



- LEGEND
- ANSTY GARDEN COMMUNITY BOUNDARY
 - PARKLAND RESERVE BOUNDARY
 - DEVELOPMENT BLOCK
 - ANCIENT WOODLAND
 - EXISTING WOODLAND
 - PROPOSED TREES AND WOODLAND
 - PROPOSED SUDS
 - SITE ACCESS
 - TREE-LINED SPIKE STREET
 - TREE-LINED SECONDARY LOOP
 - TERTIARY STREET
 - FEATURE NODE WITH BUS STOP
 - LOCAL CENTRE
 - RETIREMENT LIVING/CARE HOME
 - 3FE PRIMARY & SEND SCHOOLS
 - EXISTING ACCESS TRACK TO MACKERELL'S FARM COTTAGE RETAINED
 - RETAINED WOODLAND WITH BUFFER
 - RETAINED ANCIENT WOODLAND WITH BUFFER
 - RETAINED HEDGEROW
 - PARKLAND RESERVE
 - RETAINED PROW
 - NEW FOOT/CYCLE LINK
 - SPORTS FACILITY, INCLUDING HOCKEY, OUTDOOR TENNIS, INDOOR TENNIS AND PADL COURTS
 - PUBLIC OPEN SPACE
 - FORMAL CHILDREN'S PLAY
 - ALLOTMENTS
 - BRIDGE ACROSS WOODED VALLEY
 - MOBILITY HUB

03	Updated footpaths	ID	17.10.23
04	Updated footpaths	ID	13.10.23
05	Updated access and minor amendments	ID	04.10.23
06	Parkland reserve in situ boundary	ID	04.09.23
04	Updates to sports facility, northern blocks and northern side access	ID	18.05.23
03	Updates to sports facility	ID	13.04.23
02	Updates to sports facility	ID	05.04.23
01	Updates to minor widths and layout	ID	15.02.23
REV.	DESCRIPTION	APP.	DATE



PROJECT TITLE
LAND AT ANSTY, HAYWARDS HEATH

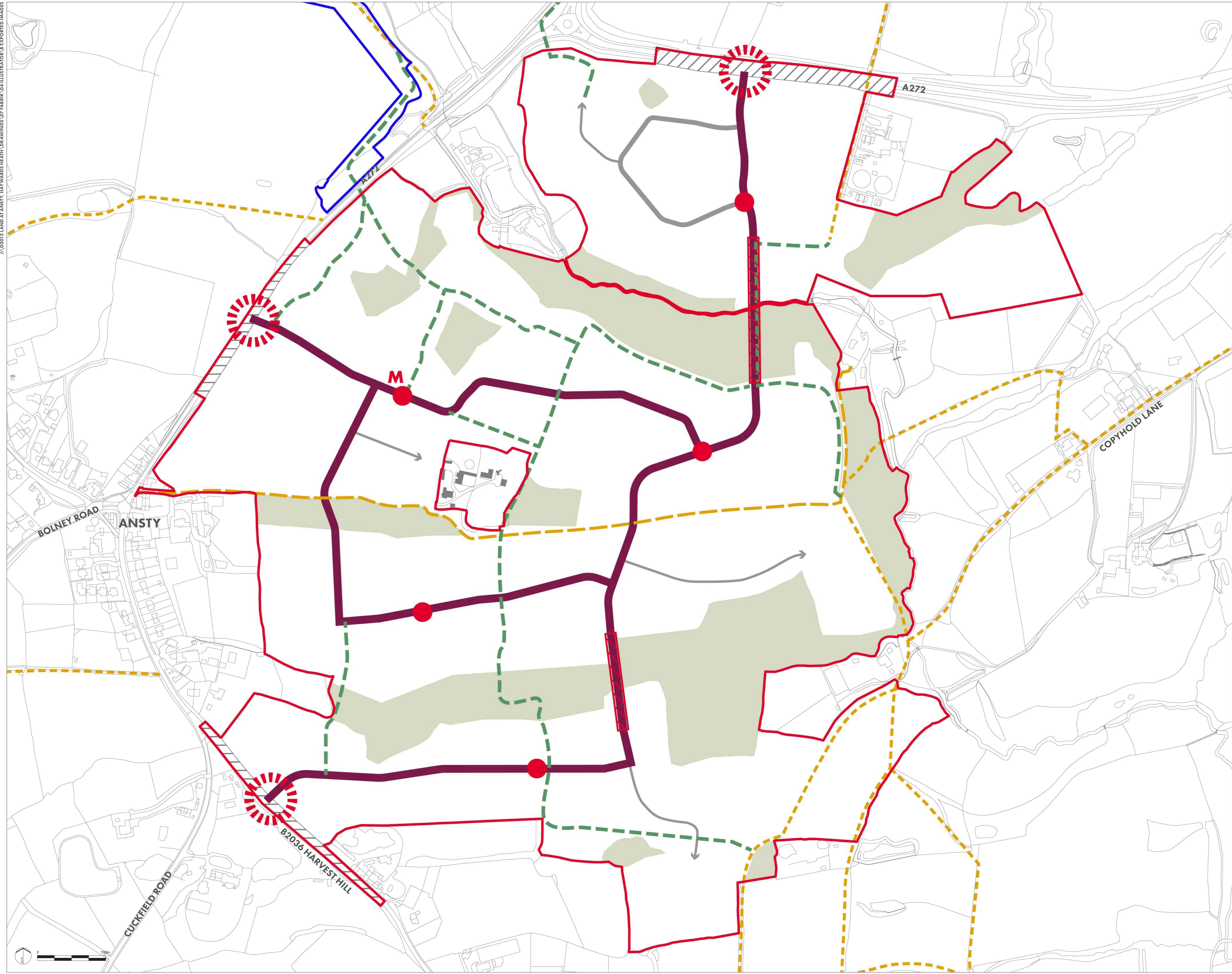
DRAWING TITLE
CONCEPT MASTERPLAN

ISSUED BY	London	T: 020 7620 1453
DATE	MAR 2023	DRAWN JH
SCALE	1:2,500	CHECKED ID
STATUS	FINAL	APPROVED BS
DWG. NO.	D3012-FAB-00-XX-DR-Y-009	

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Transport Assessment Appendix D
Indicative Access and Movement Parameter Plan

J:\03017 LAND AT ANSTY, HAYWARDS HEATH DRAWINGS OF FABRIK\04 ILLUSTRATION & EXPORTED IMAGES



LEGEND

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- AREA REQUIRED FOR SITE ACCESS & VISIBILITY SPLAYS
- EXISTING WOODLAND
- BRIDGE
- ANSTY AVENUE (BUS ROUTE)
- SECONDARY STREET (NO BUS)
- TERTIARY STREET
- EXISTING PUBLIC RIGHT OF WAY RETAINED
- EXISTING VEHICULAR ACCESS TO MACKERELL'S RETAINED
- PROPOSED FOOT/CYCLE ROUTE
- MOBILITY HUB
- MINI-MOBILITY HUB
- SITE ACCESS

NOTE:

PLAN TO BE READ IN CONJUNCTION WITH SUITE OF PARAMETER PLANS:

- D3012-FAB-00-XX-DR-Y-037 (GREEN INFRASTRUCTURE)
- D3012-FAB-00-XX-DR-Y-039 (LAND USE)
- D3012-FAB-00-XX-DR-Y-040 (BUILDING HEIGHTS)
- D3012-FAB-00-XX-DR-Y-045 (DENSITY)

08	Updated NW ped access	BS	20.10.23
07	Updated key regarding mini-mobility hubs	BS	05.10.23
06	Parkland reserve boundary change to blue	BS	04.10.23
05	Amended street hierarchy	BS	13.09.23
04	Added note	BS	15.06.23
03	Added country park boundary	BS	26.05.23
02	Updated site boundary, access area and spine street	BS	25.05.23
01	Updated site boundary and bus stop locations	BS	12.04.23
REV.	DESCRIPTION		APP. DATE



PROJECT TITLE
ANSTY GARDEN COMMUNITY

DRAWING TITLE
ACCESS & MOVEMENT PARAMETER PLAN

ISSUED BY London T: 020 7620 1453
DATE APR 2023 DRAWN ID
SCALE@A1 1:2,500 CHECKED ID
STATUS FINAL APPROVED BS
DWG. NO. D3012-FAB-00-XX-DR-Y-036

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Transport Assessment Appendix E
Enterprise Rent-a-car Letter of Intent

14th September 2023

To Jamie Symington at Ardent CE

Dear Jamie,

Thank you for your time today. Please find this letter as an expression of intent to provide Enterprise Car Club at the Ansty West Sussex site.

Enterprise Car Club will provide the following at this site:

- An agreed number of vehicles across the site at mobility hubs.
- An agreed number of Year's Free Membership of Enterprise Car Club to residents, giving them access to over 2500 vehicles across the UK.
- An agreed amount of driving credit to get residents using the service.
- Use of our fleet in local and national network.
- Briefing of sales staff and promotional material for the development.
- 24/7 Clubhouse customer service team.
- 24/7 Booking Tool on web desktop, android, and apple devices.
- Vehicle insurance.
- Vehicle Maintenance and Valeting.
- Creation of reports and statistics for the developer and local council.
- Discount for active car club members with Enterprise Rent-A-Car.

Yours sincerely



Tony Barnard
Head of Car Club Southeast Region – Enterprise Car Club

Transport Assessment Appendix F
TRICS Outputs

Calculation Reference: AUDIT-746001-230811-0811

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	OX OXFORDSHIRE	1 days
	SC SURREY	2 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	5 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 100 to 544 (units:)
Range Selected by User: 100 to 1874 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 17/03/23

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

Selected survey days:

Monday	1 days
Wednesday	9 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	3 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	12
--	----

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

Selected Location Sub Categories:

Residential Zone	1
Village	11

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

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

C3 12 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	7 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days

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

Population within 5 miles:

25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

1.1 to 1.5	11 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes 12 days

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

PTAL Rating:

No PTAL Present 12 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-M-32	MIXED HOUSES & FLATS	NORFOLK
	MACMILLAN WAY		
	NEAR NORWICH		
	LITTLE PLUMSTEAD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	240	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
2	NF-03-M-52	MIXED HOUSES	NORFOLK
	STALHAM ROAD		
	HOVETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	120	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT
3	NF-03-M-55	MIXED HOUSES	NORFOLK
	CAISTOR LANE		
	NEAR NORWICH		
	PORINGLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	150	
	Survey date: WEDNESDAY	28/09/22	Survey Type: MANUAL
4	NF-03-M-58	MIXED HOUSES	NORFOLK
	PIGOT LANE		
	NEAR NORWICH		
	FRAMINGHAM EARL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	100	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT
5	NF-03-M-61	MIXED HOUSES & FLATS	NORFOLK
	LONG LANE		
	NEAR NORWICH		
	MULBARTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	180	
	Survey date: WEDNESDAY	28/09/22	Survey Type: MANUAL
6	OX-03-M-02	MIXED HOUSES & FLATS	OXFORDSHIRE
	GODSTOW ROAD		
	OXFORD		
	WOLVERCOTE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
7	SC-03-M-11	SEMI-DETACHED & FLATS	SURREY
	HEWITT ' S ROAD		
	CRANLEIGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	110	
	Survey date: MONDAY	17/10/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SC-03-M-14 CHOBHAM LANE LONGCROSS	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 179 Survey date: WEDNESDAY 16/11/22		Survey Type: MANUAL
9	SM-03-M-01 MILTON HILL TAUNTON MONKTON HEATHFIELD	DETACHED & TERRACED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 135 Survey date: WEDNESDAY 26/09/18		Survey Type: MANUAL
10	WL-03-M-04 WARNEFORD CRESCENT NEAR SALISBURY LONGHEDGE	MIXED HOUSES & FLATS	WILTSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 544 Survey date: THURSDAY 18/11/21		Survey Type: MANUAL
11	WS-03-M-20 OLD GUILDFORD ROAD HORSHAM BROADBRIDGE HEATH	MIXED HOUSES & FLATS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 121 Survey date: THURSDAY 24/10/19		Survey Type: MANUAL
12	WS-03-M-26 MILL STRAIGHT SOUTHWATER	MIXED HOUSES & FLATS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 193 Survey date: WEDNESDAY 16/03/22		Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HF-03-M-01	11/06/21	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	182	0.079	12	182	0.296	12	182	0.375
08:00 - 09:00	12	182	0.135	12	182	0.377	12	182	0.512
09:00 - 10:00	12	182	0.146	12	182	0.138	12	182	0.284
10:00 - 11:00	12	182	0.101	12	182	0.121	12	182	0.222
11:00 - 12:00	12	182	0.119	12	182	0.122	12	182	0.241
12:00 - 13:00	12	182	0.129	12	182	0.120	12	182	0.249
13:00 - 14:00	12	182	0.129	12	182	0.126	12	182	0.255
14:00 - 15:00	12	182	0.137	12	182	0.179	12	182	0.316
15:00 - 16:00	12	182	0.242	12	182	0.156	12	182	0.398
16:00 - 17:00	12	182	0.271	12	182	0.161	12	182	0.432
17:00 - 18:00	12	182	0.317	12	182	0.142	12	182	0.459
18:00 - 19:00	12	182	0.237	12	182	0.118	12	182	0.355
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.042			2.056			4.098

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

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

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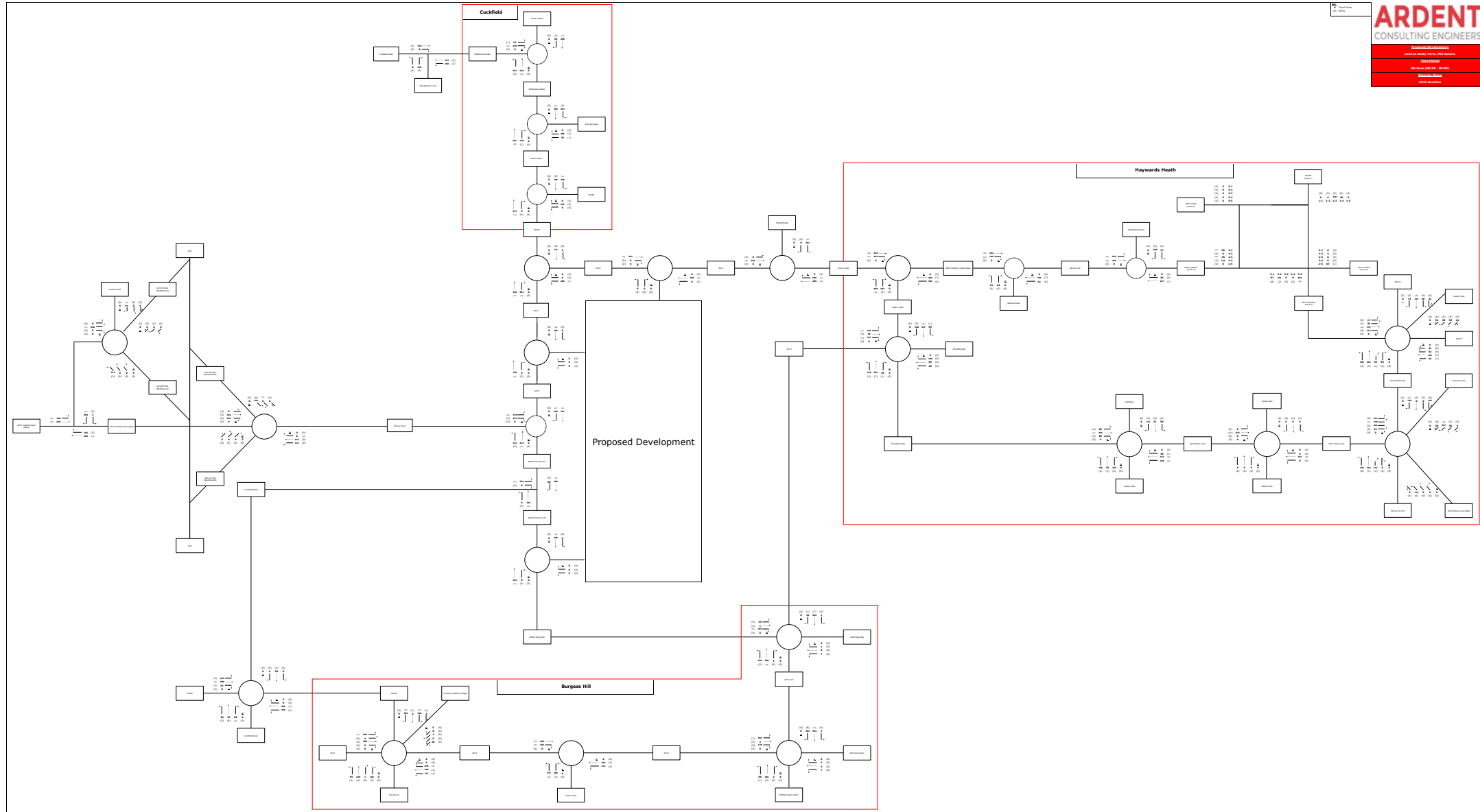
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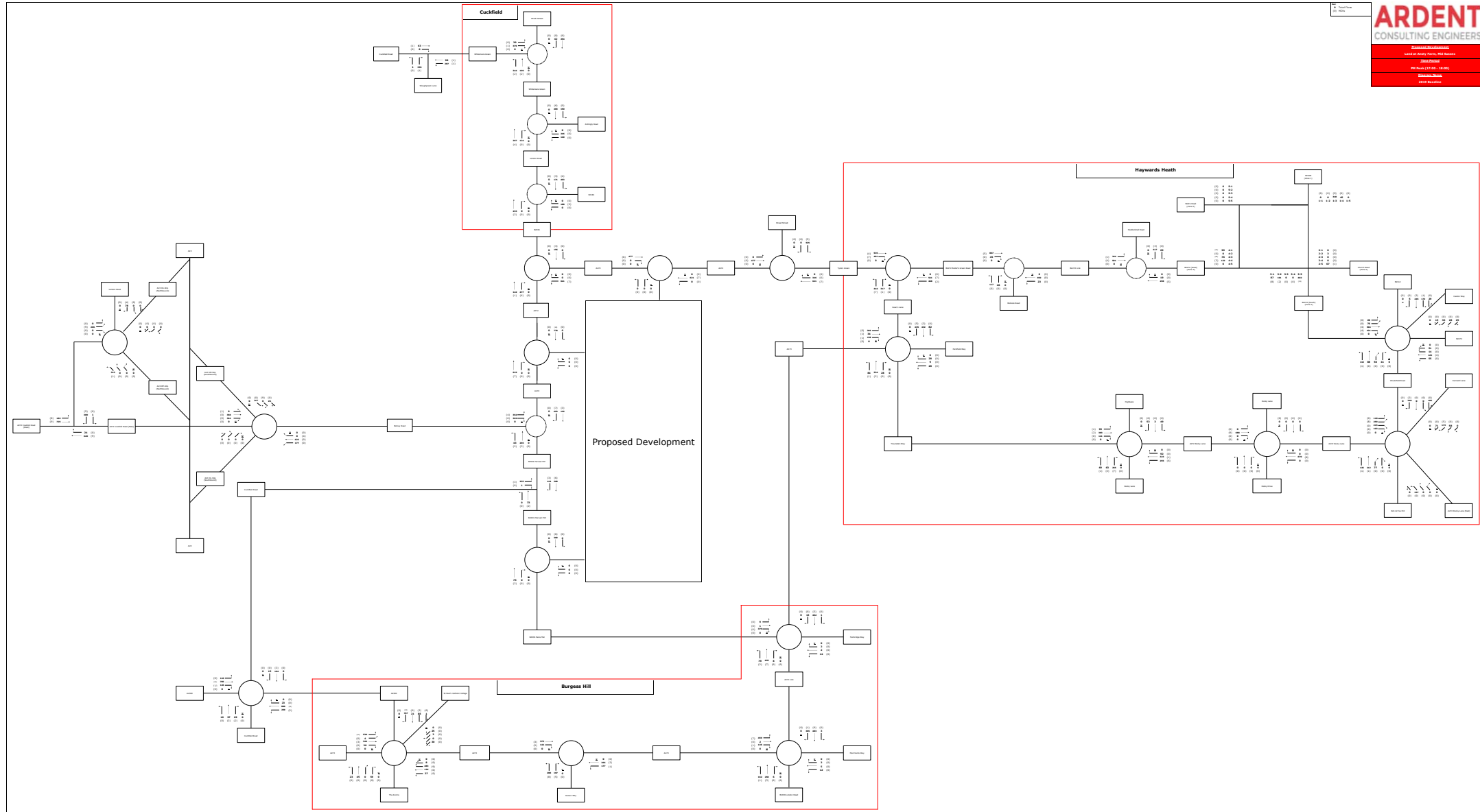
Parameter summary

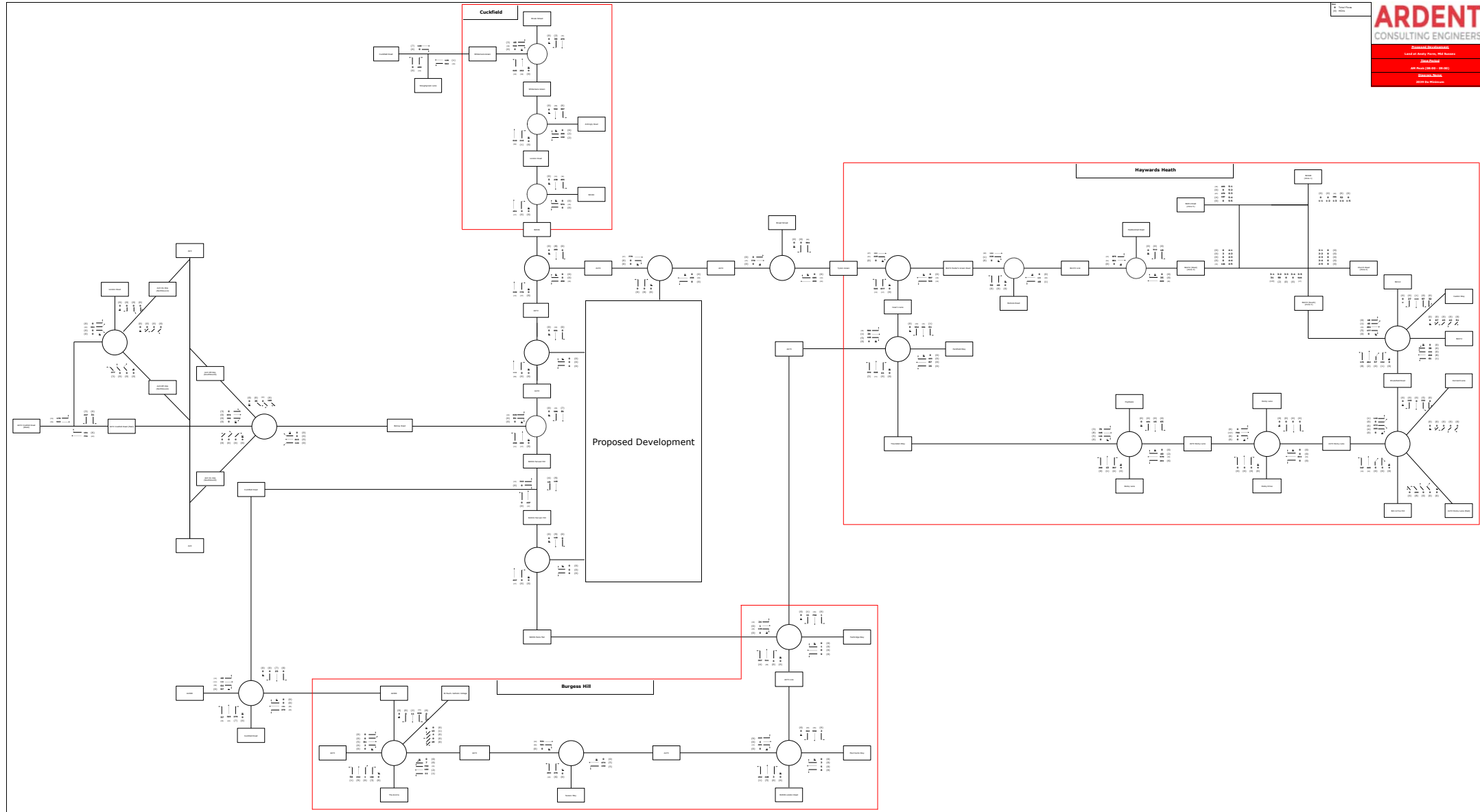
Trip rate parameter range selected: 100 - 544 (units:)
Survey date range: 01/01/15 - 17/03/23
Number of weekdays (Monday-Friday): 13
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 24
Surveys manually removed from selection: 0

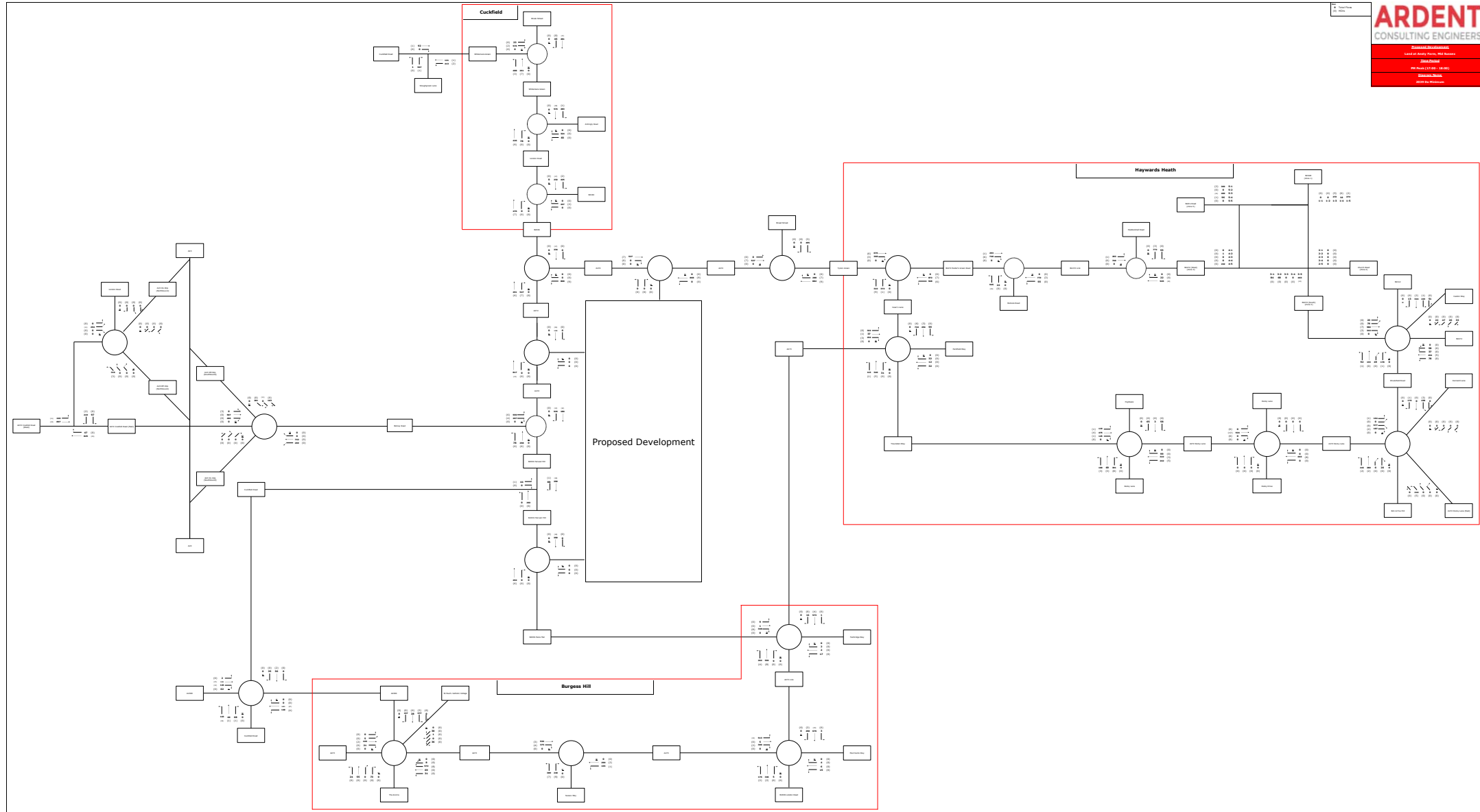
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

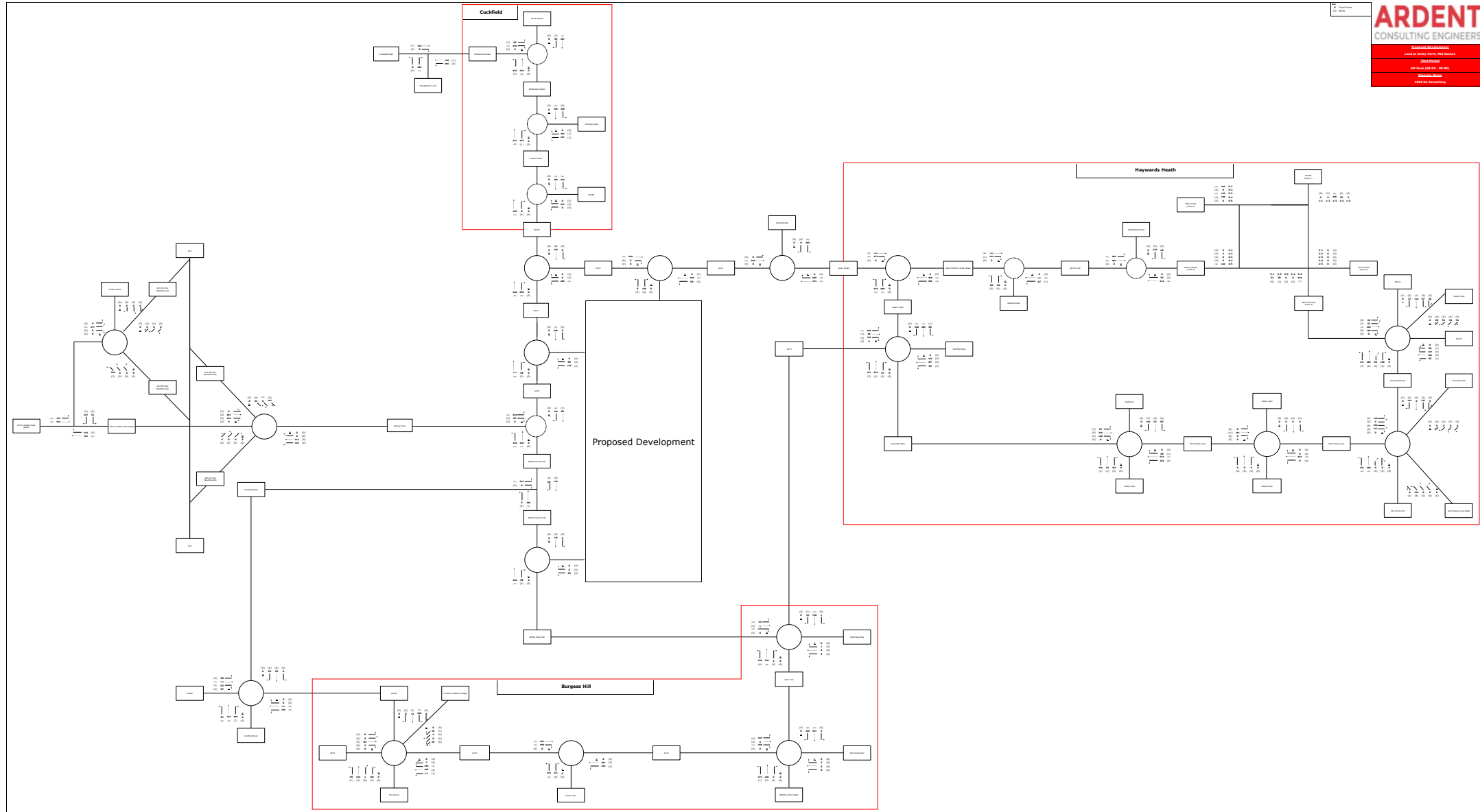
Transport Assessment Appendix G
Traffic Flow Diagrams

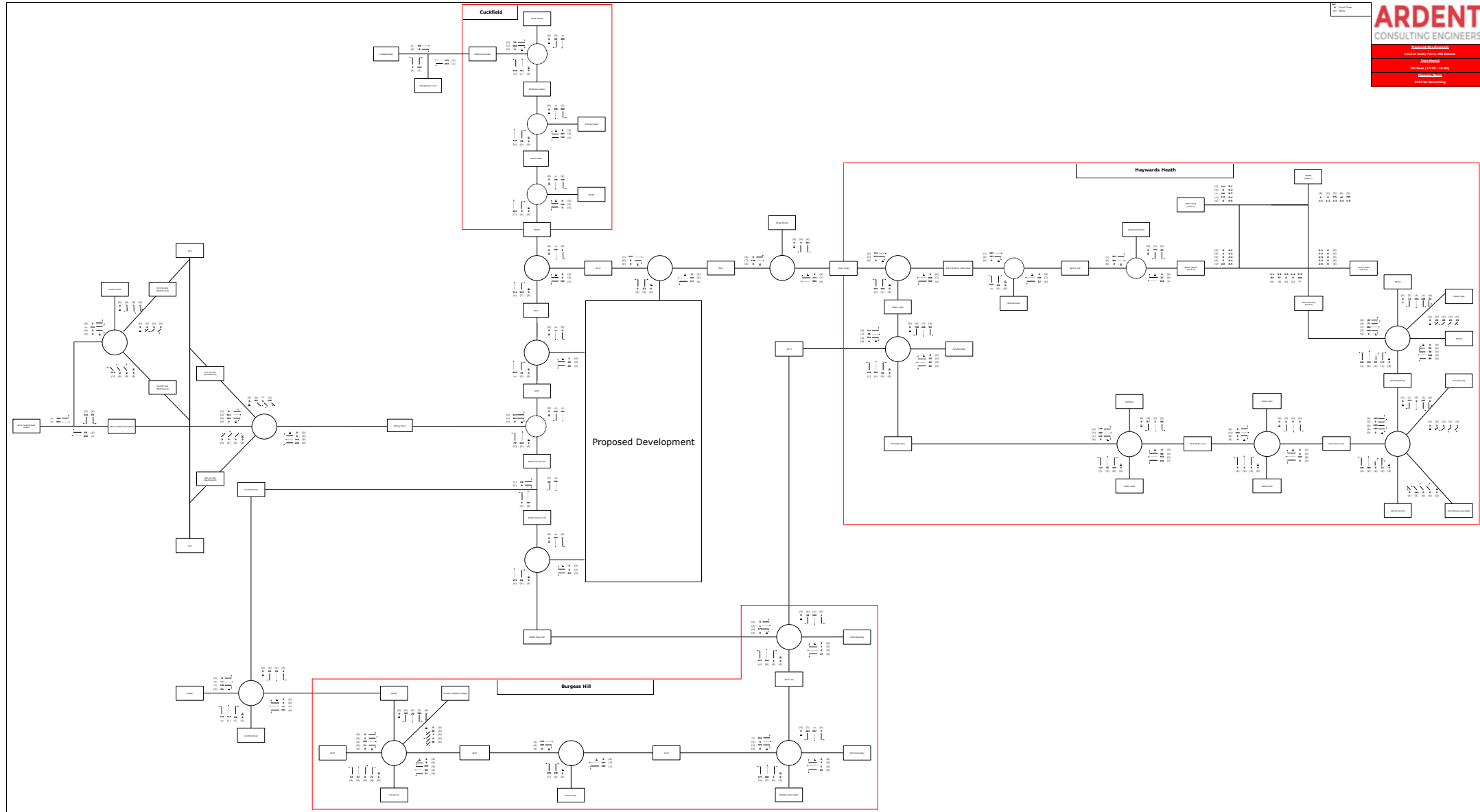


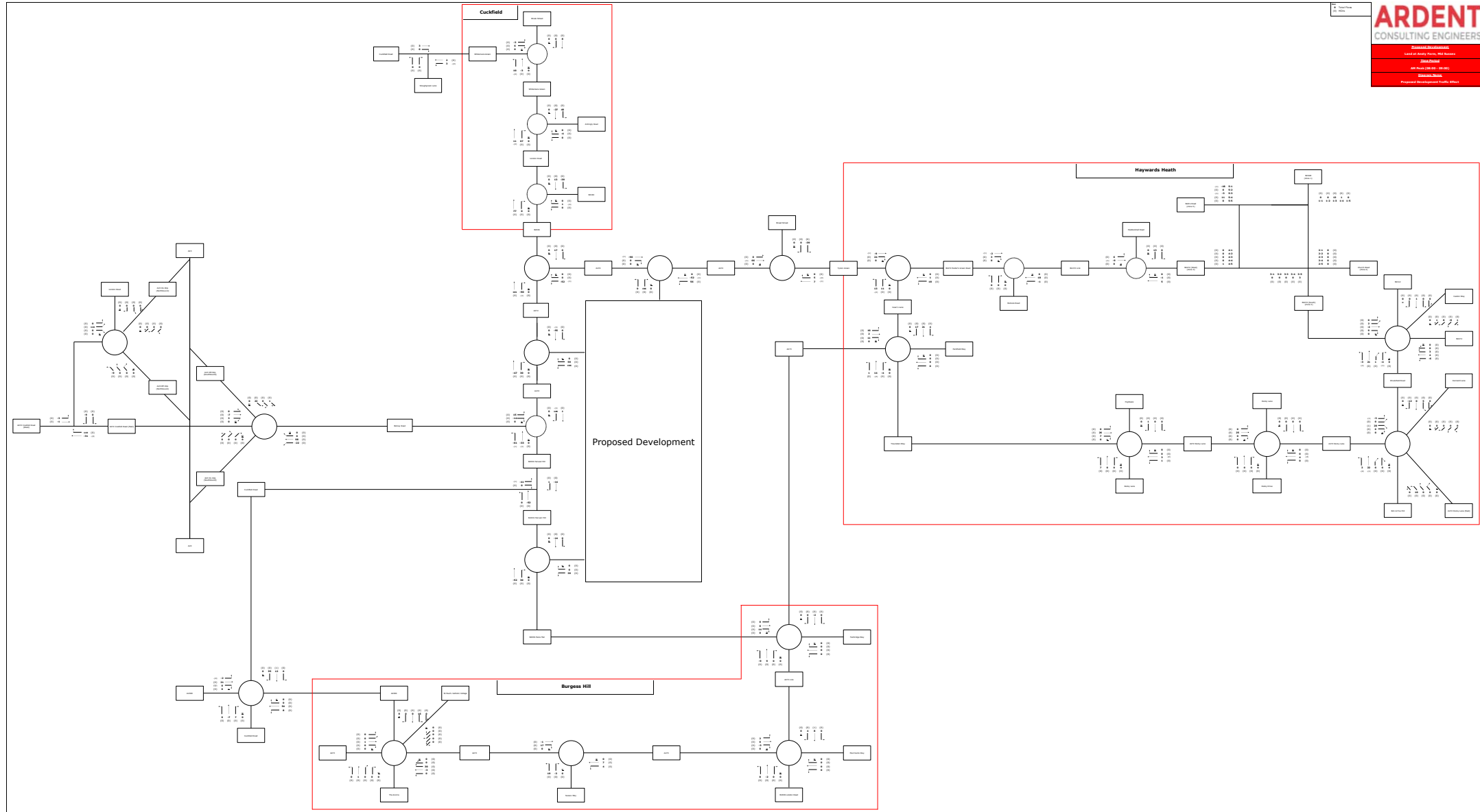


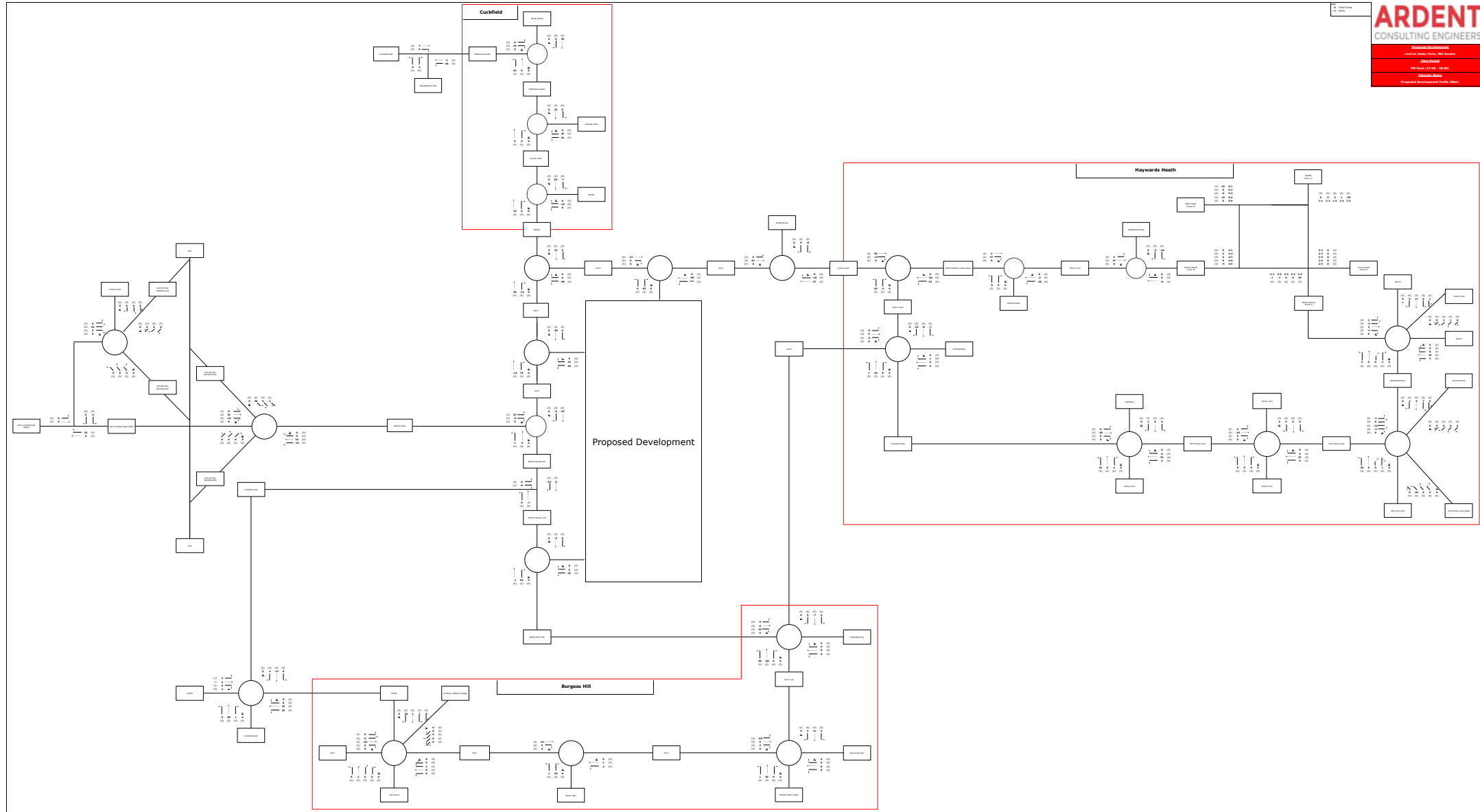












Transport Assessment Appendix H
ARCADY Outputs

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.0.4.1693						
© Copyright TRL Software Limited, 2021						
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Jct O - London Rd.A23 NB Slips.j10

Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY

Report generation date: 27/09/2023 12:35:11

«2039 Do Something Isolated, PM

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

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2019 Baseline						
1 - London Rd (N)	0.1	2.14	0.06	0.0	1.88	0.04
4 - A23 Northbound offslip	0.2	1.62	0.13	0.2	1.58	0.13
5 - London Rd (S)	0.1	1.57	0.11	0.1	1.50	0.09
2039 Do Nothing						
1 - London Rd (N)	0.0	0.00	0.00	0.0	0.00	0.00
4 - A23 Northbound offslip	0.1	1.49	0.11	0.1	1.52	0.13
5 - London Rd (S)	0.2	1.65	0.15	0.1	1.56	0.12
2039 Do Something Isolated						
1 - London Rd (N)	0.0	0.00	0.00	0.0	0.00	0.00
4 - A23 Northbound offslip	0.1	1.48	0.11	0.1	1.51	0.13
5 - London Rd (S)	0.3	1.75	0.20	0.2	1.57	0.13

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

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

File summary

File Description

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

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

2039 Do Something Isolated, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	London Rd / A23 Northbound Slips Rbt	Large Roundabout		1, 3, 4, 5	1.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.54	A

Arms

Arms

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

Roundabout Geometry

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

Large Roundabout Data

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

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - London Rd (N)		ONE HOUR	✓	0	100.000
3 - A23 Northbound onslip					
4 - A23 Northbound offslip		ONE HOUR	✓	312	100.000
5 - London Rd (S)		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	0
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	312
	5 - London Rd (S)	0	315	0	0

Vehicle Mix

HV %s

	To				
		1 - London Rd (N)	3 - A23 Northbound onslip	4 - A23 Northbound offslip	5 - London Rd (S)
From	1 - London Rd (N)	0	0	0	96
	3 - A23 Northbound onslip	0	0	0	0
	4 - A23 Northbound offslip	0	0	0	1
	5 - London Rd (S)	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - London Rd (N)	0.00	0.00	0.0	A	0	0
3 - A23 Northbound onslip						
4 - A23 Northbound offslip	0.13	1.51	0.1	A	286	429
5 - London Rd (S)	0.13	1.57	0.2	A	289	434

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	237	1833	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				237				
4 - A23 Northbound offslip	235	59	0	2722	0.086	235	0	0.0	0.1	1.446	A
5 - London Rd (S)	237	59	0	2633	0.090	237	235	0.0	0.1	1.502	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	283	1782	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				283				
4 - A23 Northbound offslip	280	70	0	2722	0.103	280	0	0.1	0.1	1.473	A
5 - London Rd (S)	283	71	0	2633	0.108	283	280	0.1	0.1	1.531	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	347	1712	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				347				
4 - A23 Northbound offslip	344	86	0	2722	0.126	343	0	0.1	0.1	1.512	A
5 - London Rd (S)	347	87	0	2633	0.132	347	343	0.1	0.2	1.574	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	347	1712	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				347				
4 - A23 Northbound offslip	344	86	0	2722	0.126	344	0	0.1	0.1	1.512	A
5 - London Rd (S)	347	87	0	2633	0.132	347	344	0.2	0.2	1.574	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	283	1782	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				283				
4 - A23 Northbound offslip	280	70	0	2722	0.103	281	0	0.1	0.1	1.476	A
5 - London Rd (S)	283	71	0	2633	0.108	283	281	0.2	0.1	1.533	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - London Rd (N)	0	0	237	1833	0.000	0	0	0.0	0.0	0.000	A
3 - A23 Northbound onslip			0				237				
4 - A23 Northbound offslip	235	59	0	2722	0.086	235	0	0.1	0.1	1.449	A
5 - London Rd (S)	237	59	0	2633	0.090	237	235	0.1	0.1	1.502	A

Junctions 10						
ARCADY 10 - Roundabout Module						
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Filename: Jct W - South Site Access.j10

Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY

Report generation date: 27/09/2023 12:30:35

»2039 Do Something Isolated, AM

»2039 Do Something Isolated, PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2039 Do Something Isolated						
1 - B2036 (N)	0.1	3.58	0.12	0.5	4.80	0.34
2 - Site Access 3	0.0	3.26	0.04	0.0	3.71	0.04
3 - B2036 (S)	0.6	4.68	0.37	0.5	4.28	0.33

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

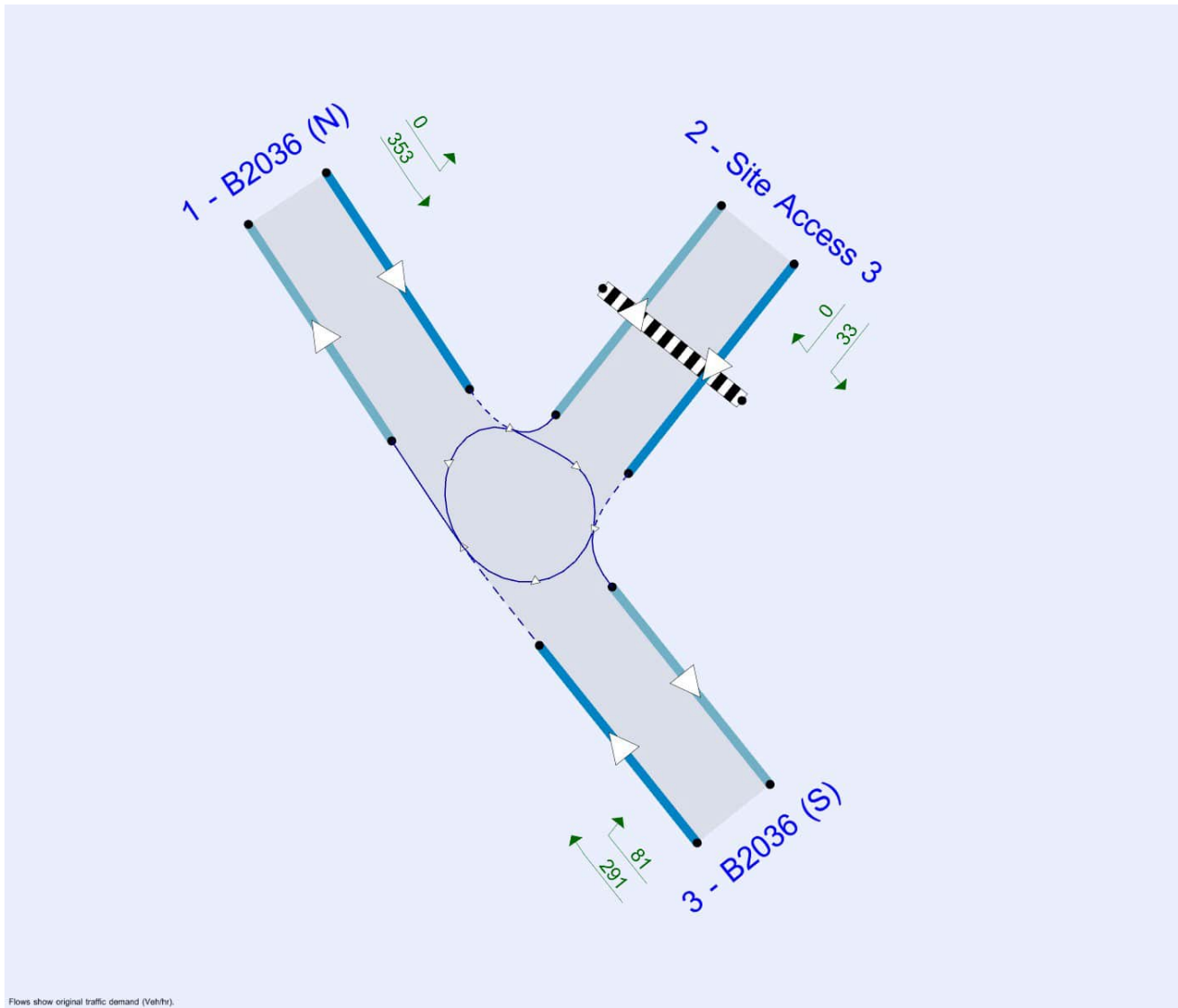
File summary

File Description

Title	B2036 / Site Access 3
Location	
Site number	
Date	28/04/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓
D2	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2039 Do Something Isolated, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2036 / Site Access 3	Standard Roundabout		1, 2, 3	4.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.34	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 (N)		
2	Site Access 3		
3	B2036 (S)		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 (N)	3.00	4.50	10.0	40.0	30.0	30.0		
2 - Site Access 3	3.25	4.50	11.0	20.0	30.0	37.0		
3 - B2036 (S)	3.30	4.50	14.5	15.0	30.0	29.0		

Zebra Crossings

Arm	VGAP (PCU)	Vehs queueing on exit (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
2 - Site Access 3	3.00	3.00		Distance	6.50	4.64

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 (N)	0.573	1246
2 - Site Access 3	0.555	1232
3 - B2036 (S)	0.566	1271

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	129	100.000
2 - Site Access 3		ONE HOUR	✓	39	100.000
3 - B2036 (S)		ONE HOUR	✓	415	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - B2036 (N)		
2 - Site Access 3	[ONEHOUR]	100.00
3 - B2036 (S)		

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 (N)	2 - Site Access 3	3 - B2036 (S)
From	1 - B2036 (N)	0	0	129
	2 - Site Access 3	0	0	39
	3 - B2036 (S)	385	30	0

Vehicle Mix

HV %s

	To			
		1 - B2036 (N)	2 - Site Access 3	3 - B2036 (S)
From	1 - B2036 (N)	0	0	7
	2 - Site Access 3	0	0	0
	3 - B2036 (S)	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.12	3.58	0.1	A	118	178
2 - Site Access 3	0.04	3.26	0.0	A	36	54
3 - B2036 (S)	0.37	4.68	0.6	A	381	571

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	97	24	22		1152	0.084	97	289	0.0	0.1	3.410	A
2 - Site Access 3	29	7	97	75.29	1174	0.025	29	22	0.0	0.0	3.143	A
3 - B2036 (S)	312	78	0		1225	0.255	311	126	0.0	0.3	3.932	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	116	29	27		1150	0.101	116	346	0.1	0.1	3.480	A
2 - Site Access 3	35	9	116	89.90	1163	0.030	35	27	0.0	0.0	3.191	A
3 - B2036 (S)	373	93	0		1225	0.304	373	151	0.3	0.4	4.220	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	142	36	33		1147	0.124	142	423	0.1	0.1	3.582	A
2 - Site Access 3	43	11	142	110.10	1147	0.037	43	33	0.0	0.0	3.258	A
3 - B2036 (S)	457	114	0		1225	0.373	456	185	0.4	0.6	4.676	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	142	36	33		1147	0.124	142	424	0.1	0.1	3.582	A
2 - Site Access 3	43	11	142	110.10	1147	0.037	43	33	0.0	0.0	3.258	A
3 - B2036 (S)	457	114	0		1225	0.373	457	185	0.6	0.6	4.684	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	116	29	27		1150	0.101	116	347	0.1	0.1	3.484	A
2 - Site Access 3	35	9	116	89.90	1163	0.030	35	27	0.0	0.0	3.191	A
3 - B2036 (S)	373	93	0		1225	0.304	374	151	0.6	0.4	4.231	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	97	24	23		1152	0.084	97	290	0.1	0.1	3.411	A
2 - Site Access 3	29	7	97	75.29	1174	0.025	29	23	0.0	0.0	3.146	A
3 - B2036 (S)	312	78	0		1225	0.255	313	127	0.4	0.3	3.946	A

2039 Do Something Isolated, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2036 / Site Access 3	Standard Roundabout		1, 2, 3	4.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 (N)		ONE HOUR	✓	353	100.000
2 - Site Access 3		ONE HOUR	✓	33	100.000
3 - B2036 (S)		ONE HOUR	✓	372	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - B2036 (N)		
2 - Site Access 3	[ONEHOUR]	100.00
3 - B2036 (S)		

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 (N)	2 - Site Access 3	3 - B2036 (S)
From	1 - B2036 (N)	0	0	353
	2 - Site Access 3	0	0	33
	3 - B2036 (S)	291	81	0

Vehicle Mix

HV %s

From	To			
		1 - B2036 (N)	2 - Site Access 3	3 - B2036 (S)
	1 - B2036 (N)	0	0	5
	2 - Site Access 3	0	0	0
	3 - B2036 (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 (N)	0.34	4.80	0.5	A	324	486
2 - Site Access 3	0.04	3.71	0.0	A	30	45
3 - B2036 (S)	0.33	4.28	0.5	A	341	512

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	266	66	61		1153	0.230	265	218	0.0	0.3	4.045	A
2 - Site Access 3	25	6	265	75.29	1078	0.023	25	61	0.0	0.0	3.418	A
3 - B2036 (S)	280	70	0		1251	0.224	279	289	0.0	0.3	3.697	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	317	79	73		1147	0.277	317	261	0.3	0.4	4.336	A
2 - Site Access 3	30	7	317	89.90	1047	0.028	30	73	0.0	0.0	3.537	A
3 - B2036 (S)	334	84	0		1251	0.267	334	347	0.3	0.4	3.924	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	389	97	89		1138	0.342	388	320	0.4	0.5	4.798	A
2 - Site Access 3	36	9	388	110.10	1006	0.036	36	89	0.0	0.0	3.712	A
3 - B2036 (S)	410	102	0		1251	0.327	409	424	0.4	0.5	4.273	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	389	97	89		1138	0.342	389	320	0.5	0.5	4.804	A
2 - Site Access 3	36	9	389	110.10	1005	0.036	36	89	0.0	0.0	3.713	A
3 - B2036 (S)	410	102	0		1251	0.327	410	425	0.5	0.5	4.276	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	317	79	73		1147	0.277	318	262	0.5	0.4	4.347	A
2 - Site Access 3	30	7	318	89.90	1047	0.028	30	73	0.0	0.0	3.539	A
3 - B2036 (S)	334	84	0		1251	0.267	335	348	0.5	0.4	3.931	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 (N)	266	66	61		1153	0.230	266	219	0.4	0.3	4.060	A
2 - Site Access 3	25	6	266	75.29	1077	0.023	25	61	0.0	0.0	3.424	A
3 - B2036 (S)	280	70	0		1251	0.224	280	291	0.4	0.3	3.708	A

Junctions 10		
ARCADY 10 - Roundabout Module		
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Filename: Jct C - Ardingly Road Mini-Roundabout (Existing).j10

Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY

Report generation date: 06/10/2023 10:53:53

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

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2019 Baseline						
1 - B2036 Whitemans Green (N)	3.4	17.23	0.78	2.1	11.17	0.68
2 - Ardingly Road (E)	1.1	9.58	0.52	1.4	11.95	0.59
3 - B2036 London Road (S)	5.8	24.87	0.86	0.8	5.91	0.43
2039 Do Nothing						
1 - B2036 Whitemans Green (N)	28.2	103.05	1.02	8.7	35.50	0.91
2 - Ardingly Road (E)	2.2	17.61	0.70	2.0	16.27	0.67
3 - B2036 London Road (S)	7.6	32.10	0.90	1.2	7.87	0.55
2039 Do Something Isolated						
1 - B2036 Whitemans Green (N)	47.5	162.71	1.08	11.8	46.61	0.94
2 - Ardingly Road (E)	1.9	15.28	0.67	3.9	27.88	0.81
3 - B2036 London Road (S)	17.5	65.45	0.98	1.3	8.35	0.56

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

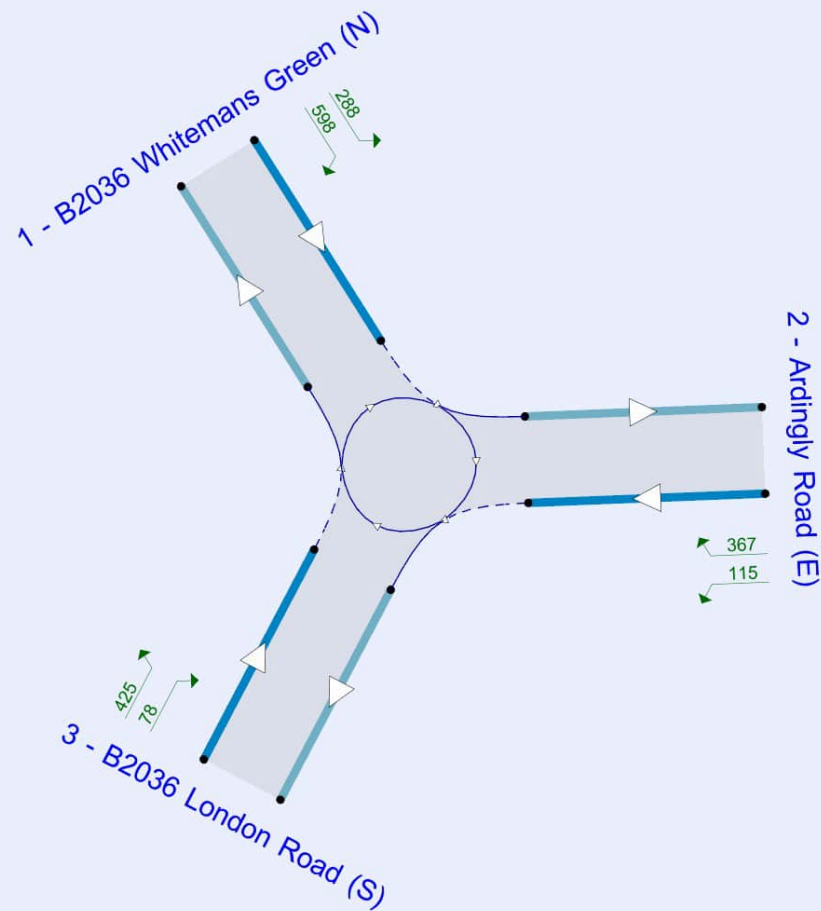
File summary

File Description

Title	B2036 / Ardingly Rd Mini Rbt
Location	
Site number	
Date	06/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\jsymington
Description	

Units

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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	19.07	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.07	C

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 Whitemans Green (N)		
2	Ardingly Road (E)		
3	B2036 London Road (S)		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 Whitemans Green (N)	3.40	4.10	1.1	10.8	13.0	18.0		
2 - Ardingly Road (E)	3.00	4.29	1.6	10.4	13.0	21.0		
3 - B2036 London Road (S)	3.40	4.10	2.8	20.2	13.0	6.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 Whitemans Green (N)	0.542	1100
2 - Ardingly Road (E)	0.518	1004
3 - B2036 London Road (S)	0.597	1242

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	676	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	365	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	799	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
1 - B2036 Whitemans Green (N)		0	313	363
2 - Ardingly Road (E)		286	0	79
3 - B2036 London Road (S)		601	198	0

Vehicle Mix

HV %s

From	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
1 - B2036 Whitemans Green (N)		0	1	5
2 - Ardingly Road (E)		1	0	2
3 - B2036 London Road (S)		4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	0.78	17.23	3.4	C	620	930
2 - Ardingly Road (E)	0.52	9.58	1.1	A	335	502
3 - B2036 London Road (S)	0.86	24.87	5.8	C	733	1100

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	509	127	148	988	0.515	505	663	0.0	1.0	7.382	A
2 - Ardingly Road (E)	275	69	271	846	0.325	273	382	0.0	0.5	6.259	A
3 - B2036 London Road (S)	602	150	214	1078	0.558	597	330	0.0	1.2	7.403	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	608	152	177	973	0.625	605	794	1.0	1.6	9.736	A
2 - Ardingly Road (E)	328	82	325	817	0.401	327	457	0.5	0.7	7.338	A
3 - B2036 London Road (S)	718	180	257	1053	0.682	715	396	1.2	2.1	10.540	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	744	186	215	953	0.781	738	966	1.6	3.3	16.225	C
2 - Ardingly Road (E)	402	100	396	779	0.516	400	556	0.7	1.0	9.465	A
3 - B2036 London Road (S)	880	220	314	1020	0.863	867	483	2.1	5.4	21.837	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	744	186	218	951	0.782	744	975	3.3	3.4	17.228	C
2 - Ardingly Road (E)	402	100	399	777	0.517	402	562	1.0	1.1	9.583	A
3 - B2036 London Road (S)	880	220	315	1019	0.863	878	486	5.4	5.8	24.867	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	608	152	181	970	0.626	615	809	3.4	1.7	10.304	B
2 - Ardingly Road (E)	328	82	330	815	0.403	330	466	1.1	0.7	7.444	A
3 - B2036 London Road (S)	718	180	258	1052	0.683	732	401	5.8	2.2	11.722	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	509	127	150	987	0.516	511	671	1.7	1.1	7.610	A
2 - Ardingly Road (E)	275	69	275	844	0.325	276	387	0.7	0.5	6.337	A
3 - B2036 London Road (S)	602	150	216	1077	0.559	605	334	2.2	1.3	7.696	A

2019 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	9.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	633	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	386	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	150	483
	2 - Ardingly Road (E)	246	0	140
	3 - B2036 London Road (S)	297	124	0

Vehicle Mix

HV %s

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	0	1
	2 - Ardingly Road (E)	0	0	0
	3 - B2036 London Road (S)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	0.68	11.17	2.1	B	581	871
2 - Ardingly Road (E)	0.59	11.95	1.4	B	354	531
3 - B2036 London Road (S)	0.43	5.91	0.8	A	386	579

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	477	119	93	1042	0.457	473	406	0.0	0.8	6.292	A
2 - Ardingly Road (E)	291	73	361	815	0.357	288	205	0.0	0.5	6.808	A
3 - B2036 London Road (S)	317	79	184	1124	0.282	315	466	0.0	0.4	4.442	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	569	142	111	1032	0.551	568	487	0.8	1.2	7.723	A
2 - Ardingly Road (E)	347	87	433	777	0.446	346	246	0.5	0.8	8.325	A
3 - B2036 London Road (S)	378	95	221	1103	0.343	378	559	0.4	0.5	4.964	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	697	174	136	1019	0.684	693	596	1.2	2.1	10.946	B
2 - Ardingly Road (E)	425	106	529	727	0.584	423	301	0.8	1.4	11.732	B
3 - B2036 London Road (S)	464	116	269	1074	0.432	463	682	0.5	0.8	5.883	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	697	174	137	1019	0.684	697	598	2.1	2.1	11.171	B
2 - Ardingly Road (E)	425	106	532	726	0.585	425	302	1.4	1.4	11.948	B
3 - B2036 London Road (S)	464	116	271	1073	0.432	464	686	0.8	0.8	5.907	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	569	142	112	1032	0.551	573	490	2.1	1.3	7.894	A
2 - Ardingly Road (E)	347	87	437	775	0.447	349	247	1.4	0.8	8.491	A
3 - B2036 London Road (S)	378	95	223	1101	0.344	379	564	0.8	0.5	4.993	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	477	119	94	1042	0.457	478	410	1.3	0.9	6.404	A
2 - Ardingly Road (E)	291	73	365	813	0.357	292	207	0.8	0.6	6.916	A
3 - B2036 London Road (S)	317	79	186	1123	0.282	317	471	0.5	0.4	4.470	A

2039 Do Nothing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	58.52	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	58.52	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	869	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	428	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	307	562
	2 - Ardingly Road (E)	298	0	130
	3 - B2036 London Road (S)	610	216	0

Vehicle Mix

HV %s

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	2	5
	2 - Ardingly Road (E)	1	0	1
	3 - B2036 London Road (S)	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	1.02	103.05	28.2	F	797	1196
2 - Ardingly Road (E)	0.70	17.61	2.2	C	393	589
3 - B2036 London Road (S)	0.90	32.10	7.6	D	758	1137

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	654	164	161	974	0.672	646	678	0.0	2.0	10.753	B
2 - Ardingly Road (E)	322	81	418	769	0.419	319	390	0.0	0.7	7.958	A
3 - B2036 London Road (S)	622	155	222	1073	0.579	616	515	0.0	1.3	7.789	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	781	195	193	957	0.816	773	812	2.0	4.0	18.767	C
2 - Ardingly Road (E)	385	96	500	725	0.531	383	466	0.7	1.1	10.486	B
3 - B2036 London Road (S)	743	186	267	1047	0.709	739	616	1.3	2.3	11.505	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	957	239	233	936	1.022	899	984	4.0	18.5	58.802	F
2 - Ardingly Road (E)	471	118	581	681	0.692	467	551	1.1	2.1	16.508	C
3 - B2036 London Road (S)	909	227	325	1013	0.897	892	723	2.3	6.8	26.364	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	957	239	237	934	1.025	918	997	18.5	28.2	103.048	F
2 - Ardingly Road (E)	471	118	594	674	0.699	471	561	2.1	2.2	17.605	C
3 - B2036 London Road (S)	909	227	328	1012	0.899	906	737	6.8	7.6	32.098	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	781	195	199	954	0.819	872	834	28.2	5.4	58.014	F
2 - Ardingly Road (E)	385	96	564	690	0.557	389	508	2.2	1.3	12.072	B
3 - B2036 London Road (S)	743	186	271	1045	0.710	763	682	7.6	2.6	13.563	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	654	164	164	972	0.673	667	689	5.4	2.1	12.271	B
2 - Ardingly Road (E)	322	81	432	762	0.423	324	400	1.3	0.7	8.274	A
3 - B2036 London Road (S)	622	155	226	1071	0.580	626	530	2.6	1.4	8.172	A

2039 Do Nothing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	23.24	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.24	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	857	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	407	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	504	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	283	574
	2 - Ardingly Road (E)	324	0	83
	3 - B2036 London Road (S)	426	78	0

Vehicle Mix

HV %s

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	0	3
	2 - Ardingly Road (E)	0	0	0
	3 - B2036 London Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	0.91	35.50	8.7	E	786	1180
2 - Ardingly Road (E)	0.67	16.27	2.0	C	373	560
3 - B2036 London Road (S)	0.55	7.87	1.2	A	462	694

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	645	161	58	1048	0.616	639	561	0.0	1.6	8.681	A
2 - Ardingly Road (E)	306	77	428	776	0.395	304	269	0.0	0.6	7.588	A
3 - B2036 London Road (S)	379	95	242	1079	0.352	377	490	0.0	0.5	5.112	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	770	193	70	1042	0.740	766	672	1.6	2.7	12.842	B
2 - Ardingly Road (E)	366	91	513	730	0.501	365	323	0.6	1.0	9.802	A
3 - B2036 London Road (S)	453	113	290	1051	0.431	452	587	0.5	0.7	6.003	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	944	236	86	1033	0.913	924	821	2.7	7.7	28.625	D
2 - Ardingly Road (E)	448	112	619	674	0.665	444	391	1.0	1.9	15.438	C
3 - B2036 London Road (S)	555	139	354	1014	0.547	553	709	0.7	1.2	7.787	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	944	236	86	1033	0.913	940	825	7.7	8.7	35.498	E
2 - Ardingly Road (E)	448	112	629	668	0.670	448	396	1.9	2.0	16.269	C
3 - B2036 London Road (S)	555	139	356	1012	0.548	555	721	1.2	1.2	7.870	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	770	193	70	1041	0.740	793	679	8.7	3.0	15.684	C
2 - Ardingly Road (E)	366	91	531	721	0.508	370	332	2.0	1.1	10.359	B
3 - B2036 London Road (S)	453	113	294	1049	0.432	455	607	1.2	0.8	6.078	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	645	161	59	1047	0.616	651	567	3.0	1.6	9.193	A
2 - Ardingly Road (E)	306	77	436	772	0.397	308	274	1.1	0.7	7.790	A
3 - B2036 London Road (S)	379	95	245	1077	0.352	380	499	0.8	0.5	5.171	A

2039 Do Something Isolated, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	95.14	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	95.14	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	883	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	425	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	904	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	348	535
	2 - Ardingly Road (E)	294	0	131
	3 - B2036 London Road (S)	621	283	0

Vehicle Mix

HV %s

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	2	5
	2 - Ardingly Road (E)	1	0	1
	3 - B2036 London Road (S)	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	1.08	162.71	47.5	F	810	1215
2 - Ardingly Road (E)	0.67	15.28	1.9	C	390	585
3 - B2036 London Road (S)	0.98	65.45	17.5	F	830	1244

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	665	166	211	949	0.701	656	682	0.0	2.2	11.957	B
2 - Ardingly Road (E)	320	80	397	780	0.410	317	469	0.0	0.7	7.732	A
3 - B2036 London Road (S)	681	170	219	1077	0.632	674	495	0.0	1.7	8.796	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	794	198	253	927	0.857	782	817	2.2	5.1	23.243	C
2 - Ardingly Road (E)	382	96	474	739	0.517	381	561	0.7	1.0	10.010	B
3 - B2036 London Road (S)	813	203	263	1051	0.773	807	591	1.7	3.2	14.365	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	972	243	299	902	1.078	882	978	5.1	27.7	81.348	F
2 - Ardingly Road (E)	468	117	534	706	0.662	465	647	1.0	1.9	14.681	B
3 - B2036 London Road (S)	995	249	321	1017	0.979	955	677	3.2	13.2	42.597	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	972	243	306	898	1.082	893	995	27.7	47.5	162.712	F
2 - Ardingly Road (E)	468	117	541	703	0.666	468	658	1.9	1.9	15.281	C
3 - B2036 London Road (S)	995	249	324	1016	0.980	978	685	13.2	17.5	65.450	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	794	198	272	917	0.866	898	862	47.5	21.5	142.241	F
2 - Ardingly Road (E)	382	96	544	701	0.545	385	625	1.9	1.2	11.480	B
3 - B2036 London Road (S)	813	203	266	1049	0.774	868	663	17.5	3.7	24.624	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	665	166	215	946	0.703	741	696	21.5	2.5	23.744	C
2 - Ardingly Road (E)	320	80	449	752	0.425	322	507	1.2	0.8	8.397	A
3 - B2036 London Road (S)	681	170	223	1075	0.633	688	548	3.7	1.8	9.492	A

2039 Do Something Isolated, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	31.53	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.53	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	886	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	482	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	503	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	288	598
	2 - Ardingly Road (E)	367	0	115
	3 - B2036 London Road (S)	425	78	0

Vehicle Mix

HV %s

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	0	3
	2 - Ardingly Road (E)	0	0	0
	3 - B2036 London Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	0.94	46.61	11.8	E	813	1220
2 - Ardingly Road (E)	0.81	27.88	3.9	D	442	663
3 - B2036 London Road (S)	0.56	8.35	1.3	A	462	692

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	667	167	58	1048	0.637	660	592	0.0	1.7	9.142	A
2 - Ardingly Road (E)	363	91	446	766	0.474	359	273	0.0	0.9	8.773	A
3 - B2036 London Road (S)	379	95	274	1061	0.357	376	531	0.0	0.6	5.244	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	796	199	70	1041	0.765	791	709	1.7	3.1	14.074	B
2 - Ardingly Road (E)	433	108	534	719	0.602	431	327	0.9	1.5	12.387	B
3 - B2036 London Road (S)	452	113	328	1029	0.440	451	637	0.6	0.8	6.223	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	976	244	86	1033	0.944	948	864	3.1	9.9	34.508	D
2 - Ardingly Road (E)	531	133	640	663	0.801	522	394	1.5	3.6	24.319	C
3 - B2036 London Road (S)	554	138	398	988	0.561	552	765	0.8	1.3	8.222	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	976	244	86	1033	0.944	968	871	9.9	11.8	46.605	E
2 - Ardingly Road (E)	531	133	653	656	0.809	529	400	3.6	3.9	27.878	D
3 - B2036 London Road (S)	554	138	403	985	0.562	554	779	1.3	1.3	8.348	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	796	199	70	1041	0.765	830	720	11.8	3.5	19.296	C
2 - Ardingly Road (E)	433	108	560	705	0.614	442	340	3.9	1.7	14.126	B
3 - B2036 London Road (S)	452	113	337	1024	0.442	454	666	1.3	0.8	6.342	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	667	167	59	1047	0.637	674	599	3.5	1.8	9.803	A
2 - Ardingly Road (E)	363	91	455	761	0.477	366	278	1.7	0.9	9.163	A
3 - B2036 London Road (S)	379	95	279	1058	0.358	380	542	0.8	0.6	5.316	A

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021		
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Filename: Jct C - Ardingly Road Mini-Roundabout (Mitigation).j10

Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY

Report generation date: 06/10/2023 10:56:51

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

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2019 Baseline						
1 - B2036 Whitemans Green (N)	1.1	5.25	0.52	0.8	4.39	0.46
2 - Ardingly Road (E)	0.8	7.58	0.46	1.1	9.02	0.52
3 - B2036 London Road (S)	2.3	9.66	0.70	0.5	4.23	0.35
2039 Do Nothing						
1 - B2036 Whitemans Green (N)	2.1	8.00	0.68	1.6	6.13	0.62
2 - Ardingly Road (E)	1.6	12.65	0.62	1.4	11.45	0.59
3 - B2036 London Road (S)	2.7	10.74	0.73	0.8	5.21	0.45
2039 Do Something Isolated						
1 - B2036 Whitemans Green (N)	2.4	9.22	0.71	1.7	6.48	0.64
2 - Ardingly Road (E)	1.5	11.82	0.61	2.4	16.52	0.71
3 - B2036 London Road (S)	3.8	14.11	0.80	0.8	5.43	0.46

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

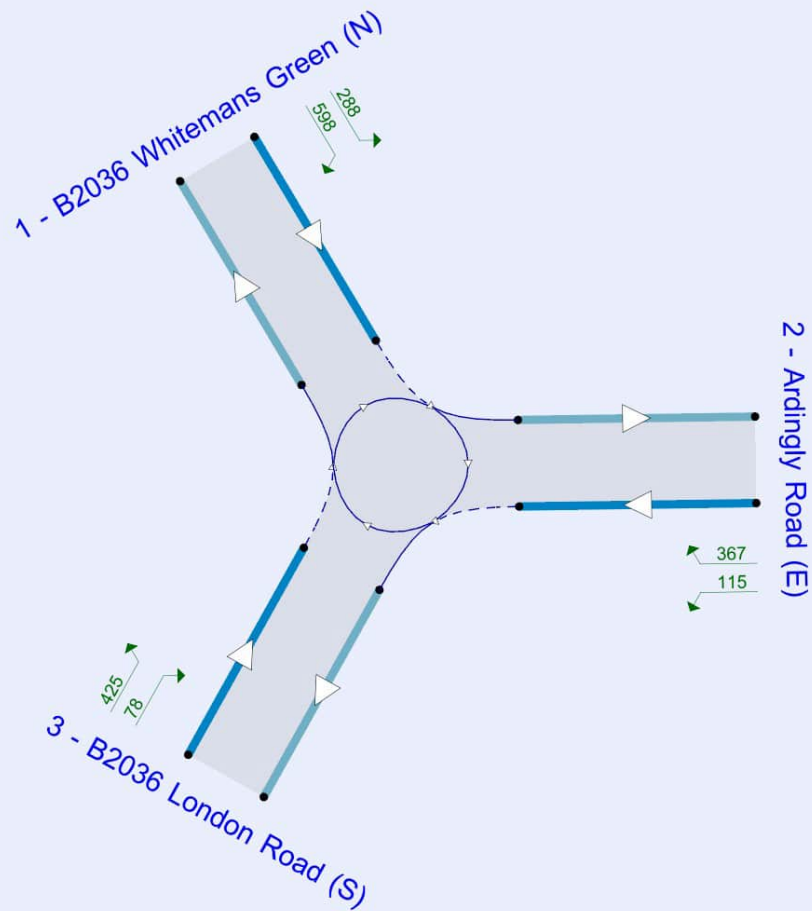
File summary

File Description

Title	B2036 / Ardingly Rd Mini Rbt
Location	
Site number	
Date	06/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\jsymington
Description	

Units

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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2039 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓
D5	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	7.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.63	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2036 Whitemans Green (N)		
2	Ardingly Road (E)		
3	B2036 London Road (S)		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B2036 Whitemans Green (N)	3.66	6.67	13.2	10.0	13.0	19.2		
2 - Ardingly Road (E)	3.20	5.76	2.1	10.0	13.5	18.7		
3 - B2036 London Road (S)	3.75	5.41	5.3	20.0	13.5	6.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2036 Whitemans Green (N)	0.646	1617
2 - Ardingly Road (E)	0.542	1115
3 - B2036 London Road (S)	0.650	1499

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	676	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	365	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	799	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
1 - B2036 Whitemans Green (N)		0	313	363
2 - Ardingly Road (E)		286	0	79
3 - B2036 London Road (S)		601	198	0

Vehicle Mix

HV %s

From	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
1 - B2036 Whitemans Green (N)		0	1	5
2 - Ardingly Road (E)		1	0	2
3 - B2036 London Road (S)		4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	0.52	5.25	1.1	A	620	930
2 - Ardingly Road (E)	0.46	7.58	0.8	A	335	502
3 - B2036 London Road (S)	0.70	9.66	2.3	A	733	1100

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	509	127	148	1474	0.345	507	664	0.0	0.5	3.714	A
2 - Ardingly Road (E)	275	69	272	949	0.290	273	383	0.0	0.4	5.316	A
3 - B2036 London Road (S)	602	150	214	1316	0.457	598	331	0.0	0.8	4.993	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	608	152	178	1455	0.418	607	796	0.5	0.7	4.239	A
2 - Ardingly Road (E)	328	82	326	918	0.357	328	459	0.4	0.6	6.085	A
3 - B2036 London Road (S)	718	180	257	1289	0.557	717	397	0.8	1.2	6.274	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	744	186	217	1431	0.520	743	973	0.7	1.1	5.225	A
2 - Ardingly Road (E)	402	100	399	877	0.458	401	561	0.6	0.8	7.533	A
3 - B2036 London Road (S)	880	220	314	1252	0.702	876	486	1.2	2.3	9.450	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	744	186	218	1430	0.521	744	976	1.1	1.1	5.250	A
2 - Ardingly Road (E)	402	100	400	877	0.458	402	563	0.8	0.8	7.575	A
3 - B2036 London Road (S)	880	220	315	1252	0.703	880	487	2.3	2.3	9.660	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	608	152	179	1455	0.418	609	801	1.1	0.7	4.265	A
2 - Ardingly Road (E)	328	82	327	918	0.358	329	461	0.8	0.6	6.127	A
3 - B2036 London Road (S)	718	180	258	1288	0.558	722	398	2.3	1.3	6.413	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	509	127	149	1473	0.345	510	670	0.7	0.5	3.738	A
2 - Ardingly Road (E)	275	69	274	948	0.290	275	385	0.6	0.4	5.359	A
3 - B2036 London Road (S)	602	150	216	1315	0.458	603	333	1.3	0.9	5.073	A

2019 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	5.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	633	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	386	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	150	483
	2 - Ardingly Road (E)	246	0	140
	3 - B2036 London Road (S)	297	124	0

Vehicle Mix

HV %s

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	0	1
	2 - Ardingly Road (E)	0	0	0
	3 - B2036 London Road (S)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	0.46	4.39	0.8	A	581	871
2 - Ardingly Road (E)	0.52	9.02	1.1	A	354	531
3 - B2036 London Road (S)	0.35	4.23	0.5	A	386	579

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	477	119	93	1545	0.308	475	407	0.0	0.4	3.357	A
2 - Ardingly Road (E)	291	73	362	917	0.317	289	206	0.0	0.5	5.716	A
3 - B2036 London Road (S)	317	79	184	1370	0.231	316	467	0.0	0.3	3.412	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	569	142	111	1533	0.371	568	487	0.4	0.6	3.729	A
2 - Ardingly Road (E)	347	87	434	878	0.395	346	246	0.5	0.6	6.764	A
3 - B2036 London Road (S)	378	95	221	1346	0.281	378	559	0.3	0.4	3.718	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	697	174	136	1517	0.459	696	596	0.6	0.8	4.376	A
2 - Ardingly Road (E)	425	106	531	824	0.516	423	301	0.6	1.0	8.942	A
3 - B2036 London Road (S)	464	116	270	1315	0.353	463	685	0.4	0.5	4.224	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	697	174	137	1517	0.459	697	598	0.8	0.8	4.387	A
2 - Ardingly Road (E)	425	106	532	824	0.516	425	302	1.0	1.1	9.018	A
3 - B2036 London Road (S)	464	116	271	1314	0.353	464	686	0.5	0.5	4.232	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	569	142	112	1533	0.371	570	490	0.8	0.6	3.743	A
2 - Ardingly Road (E)	347	87	435	877	0.396	349	247	1.1	0.7	6.831	A
3 - B2036 London Road (S)	378	95	222	1345	0.281	379	561	0.5	0.4	3.726	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	477	119	93	1545	0.308	477	410	0.6	0.4	3.372	A
2 - Ardingly Road (E)	291	73	364	916	0.317	291	207	0.7	0.5	5.771	A
3 - B2036 London Road (S)	317	79	186	1369	0.232	317	470	0.4	0.3	3.426	A

2039 Do Nothing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	9.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2039 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	869	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	428	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	307	562
	2 - Ardingly Road (E)	298	0	130
	3 - B2036 London Road (S)	610	216	0

Vehicle Mix

HV %s

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	2	5
	2 - Ardingly Road (E)	1	0	1
	3 - B2036 London Road (S)	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	0.68	8.00	2.1	A	797	1196
2 - Ardingly Road (E)	0.62	12.65	1.6	B	393	589
3 - B2036 London Road (S)	0.73	10.74	2.7	B	758	1137

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	654	164	162	1454	0.450	651	679	0.0	0.8	4.464	A
2 - Ardingly Road (E)	322	81	421	867	0.372	320	392	0.0	0.6	6.554	A
3 - B2036 London Road (S)	622	155	223	1311	0.474	618	518	0.0	0.9	5.174	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	781	195	194	1434	0.545	780	814	0.8	1.2	5.488	A
2 - Ardingly Road (E)	385	96	504	820	0.469	384	469	0.6	0.9	8.228	A
3 - B2036 London Road (S)	743	186	267	1283	0.579	741	621	0.9	1.4	6.620	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	957	239	237	1407	0.680	953	994	1.2	2.1	7.878	A
2 - Ardingly Road (E)	471	118	616	757	0.623	468	573	0.9	1.6	12.359	B
3 - B2036 London Road (S)	909	227	326	1245	0.730	904	759	1.4	2.6	10.413	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	957	239	238	1407	0.680	957	999	2.1	2.1	7.995	A
2 - Ardingly Road (E)	471	118	619	755	0.624	471	576	1.6	1.6	12.646	B
3 - B2036 London Road (S)	909	227	328	1244	0.731	909	762	2.6	2.7	10.736	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	781	195	195	1433	0.545	785	822	2.1	1.2	5.584	A
2 - Ardingly Road (E)	385	96	508	818	0.470	388	473	1.6	0.9	8.418	A
3 - B2036 London Road (S)	743	186	270	1281	0.580	748	625	2.7	1.4	6.811	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	654	164	163	1453	0.450	656	686	1.2	0.8	4.523	A
2 - Ardingly Road (E)	322	81	424	865	0.372	323	395	0.9	0.6	6.660	A
3 - B2036 London Road (S)	622	155	225	1309	0.475	624	522	1.4	0.9	5.267	A

2039 Do Nothing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	7.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2039 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	857	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	407	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	504	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	283	574
	2 - Ardingly Road (E)	324	0	83
	3 - B2036 London Road (S)	426	78	0

Vehicle Mix

HV %s

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	0	3
	2 - Ardingly Road (E)	0	0	0
	3 - B2036 London Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	0.62	6.13	1.6	A	786	1180
2 - Ardingly Road (E)	0.59	11.45	1.4	B	373	560
3 - B2036 London Road (S)	0.45	5.21	0.8	A	462	694

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	645	161	58	1548	0.417	642	562	0.0	0.7	3.963	A
2 - Ardingly Road (E)	306	77	430	875	0.350	304	271	0.0	0.5	6.286	A
3 - B2036 London Road (S)	379	95	242	1320	0.288	378	492	0.0	0.4	3.816	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	770	193	70	1541	0.500	769	673	0.7	1.0	4.659	A
2 - Ardingly Road (E)	366	91	515	827	0.442	365	324	0.5	0.8	7.765	A
3 - B2036 London Road (S)	453	113	290	1289	0.352	453	590	0.4	0.5	4.303	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	944	236	86	1531	0.616	941	823	1.0	1.6	6.080	A
2 - Ardingly Road (E)	448	112	630	763	0.587	446	397	0.8	1.4	11.254	B
3 - B2036 London Road (S)	555	139	355	1248	0.445	554	721	0.5	0.8	5.183	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	944	236	86	1531	0.616	944	826	1.6	1.6	6.129	A
2 - Ardingly Road (E)	448	112	632	762	0.588	448	397	1.4	1.4	11.446	B
3 - B2036 London Road (S)	555	139	357	1246	0.445	555	723	0.8	0.8	5.206	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	770	193	70	1541	0.500	773	677	1.6	1.0	4.703	A
2 - Ardingly Road (E)	366	91	518	826	0.443	368	325	1.4	0.8	7.902	A
3 - B2036 London Road (S)	453	113	293	1287	0.352	454	593	0.8	0.5	4.329	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	645	161	59	1548	0.417	646	566	1.0	0.7	3.997	A
2 - Ardingly Road (E)	306	77	433	873	0.351	307	272	0.8	0.5	6.371	A
3 - B2036 London Road (S)	379	95	245	1318	0.288	380	496	0.5	0.4	3.840	A

2039 Do Something Isolated, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	11.71	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.71	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	883	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	425	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	904	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	348	535
	2 - Ardingly Road (E)	294	0	131
	3 - B2036 London Road (S)	621	283	0

Vehicle Mix

HV %s

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	2	5
	2 - Ardingly Road (E)	1	0	1
	3 - B2036 London Road (S)	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	0.71	9.22	2.4	A	810	1215
2 - Ardingly Road (E)	0.61	11.82	1.5	B	390	585
3 - B2036 London Road (S)	0.80	14.11	3.8	B	830	1244

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	665	166	212	1425	0.467	661	684	0.0	0.9	4.696	A
2 - Ardingly Road (E)	320	80	401	878	0.364	318	472	0.0	0.6	6.396	A
3 - B2036 London Road (S)	681	170	220	1315	0.518	676	499	0.0	1.1	5.602	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	794	198	254	1398	0.568	792	820	0.9	1.3	5.922	A
2 - Ardingly Road (E)	382	96	480	834	0.458	381	566	0.6	0.8	7.934	A
3 - B2036 London Road (S)	813	203	264	1287	0.632	810	597	1.1	1.7	7.514	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	972	243	309	1363	0.713	968	1000	1.3	2.4	8.999	A
2 - Ardingly Road (E)	468	117	586	774	0.605	465	691	0.8	1.5	11.576	B
3 - B2036 London Road (S)	995	249	322	1250	0.796	987	730	1.7	3.7	13.335	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	972	243	311	1362	0.714	972	1007	2.4	2.4	9.221	A
2 - Ardingly Road (E)	468	117	589	772	0.606	468	695	1.5	1.5	11.816	B
3 - B2036 London Road (S)	995	249	324	1249	0.797	995	733	3.7	3.8	14.109	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	794	198	257	1396	0.569	798	830	2.4	1.3	6.066	A
2 - Ardingly Road (E)	382	96	484	832	0.459	385	572	1.5	0.9	8.102	A
3 - B2036 London Road (S)	813	203	266	1285	0.632	821	602	3.8	1.8	7.882	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	665	166	214	1423	0.467	667	691	1.3	0.9	4.770	A
2 - Ardingly Road (E)	320	80	404	877	0.365	321	477	0.9	0.6	6.493	A
3 - B2036 London Road (S)	681	170	222	1313	0.518	683	503	1.8	1.1	5.737	A

2039 Do Something Isolated, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ardingly Road Mini-Roundabout	Standard Roundabout		1, 2, 3	8.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - B2036 Whitemans Green (N)		ONE HOUR	✓	886	100.000
2 - Ardingly Road (E)		ONE HOUR	✓	482	100.000
3 - B2036 London Road (S)		ONE HOUR	✓	503	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	288	598
	2 - Ardingly Road (E)	367	0	115
	3 - B2036 London Road (S)	425	78	0

Vehicle Mix

HV %s

	To			
		1 - B2036 Whitemans Green (N)	2 - Ardingly Road (E)	3 - B2036 London Road (S)
From	1 - B2036 Whitemans Green (N)	0	0	3
	2 - Ardingly Road (E)	0	0	0
	3 - B2036 London Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2036 Whitemans Green (N)	0.64	6.48	1.7	A	813	1220
2 - Ardingly Road (E)	0.71	16.52	2.4	C	442	663
3 - B2036 London Road (S)	0.46	5.43	0.8	A	462	692

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	667	167	58	1548	0.431	664	593	0.0	0.8	4.059	A
2 - Ardingly Road (E)	363	91	448	865	0.420	360	274	0.0	0.7	7.091	A
3 - B2036 London Road (S)	379	95	274	1299	0.291	377	534	0.0	0.4	3.897	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	796	199	70	1541	0.517	795	710	0.8	1.1	4.822	A
2 - Ardingly Road (E)	433	108	537	815	0.531	432	329	0.7	1.1	9.342	A
3 - B2036 London Road (S)	452	113	329	1264	0.358	452	640	0.4	0.6	4.427	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	976	244	86	1531	0.637	973	867	1.1	1.7	6.422	A
2 - Ardingly Road (E)	531	133	657	749	0.709	526	402	1.1	2.3	15.838	C
3 - B2036 London Road (S)	554	138	400	1218	0.455	553	782	0.6	0.8	5.400	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	976	244	86	1531	0.637	975	872	1.7	1.7	6.481	A
2 - Ardingly Road (E)	531	133	658	748	0.710	530	403	2.3	2.4	16.522	C
3 - B2036 London Road (S)	554	138	404	1216	0.455	554	785	0.8	0.8	5.434	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	796	199	70	1540	0.517	799	717	1.7	1.1	4.872	A
2 - Ardingly Road (E)	433	108	539	814	0.532	438	330	2.4	1.2	9.698	A
3 - B2036 London Road (S)	452	113	334	1261	0.359	453	644	0.8	0.6	4.461	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B2036 Whitemans Green (N)	667	167	59	1548	0.431	668	598	1.1	0.8	4.100	A
2 - Ardingly Road (E)	363	91	451	863	0.420	365	276	1.2	0.7	7.244	A
3 - B2036 London Road (S)	379	95	278	1297	0.292	379	538	0.6	0.4	3.925	A

Junctions 10							
ARCADY 10 - Roundabout Module							
Version: 10.0.4.1693							
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Filename: Jct F - Northern Site Access.j10

Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY

Report generation date: 27/09/2023 12:06:06

»2039 Do Something Isolated, AM

»2039 Do Something Isolated, PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2039 Do Something Isolated						
1 - A272 (E)	0.6	4.48	0.39	2.5	9.38	0.72
2 - Site Access 1	0.2	4.08	0.16	0.1	4.77	0.08
3 - A272 (W)	3.0	14.40	0.75	1.0	6.12	0.49

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

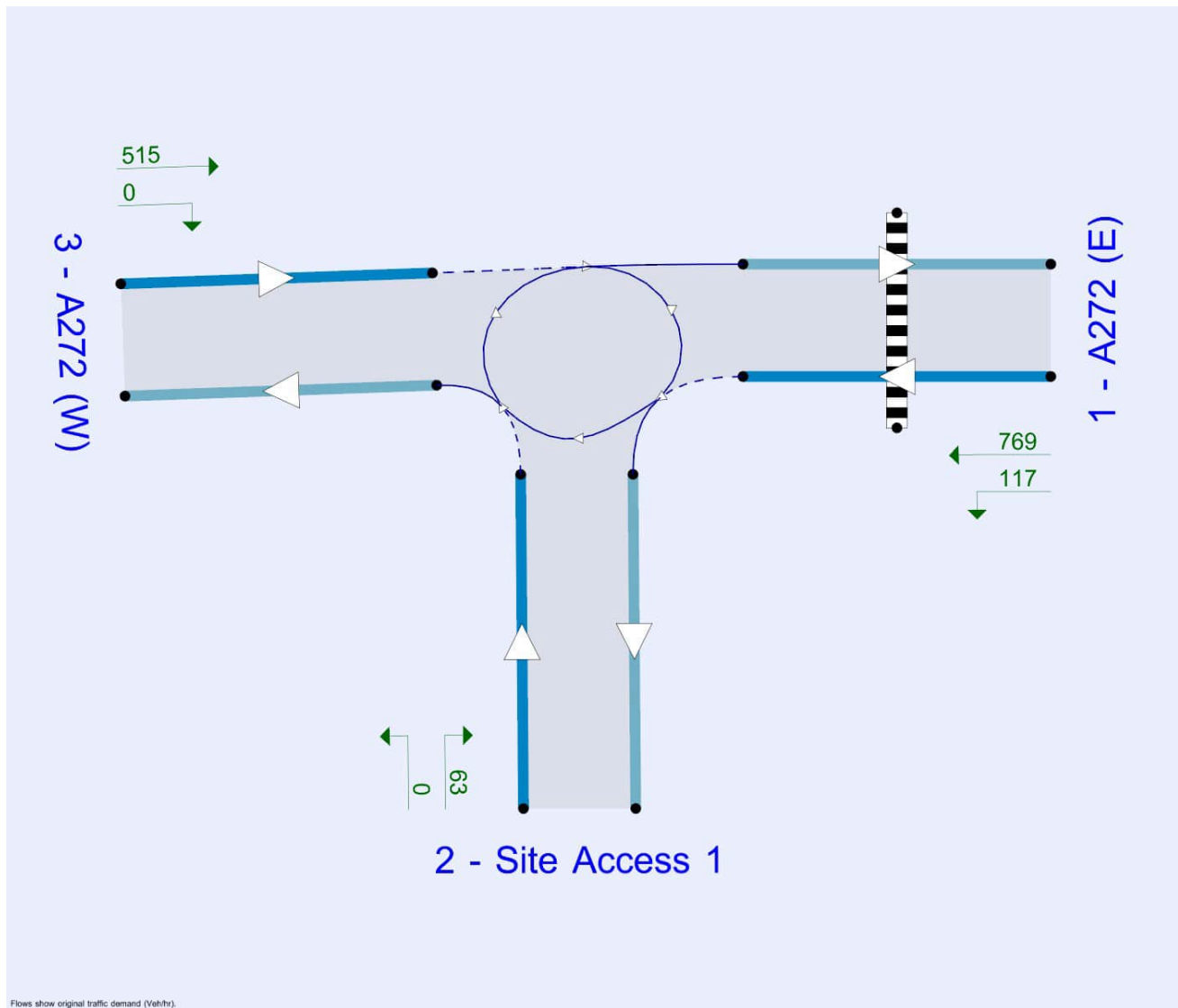
File summary

File Description

Title	A272 / Site Access 1
Location	
Site number	
Date	27/04/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓
D2	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2039 Do Something Isolated, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / Site Access 1	Standard Roundabout		1, 2, 3	9.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.71	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A272 (E)		
2	Site Access 1		
3	A272 (W)		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - A272 (E)	3.65	4.50	13.5	40.0	30.0	26.0		
2 - Site Access 1	3.25	4.50	12.5	42.0	30.0	23.0		
3 - A272 (W)	3.50	4.50	4.5	15.0	30.0	31.0		

Zebra Crossings

Arm	VGAP (PCU)	Vehs queueing on exit (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
1 - A272 (E)	3.00	3.00		Distance	7.30	5.21

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A272 (E)	0.602	1371
2 - Site Access 1	0.599	1335
3 - A272 (W)	0.552	1213

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A272 (E)		ONE HOUR	✓	462	100.000
2 - Site Access 1		ONE HOUR	✓	156	100.000
3 - A272 (W)		ONE HOUR	✓	690	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - A272 (E)	[ONEHOUR]	100.00
2 - Site Access 1		
3 - A272 (W)		

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A272 (E)	2 - Site Access 1	3 - A272 (W)
From	1 - A272 (E)	0	56	406
	2 - Site Access 1	156	0	0
	3 - A272 (W)	690	0	0

Vehicle Mix

HV %s

	To			
		1 - A272 (E)	2 - Site Access 1	3 - A272 (W)
From	1 - A272 (E)	0	0	5
	2 - Site Access 1	0	0	0
	3 - A272 (W)	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A272 (E)	0.39	4.48	0.6	A	424	636
2 - Site Access 1	0.16	4.08	0.2	A	143	215
3 - A272 (W)	0.75	14.40	3.0	B	633	950

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	348	87	0	75.29	1313	0.265	346	633	0.0	0.4	3.720	A
2 - Site Access 1	117	29	304		1144	0.103	117	42	0.0	0.1	3.504	A
3 - A272 (W)	519	130	117		1085	0.479	516	304	0.0	0.9	6.324	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	415	104	0	89.90	1313	0.316	415	759	0.4	0.5	4.007	A
2 - Site Access 1	140	35	365		1106	0.127	140	50	0.1	0.1	3.726	A
3 - A272 (W)	620	155	140		1061	0.585	618	365	0.9	1.4	8.097	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	509	127	0	110.10	1312	0.388	508	925	0.5	0.6	4.471	A
2 - Site Access 1	172	43	446		1055	0.163	172	62	0.1	0.2	4.076	A
3 - A272 (W)	760	190	172		1010	0.752	754	446	1.4	2.9	13.730	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	509	127	0	110.10	1312	0.388	509	931	0.6	0.6	4.478	A
2 - Site Access 1	172	43	447		1054	0.163	172	62	0.2	0.2	4.079	A
3 - A272 (W)	760	190	172		1008	0.753	759	447	2.9	3.0	14.401	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	415	104	0	89.90	1313	0.316	416	767	0.6	0.5	4.016	A
2 - Site Access 1	140	35	366		1105	0.127	140	50	0.2	0.1	3.730	A
3 - A272 (W)	620	155	140		1060	0.585	626	366	3.0	1.4	8.417	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	348	87	0	75.29	1313	0.265	348	639	0.5	0.4	3.734	A
2 - Site Access 1	117	29	306		1143	0.103	118	42	0.1	0.1	3.511	A
3 - A272 (W)	519	130	118		1084	0.479	522	306	1.4	0.9	6.417	A

2039 Do Something Isolated, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / Site Access 1	Standard Roundabout		1, 2, 3	8.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A272 (E)		ONE HOUR	✓	886	100.000
2 - Site Access 1		ONE HOUR	✓	63	100.000
3 - A272 (W)		ONE HOUR	✓	515	100.000

Demand overview (Pedestrians)

Arm	Profile type	Av. Ped flow (Ped/hr)
1 - A272 (E)	[ONEHOUR]	100.00
2 - Site Access 1		
3 - A272 (W)		

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A272 (E)	2 - Site Access 1	3 - A272 (W)
From	1 - A272 (E)	0	117	769
	2 - Site Access 1	63	0	0
	3 - A272 (W)	515	0	0

Vehicle Mix

HV %s

From	To			
		1 - A272 (E)	2 - Site Access 1	3 - A272 (W)
	1 - A272 (E)	0	0	1
	2 - Site Access 1	0	0	0
	3 - A272 (W)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A272 (E)	0.72	9.38	2.5	A	813	1220
2 - Site Access 1	0.08	4.77	0.1	A	58	87
3 - A272 (W)	0.49	6.12	1.0	A	473	709

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	667	167	0	75.29	1359	0.491	663	433	0.0	1.0	5.147	A
2 - Site Access 1	47	12	576		987	0.048	47	88	0.0	0.1	3.830	A
3 - A272 (W)	388	97	47		1174	0.330	386	576	0.0	0.5	4.555	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	796	199	0	89.90	1359	0.586	795	519	1.0	1.4	6.361	A
2 - Site Access 1	57	14	690		918	0.062	57	105	0.1	0.1	4.178	A
3 - A272 (W)	463	116	57		1167	0.397	462	690	0.5	0.7	5.101	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	976	244	0	110.10	1359	0.718	971	635	1.4	2.5	9.193	A
2 - Site Access 1	69	17	843		825	0.084	69	128	0.1	0.1	4.761	A
3 - A272 (W)	567	142	69		1156	0.491	566	843	0.7	1.0	6.090	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	976	244	0	110.10	1359	0.718	975	636	2.5	2.5	9.384	A
2 - Site Access 1	69	17	847		823	0.084	69	129	0.1	0.1	4.774	A
3 - A272 (W)	567	142	69		1156	0.491	567	847	1.0	1.0	6.116	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	796	199	0	89.90	1359	0.586	801	521	2.5	1.4	6.500	A
2 - Site Access 1	57	14	695		915	0.062	57	106	0.1	0.1	4.195	A
3 - A272 (W)	463	116	57		1167	0.397	464	695	1.0	0.7	5.129	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (E)	667	167	0	75.29	1359	0.491	669	436	1.4	1.0	5.232	A
2 - Site Access 1	47	12	581		984	0.048	47	88	0.1	0.1	3.845	A
3 - A272 (W)	388	97	47		1174	0.330	388	581	0.7	0.5	4.587	A

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021						
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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: Jct L - Western Site Access.j10

Path: Y:\ARDENT PROJECTS\2207280 - Land at Ansty Farm, Mid Sussex\Transport\ARCADY

Report generation date: 27/09/2023 12:19:30

»2039 Do Something Isolated, AM

»2039 Do Something Isolated, PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2039 Do Something Isolated						
1 - A272 (NE)	0.7	3.97	0.42	2.3	7.59	0.70
2 - Site Access 2	0.4	4.99	0.28	0.1	5.36	0.08
3 - A272 (SW)	4.8	14.67	0.83	1.8	6.69	0.64

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

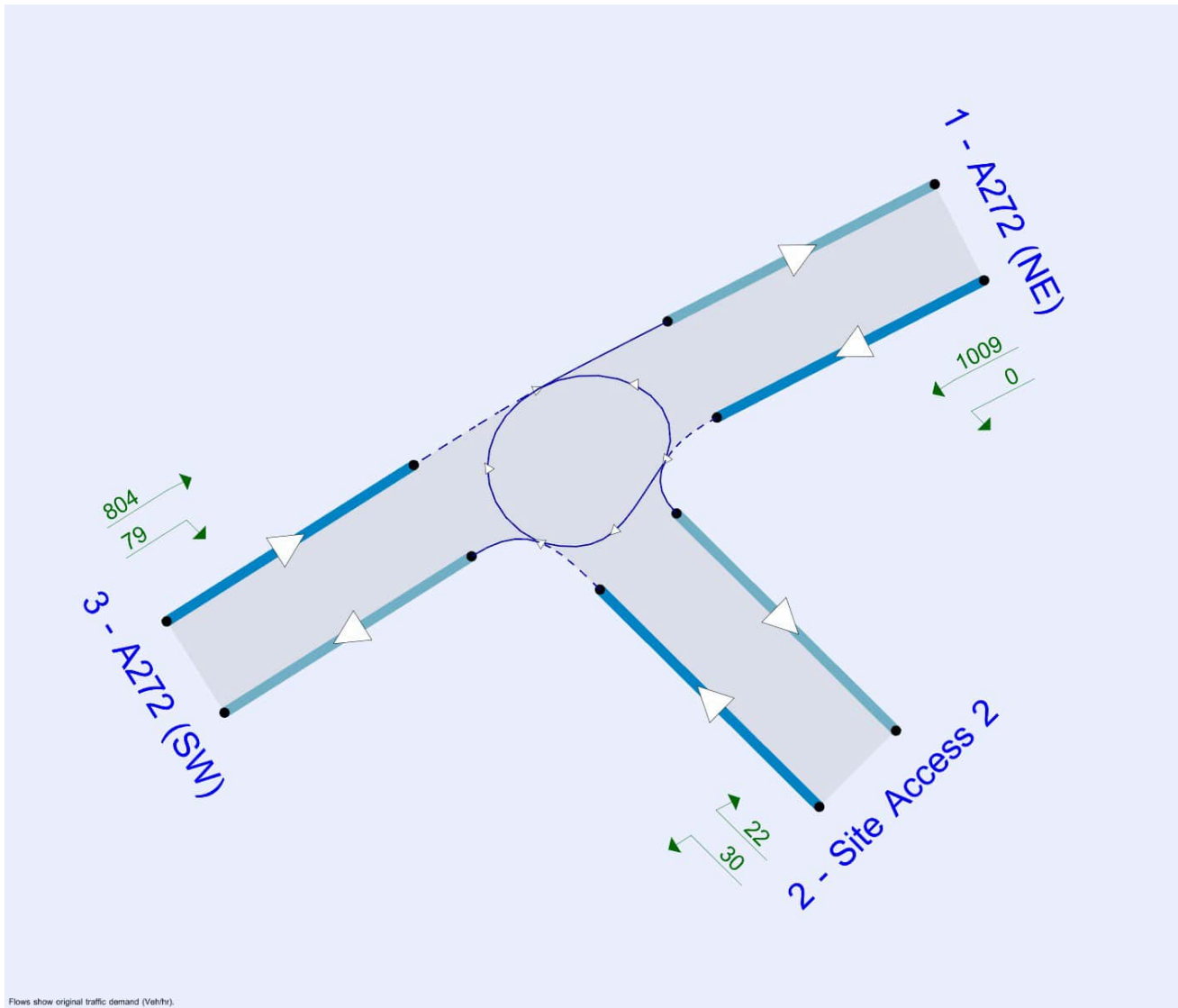
File summary

File Description

Title	A272 / Site Access 2
Location	
Site number	
Date	28/04/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓
D2	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2039 Do Something Isolated, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / Site Access 2	Standard Roundabout		1, 2, 3	10.11	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.11	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A272 (NE)		
2	Site Access 2		
3	A272 (SW)		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - A272 (NE)	3.10	6.00	23.5	40.0	36.0	17.8		
2 - Site Access 2	3.38	4.50	18.1	42.0	36.0	7.4		
3 - A272 (SW)	3.10	6.00	29.1	20.0	36.0	39.6		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A272 (NE)	0.665	1675
2 - Site Access 2	0.630	1443
3 - A272 (SW)	0.610	1552

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2039 Do Something Isolated	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A272 (NE)		ONE HOUR	✓	606	100.000
2 - Site Access 2		ONE HOUR	✓	255	100.000
3 - A272 (SW)		ONE HOUR	✓	1102	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - A272 (NE)	2 - Site Access 2	3 - A272 (SW)
1 - A272 (NE)		0	0	606
2 - Site Access 2		59	0	196
3 - A272 (SW)		1072	30	0

Vehicle Mix

HV %s

From	To			
		1 - A272 (NE)	2 - Site Access 2	3 - A272 (SW)
1 - A272 (NE)		0	0	5
2 - Site Access 2		0	0	0
3 - A272 (SW)		4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A272 (NE)	0.42	3.97	0.7	A	556	834
2 - Site Access 2	0.28	4.99	0.4	A	234	351
3 - A272 (SW)	0.83	14.67	4.8	B	1011	1517

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	456	114	22	1581	0.289	455	846	0.0	0.4	3.193	A
2 - Site Access 2	192	48	455	1142	0.168	191	22	0.0	0.2	3.782	A
3 - A272 (SW)	830	207	44	1468	0.565	825	602	0.0	1.3	5.551	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	545	136	27	1578	0.345	544	1014	0.4	0.5	3.481	A
2 - Site Access 2	229	57	544	1083	0.212	229	27	0.2	0.3	4.215	A
3 - A272 (SW)	991	248	53	1463	0.677	988	720	1.3	2.0	7.522	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	667	167	33	1574	0.424	666	1235	0.5	0.7	3.963	A
2 - Site Access 2	281	70	666	1002	0.280	280	33	0.3	0.4	4.984	A
3 - A272 (SW)	1213	303	65	1456	0.833	1203	882	2.0	4.6	13.705	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	667	167	33	1574	0.424	667	1245	0.7	0.7	3.969	A
2 - Site Access 2	281	70	667	1001	0.280	281	33	0.4	0.4	4.994	A
3 - A272 (SW)	1213	303	65	1456	0.833	1213	883	4.6	4.8	14.671	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	545	136	27	1578	0.345	546	1027	0.7	0.5	3.492	A
2 - Site Access 2	229	57	546	1082	0.212	230	27	0.4	0.3	4.226	A
3 - A272 (SW)	991	248	53	1463	0.677	1001	722	4.8	2.2	7.966	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	456	114	23	1581	0.289	457	855	0.5	0.4	3.204	A
2 - Site Access 2	192	48	457	1141	0.168	192	23	0.3	0.2	3.795	A
3 - A272 (SW)	830	207	44	1468	0.565	833	604	2.2	1.3	5.700	A

2039 Do Something Isolated, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A272 / Site Access 2	Standard Roundabout		1, 2, 3	7.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2039 Do Something Isolated	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - A272 (NE)		ONE HOUR	✓	1009	100.000
2 - Site Access 2		ONE HOUR	✓	52	100.000
3 - A272 (SW)		ONE HOUR	✓	883	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A272 (NE)	2 - Site Access 2	3 - A272 (SW)
From	1 - A272 (NE)	0	0	1009
	2 - Site Access 2	22	0	30
	3 - A272 (SW)	804	79	0

Vehicle Mix

HV %s

	To			
		1 - A272 (NE)	2 - Site Access 2	3 - A272 (SW)
From	1 - A272 (NE)	0	0	2
	2 - Site Access 2	0	0	0
	3 - A272 (SW)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A272 (NE)	0.70	7.59	2.3	A	926	1389
2 - Site Access 2	0.08	5.36	0.1	A	48	72
3 - A272 (SW)	0.64	6.69	1.8	A	810	1215

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	760	190	59	1603	0.474	756	619	0.0	0.9	4.232	A
2 - Site Access 2	39	10	756	957	0.041	39	59	0.0	0.0	3.921	A
3 - A272 (SW)	665	166	16	1515	0.439	662	779	0.0	0.8	4.206	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	907	227	71	1596	0.569	905	741	0.9	1.3	5.203	A
2 - Site Access 2	47	12	905	861	0.054	47	71	0.0	0.1	4.420	A
3 - A272 (SW)	794	198	20	1513	0.525	793	932	0.8	1.1	4.990	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	1111	278	87	1585	0.701	1107	907	1.3	2.3	7.467	A
2 - Site Access 2	57	14	1107	732	0.078	57	87	0.1	0.1	5.338	A
3 - A272 (SW)	972	243	24	1510	0.644	969	1140	1.1	1.8	6.628	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	1111	278	87	1585	0.701	1111	909	2.3	2.3	7.585	A
2 - Site Access 2	57	14	1111	729	0.079	57	87	0.1	0.1	5.357	A
3 - A272 (SW)	972	243	24	1510	0.644	972	1144	1.8	1.8	6.691	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	907	227	71	1595	0.569	911	745	2.3	1.3	5.291	A
2 - Site Access 2	47	12	911	858	0.055	47	71	0.1	0.1	4.442	A
3 - A272 (SW)	794	198	20	1513	0.525	796	938	1.8	1.1	5.045	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A272 (NE)	760	190	60	1603	0.474	761	623	1.3	0.9	4.285	A
2 - Site Access 2	39	10	761	954	0.041	39	60	0.1	0.0	3.938	A
3 - A272 (SW)	665	166	17	1515	0.439	666	784	1.1	0.8	4.249	A