396	151	0.4	0.6	15.478	C
ABCD	256	64	0.00	799	0.320	255	0.5	0.8	6.637	A
A-B	2	0.55	0.00			2				
A-C	268	67	0.00			268				
D-ABC	327	82	0.00	445	0.734	322	1.3	2.5	28.515	D
C-ABD	27	7	0.00	814	0.033	27	0.0	0.0	4.571	A
C-D	196	49	0.00			196				
C-A	238	59	0.00			238				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	185	46	0.00	334	0.556	183	0.6	1.2	23.589	C
ABCD	372	93	0.00	846	0.440	370	0.8	1.3	7.601	A
A-B	2	0.55	0.00			2				
A-C	270	67	0.00			270				
D-ABC	400	100	0.00	399	1.003	370	2.5	10.1	82.227	F
C-ABD	41	10	0.00	867	0.047	41	0.0	0.1	4.356	A
C-D	237	59	0.00			237				
C-A	287	72	0.00			287				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	185	46	0.00	332	0.558	185	1.2	1.2	24.393	C
ABCD	374	93	0.00	847	0.441	373	1.3	1.4	7.677	A
A-B	2	0.55	0.00			2				
A-C	269	67	0.00			269				
D-ABC	400	100	0.00	398	1.005	383	10.1	14.4	131.830	F
C-ABD	41	10	0.00	867	0.047	41	0.1	0.1	4.361	A
C-D	237	59	0.00			237				
C-A	287	72	0.00			287				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	151	38	0.00	380	0.398	154	1.2	0.7	16.011	C
ABCD	257	64	0.00	800	0.321	259	1.4	0.8	6.714	A
A-B	2	0.55	0.00			2				
A-C	267	67	0.00			267				
D-ABC	327	82	0.00	444	0.736	371	14.4	3.2	63.348	F
C-ABD	27	7	0.00	814	0.033	27	0.1	0.0	4.579	A
C-D	196	49	0.00			196				
C-A	238	59	0.00			238				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	127	32	0.00	417	0.304	128	0.7	0.4	12.503	B
A-BCD	190	48	0.00	767	0.248	192	0.8	0.5	6.286	A
A-B	2	0.51	0.00			2				
A-C	248	62	0.00			248				
D-ABC	274	68	0.00	477	0.573	281	3.2	1.4	18.935	C
C-ABD	20	5	0.00	778	0.025	20	0.0	0.0	4.748	A
C-D	165	41	0.00			165				
C-A	201	50	0.00			201				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.43	0.00	0.00	0.43	0.43			N/A	N/A
A-BCD	0.51	0.51	1.00	1.40	1.45			N/A	N/A
D-ABC	1.28	0.55	1.19	1.67	1.86			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.64	0.15	0.90	1.38	1.44			N/A	N/A
A-BCD	0.76	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	2.49	0.09	1.39	5.90	8.29			N/A	N/A
C-ABD	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.18	0.03	0.28	1.18	4.18			N/A	N/A
A-BCD	1.33	0.03	0.27	1.33	1.42			N/A	N/A
D-ABC	10.09	0.45	6.33	23.10	30.43			N/A	N/A
C-ABD	0.07	0.03	0.26	0.46	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	1.22	0.03	0.29	1.22	5.53			N/A	N/A
A-BCD	1.36	0.04	0.35	3.34	6.79			N/A	N/A
D-ABC	14.37	0.36	8.22	34.98	47.19			N/A	N/A
C-ABD	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.68	0.05	0.57	1.47	1.47			N/A	N/A
A-BCD	0.80	0.55	1.00	1.40	1.45			N/A	N/A
D-ABC	3.23	0.04	0.41	8.81	16.48			N/A	N/A
C-ABD	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-ACD	0.45	0.04	0.37	1.28	1.46			N/A	N/A
A-BCD	0.53	0.53	1.00	1.40	1.45			N/A	N/A
D-ABC	1.40	0.03	0.30	1.46	6.39			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A



Junctions 11
PICADY 11 - Priority Intersection Module
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Filename: Turners Hill Road_Sandy Lane - 430 homes.j11
Path: S:\Projects\210000 Series\210013ITS - Hurst Farm Crawley Down\Tech\Junction Assessments\Picady\2026
Report generation date: 23/01/2026 13:42:59

- »D1 - 2023 | Observed | AM
- »D2 - 2023 | Observed | PM
- »D15 - 2031 | + Committed Development + Development VL (400 Homes) | AM
- »D16 - 2031 | + Committed Development + Development VL (400 Homes) | PM
- »D17 - 2032 | + Committed Development VL | AM
- »D18 - 2032 | + Committed Development VL | PM
- »D19 - 2032 | + Committed Development + Development (230 Homes) VL | AM
- »D20 - 2032 | + Committed Development + Development (230 Homes) VL | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2023 - Observed						
Stream B-AC	0.6	16.51	0.36	0.3	14.06	0.21
Stream C-AB	0.0	4.59	0.01	0.0	5.38	0.01
2031 - + Committed Development + Development VL (400 Homes)						
Stream B-AC	0.7	19.76	0.42	0.3	16.52	0.26
Stream C-AB	0.0	4.37	0.01	0.0	5.29	0.02
2032 - + Committed Development VL						
Stream B-AC	0.7	18.62	0.42	0.4	16.84	0.27
Stream C-AB	0.0	4.27	0.01	0.0	5.24	0.02
2032 - + Committed Development + Development (230 Homes) VL						
Stream B-AC	0.7	19.30	0.43	0.4	17.67	0.29
Stream C-AB	0.0	4.27	0.01	0.0	5.20	0.02

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

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

File summary

File Description

Title	
Location	
Site number	
Date	27/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

PICADY short flare 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
PICADY 4.1	5.75	✓					0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓		
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓		
D3	2031	Future Year	AM	ONE HOUR	07:00	08:30	15		Simple	D1*G1
D4	2031	Future Year	PM	ONE HOUR	16:30	18:00	15		Simple	D2*G2
D5		Committed Development	AM	ONE HOUR	07:00	08:30	15			
D6		Committed Development	PM	ONE HOUR	16:30	18:00	15			
D7	2031	+ Committed Development	AM	ONE HOUR	07:00	08:30	15		Simple	D3+D5
D8	2031	+ Committed Development	PM	ONE HOUR	16:30	18:00	15		Simple	D4+D6
D9		Development 400 Homes PP	AM	ONE HOUR	07:00	08:30	15			
D10		Development 400 Homes PP	PM	ONE HOUR	16:30	18:00	15			
D11		Development 400 Homes VL	AM	ONE HOUR	07:00	08:30	15			
D12		Development 400 Homes VL	PM	ONE HOUR	16:30	18:00	15			
D13	2031	+ Committed Development + Development PP	AM	ONE HOUR	07:00	08:30	15		Simple	D7+D9
D14	2031	+ Committed Development + Development PP	PM	ONE HOUR	16:30	18:00	15		Simple	D8+D10
D15	2031	+ Committed Development + Development VL (400 Homes)	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D7+D11
D16	2031	+ Committed Development + Development VL (400 Homes)	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D8+D12
D17	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓		
D18	2032	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓		
D19	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓		
D20	2032	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓		

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2031 AM		1.0394
G2	2024-2031 PM		1.0317

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

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

D1 - 2023 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Turners Hill Road / Sandy Lane	T-Junction	Two-way	Two-way	Two-way		1.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.79	A

Arms

Arms

Arm	Name	Description	Arm type
A	Turners Hill Road (N)		Major
B	Sandy Lane		Minor
C	Turners Hill Road (S)		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 - Turners Hill Road (S)	6.10			80.0	✓	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 - Sandy Lane	One lane	4.00	20	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	568	0.103	0.260	0.164	0.372
B-C	731	0.112	0.282	-	-
C-B	620	0.239	0.239	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	440	100.000
B - Sandy Lane		ONE HOUR	✓	112	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
A - Turners Hill Road (N)	0	82	358
B - Sandy Lane	108	0	4
C - Turners Hill Road (S)	489	2	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
A - Turners Hill Road (N)	0	15	4
B - Sandy Lane	6	0	0
C - Turners Hill Road (S)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	16.51	0.6	2.6	C	103	154
C-AB	0.01	4.59	0.0	0.5	A	4	6
C-A						446	670
A-B						75	113
A-C						329	493

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	404	0.208	83	0.0	0.3	11.173	B
C-AB	3	0.71	0.00	788	0.004	3	0.0	0.0	4.583	A
C-A	367	92	0.00			367				
A-B	62	15	0.00			62				
A-C	270	67	0.00			270				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	25	0.00	378	0.266	100	0.3	0.4	12.947	B
C-AB	4	0.96	0.00	825	0.005	4	0.0	0.0	4.377	A
C-A	438	109	0.00			438				
A-B	74	18	0.00			74				
A-C	322	80	0.00			322				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	0.00	341	0.361	123	0.4	0.6	16.400	C
C-AB	6	1	0.00	878	0.007	6	0.0	0.0	4.118	A
C-A	535	134	0.00			535				
A-B	90	23	0.00			90				
A-C	394	99	0.00			394				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	0.00	341	0.361	123	0.6	0.6	16.509	C
C-AB	6	1	0.00	878	0.007	6	0.0	0.0	4.126	A
C-A	535	134	0.00			535				
A-B	90	23	0.00			90				
A-C	394	99	0.00			394				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	25	0.00	378	0.266	101	0.6	0.4	13.056	B
C-AB	4	0.97	0.00	825	0.005	4	0.0	0.0	4.398	A
C-A	438	109	0.00			438				
A-B	74	18	0.00			74				
A-C	322	80	0.00			322				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	404	0.208	85	0.4	0.3	11.275	B
C-AB	3	0.71	0.00	788	0.004	3	0.0	0.0	4.594	A
C-A	367	92	0.00			367				
A-B	62	15	0.00			62				
A-C	270	67	0.00			270				

Queue Variation Results for each time segment

07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.03	0.26	0.55	0.55			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.03	0.30	1.42	2.61			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

D2 - 2023 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Turners Hill Road / Sandy Lane	T-Junction	Two-way	Two-way	Two-way		0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	Observed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	726	100.000
B - Sandy Lane		ONE HOUR	✓	63	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	351	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
From	A - Turners Hill Road (N)	0	191	535
	B - Sandy Lane	58	0	5
	C - Turners Hill Road (S)	347	4	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
A - Turners Hill Road (N)	0	2	1
B - Sandy Lane	3	0	0
C - Turners Hill Road (S)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	14.06	0.3	1.3	B	58	87
C-AB	0.01	5.38	0.0	0.5	A	7	10
C-A						315	473
A-B						175	263
A-C						491	736

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	0.00	401	0.118	47	0.0	0.1	10.164	B
C-AB	5	1	0.00	675	0.007	5	0.0	0.0	5.368	A
C-A	259	65	0.00			259				
A-B	144	36	0.00			144				
A-C	403	101	0.00			403				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	0.00	369	0.153	56	0.1	0.2	11.509	B
C-AB	7	2	0.00	691	0.010	7	0.0	0.0	5.255	A
C-A	309	77	0.00			309				
A-B	172	43	0.00			172				
A-C	481	120	0.00			481				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	325	0.213	69	0.2	0.3	14.023	B
C-AB	9	2	0.00	714	0.013	9	0.0	0.0	5.099	A
C-A	377	94	0.00			377				
A-B	210	53	0.00			210				
A-C	589	147	0.00			589				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	325	0.213	69	0.3	0.3	14.062	B
C-AB	9	2	0.00	714	0.013	9	0.0	0.0	5.108	A
C-A	377	94	0.00			377				
A-B	210	53	0.00			210				
A-C	589	147	0.00			589				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	0.00	369	0.153	57	0.3	0.2	11.548	B
C-AB	7	2	0.00	691	0.010	7	0.0	0.0	5.273	A
C-A	309	77	0.00			309				
A-B	172	43	0.00			172				
A-C	481	120	0.00			481				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	0.00	401	0.118	48	0.2	0.1	10.208	B
C-AB	5	1	0.00	675	0.007	5	0.0	0.0	5.378	A
C-A	259	65	0.00			259				
A-B	144	36	0.00			144				
A-C	403	101	0.00			403				

Queue Variation Results for each time segment
16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.30	0.94	1.26			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D15 - 2031 | + Committed Development + Development VL (400 Homes) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Turners Hill Road / Sandy Lane	T-Junction	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2031	+ Committed Development + Development VL (400 Homes)	AM	ONE HOUR	07:00	08:30	15	✓	Simple	D7+D11

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	492	100.000
B - Sandy Lane		ONE HOUR	✓	118	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	587	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
From	A - Turners Hill Road (N)	0	88	404
	B - Sandy Lane	113	0	5
	C - Turners Hill Road (S)	584	3	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
	A - Turners Hill Road (N)	0	15	4
	B - Sandy Lane	6	0	0
	C - Turners Hill Road (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.42	19.76	0.7	3.4	C	108	162
C-AB	0.01	4.37	0.0	0.5	A	8	13
C-A						530	795
A-B						81	121
A-C						371	556

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	385	0.231	88	0.0	0.3	12.072	B
C-AB	6	1	0.00	831	0.007	6	0.0	0.0	4.362	A
C-A	436	109	0.00			436				
A-B	66	17	0.00			66				
A-C	304	76	0.00			304				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	106	26	0.00	354	0.299	105	0.3	0.4	14.451	B
C-AB	8	2	0.00	877	0.009	8	0.0	0.0	4.134	A
C-A	520	130	0.00			520				
A-B	79	20	0.00			79				
A-C	363	91	0.00			363				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	130	32	0.00	312	0.416	129	0.4	0.7	19.545	C
C-AB	12	3	0.00	944	0.013	12	0.0	0.0	3.854	A
C-A	634	159	0.00			634				
A-B	97	24	0.00			97				
A-C	445	111	0.00			445				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	130	32	0.00	312	0.416	130	0.7	0.7	19.762	C
C-AB	12	3	0.00	944	0.013	12	0.0	0.0	3.862	A
C-A	634	159	0.00			634				
A-B	97	24	0.00			97				
A-C	445	111	0.00			445				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	106	26	0.00	354	0.299	107	0.7	0.4	14.634	B
C-AB	8	2	0.00	877	0.009	8	0.0	0.0	4.152	A
C-A	520	130	0.00			520				
A-B	79	20	0.00			79				
A-C	363	91	0.00			363				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	385	0.231	89	0.4	0.3	12.211	B
C-AB	6	1	0.00	831	0.007	6	0.0	0.0	4.371	A
C-A	436	109	0.00			436				
A-B	66	17	0.00			66				
A-C	304	76	0.00			304				

Queue Variation Results for each time segment
07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.03	0.26	0.69	0.69			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.03	0.30	1.49	3.36			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.04	0.36	1.17	1.33			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.03	0.27	0.49	0.87			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D16 - 2031 | + Committed Development + Development VL (400 Homes) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Turners Hill Road / Sandy Lane	T-Junction	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2031	+ Committed Development + Development VL (400 Homes)	PM	ONE HOUR	16:30	18:00	15	✓	Simple	D8+D12

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	820	100.000
B - Sandy Lane		ONE HOUR	✓	69	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
From	A - Turners Hill Road (N)	0	198	622
	B - Sandy Lane	62	0	6
	C - Turners Hill Road (S)	395	5	0

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
	A - Turners Hill Road (N)	0	2	0.89
	B - Sandy Lane	3	0	0
	C - Turners Hill Road (S)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	16.52	0.3	1.0	C	63	95
C-AB	0.02	5.29	0.0	0.5	A	9	14
C-A						357	536
A-B						182	273
A-C						570	855

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	380	0.136	51	0.0	0.2	10.930	B
C-AB	6	2	0.00	687	0.009	6	0.0	0.0	5.284	A
C-A	294	74	0.00			294				
A-B	149	37	0.00			149				
A-C	468	117	0.00			468				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	0.00	344	0.180	62	0.2	0.2	12.747	B
C-AB	9	2	0.00	706	0.012	9	0.0	0.0	5.152	A
C-A	350	88	0.00			350				
A-B	178	45	0.00			178				
A-C	559	140	0.00			559				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	0.00	294	0.258	75	0.2	0.3	16.443	C
C-AB	13	3	0.00	736	0.017	13	0.0	0.0	4.972	A
C-A	427	107	0.00			427				
A-B	218	55	0.00			218				
A-C	684	171	0.00			684				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	0.00	294	0.258	76	0.3	0.3	16.516	C
C-AB	13	3	0.00	736	0.017	13	0.0	0.0	4.978	A
C-A	427	107	0.00			427				
A-B	218	55	0.00			218				
A-C	684	171	0.00			684				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	0.00	344	0.180	62	0.3	0.2	12.811	B
C-AB	9	2	0.00	706	0.012	9	0.0	0.0	5.170	A
C-A	350	88	0.00			350				
A-B	178	45	0.00			178				
A-C	559	140	0.00			559				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	380	0.136	52	0.2	0.2	10.988	B
C-AB	6	2	0.00	687	0.009	6	0.0	0.0	5.292	A
C-A	294	74	0.00			294				
A-B	149	37	0.00			149				
A-C	468	117	0.00			468				

Queue Variation Results for each time segment
16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.32	1.01	1.01			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D17 - 2032 | + Committed Development VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Turners Hill Road / Sandy Lane	T-Junction	Two-way	Two-way	Two-way		1.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2032	+ Committed Development VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	513	100.000
B - Sandy Lane		ONE HOUR	✓	126	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	608	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
From	A - Turners Hill Road (N)	0	92	421
	B - Sandy Lane	121	0	5
	C - Turners Hill Road (S)	604	3	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
A - Turners Hill Road (N)	0	0	0
B - Sandy Lane	0	0	0
C - Turners Hill Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.42	18.62	0.7	3.4	C	116	174
C-AB	0.01	4.27	0.0	0.5	A	9	13
C-A						549	824
A-B						84	127
A-C						386	579

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	0.00	408	0.233	94	0.0	0.3	11.399	B
C-AB	6	1	0.00	849	0.007	6	0.0	0.0	4.266	A
C-A	452	113	0.00			452				
A-B	69	17	0.00			69				
A-C	317	79	0.00			317				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	0.00	376	0.301	113	0.3	0.4	13.638	B
C-AB	8	2	0.00	899	0.009	8	0.0	0.0	4.038	A
C-A	538	135	0.00			538				
A-B	83	21	0.00			83				
A-C	378	95	0.00			378				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	0.00	332	0.418	138	0.4	0.7	18.427	C
C-AB	12	3	0.00	971	0.013	12	0.0	0.0	3.753	A
C-A	657	164	0.00			657				
A-B	101	25	0.00			101				
A-C	463	116	0.00			463				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	0.00	332	0.418	139	0.7	0.7	18.622	C
C-AB	12	3	0.00	971	0.013	12	0.0	0.0	3.756	A
C-A	657	164	0.00			657				
A-B	101	25	0.00			101				
A-C	463	116	0.00			463				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	0.00	376	0.301	114	0.7	0.4	13.799	B
C-AB	8	2	0.00	899	0.009	8	0.0	0.0	4.038	A
C-A	538	135	0.00			538				
A-B	83	21	0.00			83				
A-C	378	95	0.00			378				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	0.00	408	0.233	96	0.4	0.3	11.525	B
C-AB	6	1	0.00	849	0.007	6	0.0	0.0	4.268	A
C-A	452	113	0.00			452				
A-B	69	17	0.00			69				
A-C	317	79	0.00			317				

Queue Variation Results for each time segment
07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.03	0.26	0.70	0.70			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.03	0.30	1.47	3.38			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.04	0.36	1.18	1.34			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.03	0.27	0.49	0.86			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D18 - 2032 | + Committed Development VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Turners Hill Road / Sandy Lane	T-Junction	Two-way	Two-way	Two-way		0.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2032	+ Committed Development VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	865	100.000
B - Sandy Lane		ONE HOUR	✓	72	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
From	A - Turners Hill Road (N)	0	214	651
	B - Sandy Lane	65	0	7
	C - Turners Hill Road (S)	412	5	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
A - Turners Hill Road (N)	0	0	0
B - Sandy Lane	0	0	0
C - Turners Hill Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	16.84	0.4	1.2	C	66	99
C-AB	0.02	5.24	0.0	0.5	A	10	15
C-A						373	559
A-B						197	295
A-C						597	895

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	14	0.00	384	0.141	53	0.0	0.2	10.864	B
C-AB	7	2	0.00	695	0.010	7	0.0	0.0	5.233	A
C-A	307	77	0.00			307				
A-B	161	40	0.00			161				
A-C	490	122	0.00			490				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	346	0.187	64	0.2	0.2	12.772	B
C-AB	9	2	0.00	715	0.013	9	0.0	0.0	5.098	A
C-A	366	91	0.00			366				
A-B	193	48	0.00			193				
A-C	585	146	0.00			585				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	293	0.270	79	0.2	0.4	16.758	C
C-AB	14	4	0.00	747	0.019	14	0.0	0.0	4.909	A
C-A	445	111	0.00			445				
A-B	236	59	0.00			236				
A-C	716	179	0.00			716				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	293	0.270	79	0.4	0.4	16.839	C
C-AB	14	4	0.00	747	0.019	14	0.0	0.0	4.911	A
C-A	445	111	0.00			445				
A-B	236	59	0.00			236				
A-C	716	179	0.00			716				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	346	0.187	65	0.4	0.2	12.843	B
C-AB	9	2	0.00	715	0.013	9	0.0	0.0	5.099	A
C-A	366	91	0.00			366				
A-B	193	48	0.00			193				
A-C	585	146	0.00			585				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	14	0.00	384	0.141	54	0.2	0.2	10.925	B
C-AB	7	2	0.00	695	0.010	7	0.0	0.0	5.235	A
C-A	307	77	0.00			307				
A-B	161	40	0.00			161				
A-C	490	122	0.00			490				

Queue Variation Results for each time segment
16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.03	0.32	1.23	1.24			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D19 - 2032 | + Committed Development + Development (230 Homes) VL | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Turners Hill Road / Sandy Lane	T-Junction	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2032	+ Committed Development + Development (230 Homes) VL	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	530	100.000
B - Sandy Lane		ONE HOUR	✓	128	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	612	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
From	A - Turners Hill Road (N)	0	98	432
	B - Sandy Lane	123	0	5
	C - Turners Hill Road (S)	608	3	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
A - Turners Hill Road (N)	0	0	0
B - Sandy Lane	0	0	0
C - Turners Hill Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.43	19.30	0.7	3.6	C	118	176
C-AB	0.01	4.27	0.0	0.5	A	9	13
C-A						552	829
A-B						90	135
A-C						396	595

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	405	0.238	95	0.0	0.3	11.571	B
C-AB	6	1	0.00	849	0.007	6	0.0	0.0	4.267	A
C-A	455	114	0.00			455				
A-B	74	18	0.00			74				
A-C	325	81	0.00			325				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	0.00	373	0.309	115	0.3	0.4	13.929	B
C-AB	8	2	0.00	899	0.009	8	0.0	0.0	4.039	A
C-A	542	135	0.00			542				
A-B	88	22	0.00			88				
A-C	388	97	0.00			388				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	35	0.00	327	0.431	140	0.4	0.7	19.081	C
C-AB	12	3	0.00	971	0.013	12	0.0	0.0	3.752	A
C-A	661	165	0.00			661				
A-B	108	27	0.00			108				
A-C	476	119	0.00			476				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	35	0.00	327	0.431	141	0.7	0.7	19.304	C
C-AB	12	3	0.00	971	0.013	12	0.0	0.0	3.755	A
C-A	661	165	0.00			661				
A-B	108	27	0.00			108				
A-C	476	119	0.00			476				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	0.00	373	0.309	116	0.7	0.5	14.113	B
C-AB	8	2	0.00	899	0.009	8	0.0	0.0	4.039	A
C-A	542	135	0.00			542				
A-B	88	22	0.00			88				
A-C	388	97	0.00			388				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	405	0.238	97	0.5	0.3	11.705	B
C-AB	6	1	0.00	849	0.007	6	0.0	0.0	4.269	A
C-A	455	114	0.00			455				
A-B	74	18	0.00			74				
A-C	325	81	0.00			325				

Queue Variation Results for each time segment
07:00 - 07:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.03	0.26	0.73	0.73			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.03	0.30	1.48	3.55			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.04	0.39	1.22	1.36			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.03	0.28	0.60	1.05			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D20 - 2032 | + Committed Development + Development (230 Homes) VL | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 + Committed Development AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Turners Hill Road / Sandy Lane	T-Junction	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2032	+ Committed Development + Development (230 Homes) VL	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Turners Hill Road (N)		ONE HOUR	✓	872	100.000
B - Sandy Lane		ONE HOUR	✓	77	100.000
C - Turners Hill Road (S)		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
From	A - Turners Hill Road (N)	0	217	655
	B - Sandy Lane	70	0	7
	C - Turners Hill Road (S)	422	5	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Turners Hill Road (N)	B - Sandy Lane	C - Turners Hill Road (S)
A - Turners Hill Road (N)	0	0	0
B - Sandy Lane	0	0	0
C - Turners Hill Road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.29	17.67	0.4	1.6	C	71	106
C-AB	0.02	5.20	0.0	0.5	A	10	15
C-A						382	573
A-B						199	298
A-C						601	902

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	381	0.152	57	0.0	0.2	11.099	B
C-AB	7	2	0.00	699	0.010	7	0.0	0.0	5.198	A
C-A	315	79	0.00			315				
A-B	163	41	0.00			163				
A-C	493	123	0.00			493				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	342	0.202	69	0.2	0.2	13.161	B
C-AB	10	2	0.00	721	0.013	10	0.0	0.0	5.058	A
C-A	375	94	0.00			375				
A-B	195	49	0.00			195				
A-C	589	147	0.00			589				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	288	0.294	84	0.2	0.4	17.571	C
C-AB	14	4	0.00	755	0.019	14	0.0	0.0	4.862	A
C-A	456	114	0.00			456				
A-B	239	60	0.00			239				
A-C	721	180	0.00			721				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	288	0.294	85	0.4	0.4	17.671	C
C-AB	14	4	0.00	755	0.019	14	0.0	0.0	4.862	A
C-A	456	114	0.00			456				
A-B	239	60	0.00			239				
A-C	721	180	0.00			721				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	342	0.202	70	0.4	0.3	13.248	B
C-AB	10	2	0.00	721	0.013	10	0.0	0.0	5.060	A
C-A	375	94	0.00			375				
A-B	195	49	0.00			195				
A-C	589	147	0.00			589				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	381	0.152	58	0.3	0.2	11.169	B
C-AB	7	2	0.00	699	0.010	7	0.0	0.0	5.198	A
C-A	315	79	0.00			315				
A-B	163	41	0.00			163				
A-C	493	123	0.00			493				

Queue Variation Results for each time segment
16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.03	0.32	1.32	1.61			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A



